

Slover Distribution Center FINAL Environmental Impact Report

State Clearinghouse 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



Prepared by:

Michael Baker International

3536 Concourse, Suite 100
Ontario, CA 91764

Contact: Christine Donoghue

June 2018

This page is intentionally left blank.

Table of Contents

1.0	INTRODUCTION	1
1.1	Organization of the Final EIR	1
1.2	CEQA Process Summary	1
1.3	Changes to the Draft EIR	2
2.0	RESPONSE TO COMMENTS	5
2.1	Comment Letters and Responses to Comments	9
	Comment Letter: California Department of Toxic Substances Control (DTSC)	10
	Response to California Department of Toxic Substances Control (DTSC)	12
	Comment Letter: California Senator Leyva and Representative Reyes (LEGIS).....	15
	Response to California Senator Leyva and Representative Reyes (LEGIS)	17
	Comment Letter: Colton Joint Unified School District (CJUSD)	24
	Response to Colton Joint Unified School District (CJUSD)	35
	Comment Letter: City of Fontana (FONTANA).....	51
	Response to City of Fontana (FONTANA).....	52
	Comment Letter: Native American Heritage Commission (NAHC).....	57
	Response to Native American Heritage Commission (NAHC)	58
	Comment Letter: San Bernardino County Department of Public Works (PWORKS).....	59
	Response to San Bernardino County Department of Public Works (PWORKS).....	60
	Comment Letter: West Valley Water District (WVWD).....	61
	Response to West Valley Water District (WVWD).....	62
	Comment Letter: California Air Resources Board (CARB).....	63
	Response to California Air Resources Board (CARB)	70
	COMMENT LETTER: Enrique G. and Carmen Jaime (JAIME).....	73
	Response to Enrique G. and Carmen Jaime (JAIME).....	74
	COMMENT LETTER: Thomas and Kim Rocha (ROCHA)	75
	Response to Thomas and Kim Rocha (ROCHA).....	85
	COMMENT LETTER: Ernesto Carlos (CARLOS)	93
	Response to Ernesto Carlos (CARLOS)	94
	COMMENT LETTER: Ana Carlos (ANA).....	95
	Response to Ana Carlos (ANA).....	96
	COMMENT LETTER: Martin Chavez (CHAVEZ)	97
	Response to Martin Chavez (CHAVEZ).....	98
	COMMENT LETTER: Emilia Esquivel (ESQUIVEL).....	99
	Response to Emilia Esquivel (ESQUIVEL)	100
	COMMENT LETTER: Salvador Fernandez (FERNANDEZ)	101

Response to Salvador Fernandez (FERNANDEZ) 102
COMMENT LETTER: Arturo Galindo (GALINDO) 103
Response to Arturo Galindo (GALINDO) 104
COMMENT LETTER: Eduardo Galvan (GALVAN) 105
Response to Eduardo Galvan (GALVAN) 106
COMMENT LETTER: Thomas Herrera (HERRERA) 107
Response to Thomas Herrera (HERRERA) 108
COMMENT LETTER: Johnny Herrera (JOHNNY) 109
Response to Johnny Herrera (JOHNNY) 110
COMMENT LETTER: Marlina Herrera (MARLINA) 111
Response to Marlina Herrera (MARLINA) 112
COMMENT LETTER: Eleina Herrera (ELEINA) 113
Response to Eleina Herrera (ELEINA) 114
COMMENT LETTER: Arcelia Mendoza (MENDOZA) 115
Response to Arcelia Mendoza (MENDOZA) 116
COMMENT LETTER: Maria Ormonde (ORMONDE) 117
Response to Maria Ormonde (ORMONDE) 118
COMMENT LETTER: Eduardo Perez (PEREZ) 119
Response to Eduardo Perez (PEREZ) 120
COMMENT LETTER: Angel Porcho (PORCHO) 121
Response to Angel Porcho (PORCHO) 122
COMMENT LETTER: Rafael Razo (RAZO) 123
Response to Rafael Razo (RAZO) 124
COMMENT LETTER: Margaret Razo (MARGARET) 125
Response to Margaret Razo (MARGARET) 126
COMMENT LETTER: Kim Rocha (KIM) 127
Response to Kim Rocha (KIM) 128
COMMENT LETTER: Thomas Rocha (THOMAS) 129
Response to Thomas Rocha (THOMAS) 130
COMMENT LETTER: Cecilia Rodriguez (RODRIGUEZ) 131
Response to Cecilia Rodriguez (RODRIGUEZ) 132
COMMENT LETTER: Lawrence Saldana (SALDANA) 133
Response to Lawrence Saldana (SALDANA) 135
COMMENT LETTER: Thelma Smith (SMITH) 136
Response to Thelma Smith (SMITH) 137

	COMMENT LETTER: Various (PETITION)	138
	Response to COMMENT LETTER: Various (PETITION)	139
	COMMENT LETTER: Various Form Letter (MEMBERS)	140
	Response to Various Form Letter (MEMBERS)	141
	COMMENT LETTER: Various Form Letter (NEIGHBORS)	142
	Response to Various Form Letter (NEIGHBORS)	144
	COMMENT LETTER: Various Form Letter (RESIDENTS)	147
	Response to Various Form Letter (RESIDENTS)	149
3.0	ERRATA TO THE DRAFT EIR	151
	3.1 Changes to the Draft EIR	151
4.0	References	187

ATTACHMENT 1 - Scoping Documents

- Attachment 1.1 - 2015 Initial Study
- Attachment 1.2 - Notice of Availability

ATTACHMENT 2 - City of Fontana Circulation Element

This page is intentionally left blank.

The Final Environmental Impact Report (Final EIR) for the Slover Distribution Center Project (project) has been prepared in accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code Section 21000 et seq.), and the CEQA Guidelines (14 California Code of Regulations, Division 6, Chapter 3). CEQA Guidelines Section 15132 indicates that the contents of a Final EIR shall consist of:

- The Draft EIR or a revision of the Draft EIR;
- Comments and recommendations received on the Draft EIR, either verbatim or in summary;
- A list of persons, organizations, and public agencies commenting on the Draft EIR;
- The responses of the lead agency to significant environmental points raised in the review and consultation process; and
- Any other information added by the lead agency.

The Draft EIR and the Final EIR, along with public comments, will be considered by the County of San Bernardino Board of Supervisors in determining whether to certify the Final EIR and approve the project.

1.1 ORGANIZATION OF THE FINAL EIR

This Final EIR provides the requisite information required under CEQA and is organized as follows:

- **Section 1.0 Introduction.** This section introduces the Final EIR, including the requirements under CEQA, and to the organization of the document, as well as a summary of the CEQA process activities to date.
- **Section 2.0 Introduction to Comments and Responses.** This section lists the public agencies, organizations, and individuals commenting on the Draft EIR, provides a copy of each written comment received, and includes any response required under CEQA.
- **Section 3.0 Errata to the Draft EIR.** This section details changes to the Draft EIR.
- **Attachments.** This section provides additional content where needed and cross-references from the body of the Final EIR.

1.2 CEQA PROCESS SUMMARY

Pursuant to CEQA, the discussion of potential effects on the environment is focused on those impacts that the lead agency determined could be potentially significant. On January 12, 2017, the County issued a Notice of Preparation (NOP)/Draft Environmental Impact Report (Draft EIR) to inform agencies and the general public that a Draft EIR was being prepared and to invite comments on the scope and content of the document and participation at a public scoping meeting held January 25, 2017. The NOP was distributed to state and local agencies, responsible and trustee agencies, interested parties, and

organizations. The NOP public review period was from January 12, 2017, through February 10, 2017, consistent with the CEQA-required 30-day comment period.

The Draft EIR includes an in-depth evaluation of seven environmental resource areas and other CEQA-mandated issues (e.g., cumulative impacts, growth-inducing impacts, alternatives, impacts that are less than significant). The eight environmental issue areas upon which the EIR focuses include air quality, biological resources, cultural resources, greenhouse gas emissions, hydrology and water quality, land use, noise, and transportation and circulation.

The County released the Draft EIR to the public on December 14, 2017, for a 45-day review ending on January 30, 2018. During the public review period, the Draft EIR was available for review on the County's website at <http://cms.sbcounty.gov/lus/Planning/Environmental/Valley.aspx>.

In addition, hard copies were available at the County Land Use Services Department, Planning Division at 385 North Arrowhead Avenue, San Bernardino, CA 92415, and at the Bloomington Branch Library at 18028 Valley Boulevard, Bloomington, CA 92316. See Attachment A2 for the Notice of Availability.

Comments received on the Draft EIR and the subsequent errata have been incorporated into the Final EIR document. The Board of Supervisors will consider the Draft EIR, the Final EIR, and public comments in determining whether to certify the Final EIR and approve the project.

1.3 CHANGES TO THE DRAFT EIR

Section 3.0, Errata to the Draft EIR, details the changes to the Draft EIR. The changes to the Draft EIR represent minor modifications and clarifications to the existing content.

CEQA Guidelines Section 15088.5 describes when an EIR requires recirculation prior to certification, stating in relevant part:

- (a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term "information" can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement.
- (b) Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

The changes to the Draft EIR described herein clarify or make insignificant changes to an adequate EIR, and are not significant new information, as defined by CEQA Guidelines Section 15088.5. Therefore, this Final EIR is not subject to recirculation prior to certification.

This page is intentionally left blank.

Section 2.0 Response to Comments

Table 2.0-1 lists those parties that provided written comments on the Draft EIR during the public review period. Each comment document has been assigned a brief description as indicated in the table.

A copy of each document providing written comments is included in this section, and each comment has been annotated with the assigned letter along with a number for each comment. Each comment document is followed by written responses that correspond to the comments provided.

Table 2.0-1 Comments from Public Agencies, Organizations, and Individuals

Assignment	Organization/Name	
Agencies		
DTSC	California Department of Toxic Substances Control	January 4, 2018
LEGIS	California Legislators: Senator Leyva and Representative Reyes	January 30, 2018
CJUSD	Colton Joint Unified School District	January 30, 2018
FONTANA	City of Fontana, Land Use Services Department	December 4, 2017
NAHC	Native American Heritage Commission	January 12, 2018
PWORKS	San Bernardino County Department of Public Works	January 30, 2018
WVWD	West Valley Water District	January 22, 2018
CARB	California Air Resources Board	February 13, 2018
Organizations		
—	—	—
Individuals		
JAIME	Enrique G. and Carmen Jaime	January 30, 2018
ROCHA	Thomas and Kim Rocha	January 30, 2018
CARLOS	Ernesto Carlos	January 23, 2018
ANA	Ana Carlos	January 18, 2018
CHAVEZ	Martin Chavez	January 18, 2018
ESQUIVEL	Emilia Esquivel	January 18, 2018
FERNANDEZ	Salvador Fernandez	January 18, 2018
GALINDO	Arturo Galindo	January 18, 2018
GALVAN	Eduardo Galvan	January 18, 2018
HERRERA	Thomas Herrera	January 18, 2018
JOHNNY	Johnny Herrera	January 18, 2018
MARLINA	Marlina Herrera	January 18, 2018
ELEINA	Eleina Herrera	January 18, 2018
MENDOZA	Arcelia Mendoza	January 18, 2018
ORMONDE	Maria Ormonde	January 18, 2018
PEREZ	Eduardo Perez	January 18, 2018

Assignment	Organization/Name																																																																																																							
PORCHO	Angel Porcho	January 18, 2018																																																																																																						
RAZO	Rafael Razo	January 18, 2018																																																																																																						
MARGARET	Margaret Razo	January 18, 2018																																																																																																						
KIM	Kim Rocha	January 18, 2018																																																																																																						
THOMAS	Thomas Rocha	January 18, 2018																																																																																																						
RODRIGUEZ	Cecilia Rodriguez	January 18, 2018																																																																																																						
SALDANA	Lawrence Saldana	January 18, 2018																																																																																																						
SMITH	Thelma Smith	January 18, 2018																																																																																																						
PETITION	Various (336 individuals)	January 15, 2018																																																																																																						
MEMBERS	Various (148 individuals) – [FORM LETTER]	January 18, 2018																																																																																																						
	<table border="0"> <tr> <td>1. Soledad Acevedo</td> <td>61. Mariela Gomez</td> <td>120. Omar Parra</td> </tr> <tr> <td>2. Ramon Aguilar</td> <td>62. Juan Granados</td> <td>121. Linda Partain</td> </tr> <tr> <td>3. Delia Alvarado</td> <td>63. Maria Granados</td> <td>122. Tom Partain</td> </tr> <tr> <td>4. Eloisa Alvarado</td> <td>64. Benjamin Granillo</td> <td>123. Jim Partain</td> </tr> <tr> <td>5. Guillermina Amezcua</td> <td>65. Christine Granillo</td> <td>124. Shirley Partain</td> </tr> <tr> <td>6. Brenda Arce</td> <td>66. Benjamin Granillo III</td> <td>125. Leti Peralta</td> </tr> <tr> <td>7. Karla Arnold</td> <td>67. Hiram Gravelos</td> <td>126. Edith Perez</td> </tr> <tr> <td>8. Shelton Arnold</td> <td>68. Davana Green-Jackson</td> <td>127. Eduardo Perez</td> </tr> <tr> <td>9. Petra B</td> <td>69. Adrian Gutema</td> <td>128. Reyes Perez</td> </tr> <tr> <td>10. Alma Baltazar</td> <td>70. Brianna Hernandez</td> <td>129. Lucia Perez</td> </tr> <tr> <td>11. Rene Baltazar</td> <td>71. Angelica Hernandez</td> <td>130. Eduardo Perez</td> </tr> <tr> <td>12. Irma Barajas</td> <td>72. Crystal Hernandez</td> <td>131. Patricia Radago</td> </tr> <tr> <td>13. Sandra Becerra</td> <td>73. Modesta Hernandez</td> <td>132. Luis Ramero</td> </tr> <tr> <td>14. Antonio Bernaidino</td> <td>74. Miguel Hernandez</td> <td>133. Mariela Ramirez</td> </tr> <tr> <td>15. Yesenia Bocanegra</td> <td>75. Hortencia Hernandez</td> <td>134. Cynthia Ramirez</td> </tr> <tr> <td>16. Bundage</td> <td>76. Elisa Hernandez</td> <td>135. David Ramirez</td> </tr> <tr> <td>17. Moises Cabrera</td> <td>77. Natalie Hernandez</td> <td>136. Margaret Razo</td> </tr> <tr> <td>18. Aria Cabrera</td> <td>78. Hector Hernandez</td> <td>137. Rafael Razo</td> </tr> <tr> <td>19. Ernesto Cabrera</td> <td>79. Emma Herrera</td> <td>138. Alondra Rivera</td> </tr> <tr> <td>20. Maria Cabrera</td> <td>80. Thomas Herrera</td> <td>139. Eduardo Rivera</td> </tr> <tr> <td>21. Basiliar Camacho</td> <td>81. Thomas Herrera</td> <td>140. Cecilia Rodriguez</td> </tr> <tr> <td>22. Miguel Cano</td> <td>82. Jose Herrera</td> <td>141. Dolores Rodriguez</td> </tr> <tr> <td>23. Ernesto Carlos</td> <td>83. Elaina Herrera</td> <td>142. Alma Rodriguez</td> </tr> <tr> <td>24. Ana Carlos</td> <td>84. Johnny Herrera</td> <td>143. Esteban Rodriguez</td> </tr> <tr> <td>25. Roman Carrillo</td> <td>85. David Herring</td> <td>144. Felipe Romero</td> </tr> <tr> <td>26. Eddie Carrillo</td> <td>86. Daniel Hoizar</td> <td>145. Benjamin Ruiz</td> </tr> <tr> <td>27. Maria Castanado</td> <td>87. Tanja Horrera</td> <td>146. Maria Ruiz</td> </tr> <tr> <td>28. Obed Camacho Cazarez</td> <td>88. Belica Huizod</td> <td>147. Juan Ruiz</td> </tr> <tr> <td>29. Carlos Martinez Cerdona</td> <td>89. Phillip Jackson</td> <td>148. Lourdes Ruiz</td> </tr> <tr> <td>30. Jesus Cerrato</td> <td>90. Alicia Jaime</td> <td>149. Desidedio Ruiz</td> </tr> <tr> <td>31. Cynthia Cerrato</td> <td>91. Edgar E. Jaime;</td> <td>150. Erica Ruiz</td> </tr> <tr> <td>32. Javier Cerrato</td> <td>92. Enrique Jaime;</td> <td>151. Maria Sainz</td> </tr> <tr> <td></td> <td>93. Maria Del Carmen Jaime</td> <td>152. Maria Salazar</td> </tr> <tr> <td></td> <td></td> <td>153. Lawrence Saldana</td> </tr> </table>	1. Soledad Acevedo	61. Mariela Gomez	120. Omar Parra	2. Ramon Aguilar	62. Juan Granados	121. Linda Partain	3. Delia Alvarado	63. Maria Granados	122. Tom Partain	4. Eloisa Alvarado	64. Benjamin Granillo	123. Jim Partain	5. Guillermina Amezcua	65. Christine Granillo	124. Shirley Partain	6. Brenda Arce	66. Benjamin Granillo III	125. Leti Peralta	7. Karla Arnold	67. Hiram Gravelos	126. Edith Perez	8. Shelton Arnold	68. Davana Green-Jackson	127. Eduardo Perez	9. Petra B	69. Adrian Gutema	128. Reyes Perez	10. Alma Baltazar	70. Brianna Hernandez	129. Lucia Perez	11. Rene Baltazar	71. Angelica Hernandez	130. Eduardo Perez	12. Irma Barajas	72. Crystal Hernandez	131. Patricia Radago	13. Sandra Becerra	73. Modesta Hernandez	132. Luis Ramero	14. Antonio Bernaidino	74. Miguel Hernandez	133. Mariela Ramirez	15. Yesenia Bocanegra	75. Hortencia Hernandez	134. Cynthia Ramirez	16. Bundage	76. Elisa Hernandez	135. David Ramirez	17. Moises Cabrera	77. Natalie Hernandez	136. Margaret Razo	18. Aria Cabrera	78. Hector Hernandez	137. Rafael Razo	19. Ernesto Cabrera	79. Emma Herrera	138. Alondra Rivera	20. Maria Cabrera	80. Thomas Herrera	139. Eduardo Rivera	21. Basiliar Camacho	81. Thomas Herrera	140. Cecilia Rodriguez	22. Miguel Cano	82. Jose Herrera	141. Dolores Rodriguez	23. Ernesto Carlos	83. Elaina Herrera	142. Alma Rodriguez	24. Ana Carlos	84. Johnny Herrera	143. Esteban Rodriguez	25. Roman Carrillo	85. David Herring	144. Felipe Romero	26. Eddie Carrillo	86. Daniel Hoizar	145. Benjamin Ruiz	27. Maria Castanado	87. Tanja Horrera	146. Maria Ruiz	28. Obed Camacho Cazarez	88. Belica Huizod	147. Juan Ruiz	29. Carlos Martinez Cerdona	89. Phillip Jackson	148. Lourdes Ruiz	30. Jesus Cerrato	90. Alicia Jaime	149. Desidedio Ruiz	31. Cynthia Cerrato	91. Edgar E. Jaime;	150. Erica Ruiz	32. Javier Cerrato	92. Enrique Jaime;	151. Maria Sainz		93. Maria Del Carmen Jaime	152. Maria Salazar			153. Lawrence Saldana	
1. Soledad Acevedo	61. Mariela Gomez	120. Omar Parra																																																																																																						
2. Ramon Aguilar	62. Juan Granados	121. Linda Partain																																																																																																						
3. Delia Alvarado	63. Maria Granados	122. Tom Partain																																																																																																						
4. Eloisa Alvarado	64. Benjamin Granillo	123. Jim Partain																																																																																																						
5. Guillermina Amezcua	65. Christine Granillo	124. Shirley Partain																																																																																																						
6. Brenda Arce	66. Benjamin Granillo III	125. Leti Peralta																																																																																																						
7. Karla Arnold	67. Hiram Gravelos	126. Edith Perez																																																																																																						
8. Shelton Arnold	68. Davana Green-Jackson	127. Eduardo Perez																																																																																																						
9. Petra B	69. Adrian Gutema	128. Reyes Perez																																																																																																						
10. Alma Baltazar	70. Brianna Hernandez	129. Lucia Perez																																																																																																						
11. Rene Baltazar	71. Angelica Hernandez	130. Eduardo Perez																																																																																																						
12. Irma Barajas	72. Crystal Hernandez	131. Patricia Radago																																																																																																						
13. Sandra Becerra	73. Modesta Hernandez	132. Luis Ramero																																																																																																						
14. Antonio Bernaidino	74. Miguel Hernandez	133. Mariela Ramirez																																																																																																						
15. Yesenia Bocanegra	75. Hortencia Hernandez	134. Cynthia Ramirez																																																																																																						
16. Bundage	76. Elisa Hernandez	135. David Ramirez																																																																																																						
17. Moises Cabrera	77. Natalie Hernandez	136. Margaret Razo																																																																																																						
18. Aria Cabrera	78. Hector Hernandez	137. Rafael Razo																																																																																																						
19. Ernesto Cabrera	79. Emma Herrera	138. Alondra Rivera																																																																																																						
20. Maria Cabrera	80. Thomas Herrera	139. Eduardo Rivera																																																																																																						
21. Basiliar Camacho	81. Thomas Herrera	140. Cecilia Rodriguez																																																																																																						
22. Miguel Cano	82. Jose Herrera	141. Dolores Rodriguez																																																																																																						
23. Ernesto Carlos	83. Elaina Herrera	142. Alma Rodriguez																																																																																																						
24. Ana Carlos	84. Johnny Herrera	143. Esteban Rodriguez																																																																																																						
25. Roman Carrillo	85. David Herring	144. Felipe Romero																																																																																																						
26. Eddie Carrillo	86. Daniel Hoizar	145. Benjamin Ruiz																																																																																																						
27. Maria Castanado	87. Tanja Horrera	146. Maria Ruiz																																																																																																						
28. Obed Camacho Cazarez	88. Belica Huizod	147. Juan Ruiz																																																																																																						
29. Carlos Martinez Cerdona	89. Phillip Jackson	148. Lourdes Ruiz																																																																																																						
30. Jesus Cerrato	90. Alicia Jaime	149. Desidedio Ruiz																																																																																																						
31. Cynthia Cerrato	91. Edgar E. Jaime;	150. Erica Ruiz																																																																																																						
32. Javier Cerrato	92. Enrique Jaime;	151. Maria Sainz																																																																																																						
	93. Maria Del Carmen Jaime	152. Maria Salazar																																																																																																						
		153. Lawrence Saldana																																																																																																						

Assignment	Organization/Name			
	33. Juan Cervantes 34. Martin Chavez 35. Josie Chavez 36. Ilda Cortez 37. Maria Damian 38. Connie Damian 39. Teresa de Reobles 40. Froilan DeCasas 41. Daisy DeCasas 42. Rosario DeCasas 43. Sammy DecCasas 44. Pilar Dela Cruz 45. Jimy Delgado 46. Wendy Dominguez 47. Areli Dominguez 48. Francisco Esquivel 49. Salvador Fernandez 50. Maria Galiudo 51. Tina Gallaso 52. Arturo Galuido 53. Eduardo Galvan 54. Laura Garcia 55. Saul Garcia 56. Santos Garcia 57. Maria Juana Garcia 58. Martin Garcia 59. Soledad Acevedo 60. Gabriela Garcia	94. Henry Jaime 95. Alma Lagallones 96. Oscar Leal Jr. 97. Rebecca Lee 98. Silvestre Aguilar Lopez 99. Lucia Lopez 100. Lucila Machura 101. Mariana Machura 102. Jeanette Martin 103. Maria Martinez 104. Jose Martinez 105. Loreno P Martinez 106. Bertha Martinez 107. RJ McKinney 108. Arcelia Mendoza 109. Marco Mendoza 110. Monica Mendoza 111. Rito Meza 112. Linda Meza 113. Carlos Montes de Oca; 114. Imelda Montes de Oca 115. Agueda Moreno 116. Roger Morrell 117. Alma Morrell 118. Maria Ormonde 119. Soledad Acevedo	154. Pat Saldano 155. Fiji Saleem 156. Felicitas Salgado 157. Jesus Sanchez 158. Haydn Sanchez 159. Leslie Sandoval 160. Alejandro Sandoval 161. Evelyn Shul 162. Pablo Shul 163. Mayra Shul 164. Gabriel Silva 165. Thelma Smith 166. Jonathan Torres 167. Alejandro Torres 168. Norma Torres 169. Thomas Torres 170. Julio Tovar 171. Hector Vargas 172. Jaime Vazquez 173. Lueita Vazquez 174. Joel Velasco 175. Rabio Velasco 176. Yvonne Velazquez 177. Juan Velazquez 178. Alex Ybarra 179. Marcela Ybarra 180. Maria	
NEIGHBORS	181. Various (79 individuals) – [FORM LETTER]			January 15, 2018
	1. Nicole Aguirre 2. Itzel Araujo 3. Pricilla Avela 4. Emilio Cano 5. Martin Chavez 6. Maria Teresa Chavez 7. Andres Chavez 8. Josue Chavez 9. Martin Chavez Jr 10. Cornelius Clark 11. Shawntee Clark 12. Brigitte Clark 13. Lupe Duran 14. Martin Encisco 15. Emilia Esquivel 16. Arturo Galuido 17. Rosalie Galuido 18. Asteria Garcia	28. Cristina Gutierrez 29. Lizeth Gutierrez 30. Jasmine Gutierrez 31. Jasefina Gutierrez 32. Ruben Gutierrez 33. Elaina Herrera 34. Emma Herrera 35. Thomas Herrera 36. Henry Jaime 37. Maria Del Carmen Jaime 38. Enrique Jaime 39. Renae Jones 40. Don Jones 41. Jerry Liao 42. Flora Ordaz 43. Jose E Orosco 44. Jeanette Orosco	54. Marlina Perez 55. Victoriano Ponce 56. Emily Porcho 57. Rafael Razo 58. Margaret Razo 59. Michael Reagan 60. Thomas Rocha 61. Kim Rocha 62. Ivan Rochez 63. Salvador Rocoa 64. Adriana Rodriguez 65. Carlos Rolon 66. Rosalinda Ruiz 67. Alberto Salazar 68. Jeremy Sewell 69. Pedro Pacheco Sierra 70. Emmanuel Ugalda 71. Juan Ugalda	

Assignment	Organization/Name			
	19. Brehanna Garcia	45. Orlando Orosco	72. Manuel Ugalde	
	20. Monica Garcia	46. Esperanza Orosco	73. Juan Velazquez	
	21. Joe Garcia	47. Jonathan Ortega	74. Yvonne Velazquez	
	22. Alicia Garcia	48. Emilio Pacheco	75. Alison Whiteker	
	23. Patricia Guerrero	49. Gregorio Pacheco	76. Dan Whiteker	
	24. Alejandro Guerrero	50. Blanea Pacheco	77. Annie Rose Marie Whiteker	
	25. Patriai Gutierrez	51. Agustin Pacheco	78. Minu Wu	
	26. Adrian Gutierrez	52. Warren Parks	79. Dorina	
	27. Juan Gutierrez	53. Laurie Parks		
RESIDENTS	Various (170 Individuals) – [FORM LETTER]			January 18, 2018
	1. Soledad Acevedo	59. Eduardo Garlan	116. Linda Partain	
	2. Javier Aguilar	60. Mariela Gomez	117. Jon Partain	
	3. Delia Alvarado	61. Juan Granados	118. Shirley Partain	
	4. Eloisa Alvarado	62. Benjamin Granillo	119. Jim Partain	
	5. Guillarmina Amezuca	63. Christine Granillo	120. Maria Guadalupe Perez	
	6. Linda Amezuca	64. Benjamin Granillo III	121. Eduardo Perez	
	7. Ramona Andrade	65. Ruben Gutierrez	122. Edith Perez	
	8. Ricardo Andrade	66. Patricia Gutierrez	123. Analilia Perez	
	9. Brenda Arce	67. Margaita Hermosillo	124. Roselia Perez	
	10. Karla Spicer Arnold	68. Brianna Hernandez	125. Lucia Perez	
	11. Shleton Arnold	69. Angelica Hernandez	126. Rebecca Quirin	
	12. Alma Baltazar	70. Krystal Hernandez	127. Mariela Ramirez	
	13. Rene Baltazar	71. Medesta Hernandez	128. David Ramirez	
	14. Peter Baltazar	72. Natalie Hernandez	129. Cynthia Ramirez	
	15. Emma Barajas	73. Elisa Hernandez	130. RL Razo	
	16. Lorena Baralona	74. Hortencia Hernandez	131. William Razo	
	17. Patricia Barbago	75. Miguel Hernandez	132. Alondra Rivera	
	18. Sandra Becerra	76. Miguel A Hernandez	133. Eduardo Rivera	
	19. Antonio Bernardino	77. Hector Hernandez	134. Thomas Rocha	
	20. Yesenia Bocanegra	78. Johnny Herrera	135. Kim Rocha	
	21. Obed Camacho	79. Marlina Herrera	136. Adriana Rodriguez	
	22. Basiliso Camacho	80. Thomas Herrera	137. Cecilia Rodriguez	
	23. Miguel Cano	81. Elaina Herrera	138. Dolores Rodriguez	
	24. Maria Carillo	82. Jose Herrera	139. Alma Rodriguez	
	25. Ana Carlos	83. David Herring	140. Esteban Rodriguez	
	26. Ernesto Carlos	84. Belica Huizar	141. Abraham Romero	
	27. Eddie Carrillo	85. Daniel Huizar	142. John Romero	
	28. Maria Castaneda	86. Dadena Jackson	143. Felipe Romero	
	29. Juan Cervantes	87. Phillip Jackson	144. Patricia Romero	
	30. Martin Chavez	88. Maria Del Carmen Jaime	145. Marle D Ruiz	
	31. Andres Chavez	89. Enrique Jaime	146. Juan Ruiz	
	32. Maria Chavez	90. Henry Jaime	147. Lourdes Ruiz	
	33. Martin Chavez	91. Alma Lagallones	148. Desidevio Ruiz	
	34. Martin Chavez	92. Oscar Leal	149. Erica Ruiz	
	35. Josie Chavez	93. Rebecca Lee	150. Maria Sainz	
	36. Alda Contreras	94. Silvester Aguilar Lopez	151. Patricia Saldana	

Assignment	Organization/Name		
	37. Carlos Martinez Cordona	95. Ramon Aguilar Lopez	152. Laurine Saldana
	38. Maria Damian	96. Lucia Lopez	153. Maria Salezar
	39. Connie Damian	97. Lucila Machuca	154. Felicitas Salgado
	40. Froilan De Casas	98. Mariana Machuca	155. Haydn Sanchez
	41. Rosario De Casas	99. Jeanette Martin	156. Jesus Sanchez
	42. Sammy De Casas	100. Jose Martinez	157. Erneline Sanchez
	43. Daisy De Casas	101. Maria Martinez	158. Leslie Sandoval
	44. Pilar De La Cruz	102. Loreno P Martinez	159. Alejandro Sandoval
	45. Maria De Robles	103. Ray McRinney	160. Mayra Shul
	46. Jimmy Delgado	104. Peter Mejia	161. Evelyn Shul
	47. Wendy Dominguez	105. Arcelia Mendoza	162. Thelma Smith
	48. Areli Dominguez	106. Marco Mendoza	163. Jonathan Torres
	49. Emily Esquivel	107. Monica Mendoza	164. Alejandro Torres
	50. Salvador Fernandez	108. Rito Meza	165. Norma Torres
	51. Josue Figueroa	109. Margaret Morales	166. Thomas Torres
	52. Arturo Galindo	110. Agueda Moreno	167. Julio Tovar
	53. Tina Gallaso	111. Roger Morrell	168. Lupita Vazquez
	54. Laura Garcia	112. Alma Morrell	169. Rabio Veasco
	55. Saul Garcia	113. Maria Ormonde	170. Joel Velasco
	56. Santos Garcia	114. Maria Oroco	171. Alex Ybarra
	57. Martin Garcia	115. Omar Parra	172. Marcella Ybarra
	58. Maria Suana Garcia		

2.1 COMMENT LETTERS AND RESPONSES TO COMMENTS

Each comment letter is provided below, followed by its corresponding response(s). Attachments and duplicate content will be attached. For form letters and petitions, the first letter will be illustrated and responded to, with the balance included in the project record.

COMMENT LETTER: CALIFORNIA DEPARTMENT OF TOXIC SUBSTANCES CONTROL (DTSC)

Comment letter: DTSC



Matthew Rodriguez
Secretary for
Environmental Protection



FISCAL ADMIN
Department of Toxic Substances Control
2018 JAN 9 AM 10:54



Edmund G. Brown Jr.
Governor



Barbara A. Lee, Director
5796 Corporate Avenue
Cypress, California 90630

January 4, 2018

Mr. Jim Morrissey, Planner
County of San Bernardino
Land Use Services Department - Planning Division
385 North Arrowhead Avenue, First Floor
San Bernardino, California 92415-0187
Jim.Morrissey@llus.sbcounty.gov

DRAFT ENVIRONMENTAL IMPACT REPORT (EIR) FOR SLOVER DISTRIBUTION CENTER PROJECT (SCH# 2015121102)

Dear Mr. Morrissey:

The Department of Toxic Substances Control (DTSC) has received your Notice of Completion of the draft EIR for the subject project. The following project description is stated in your document: "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."

Based on the review of the submitted document DTSC has the following comments:

1. The EIR should identify and determine whether current or historic uses at the project site may have resulted in any release of hazardous wastes/substances. If there are any recognized environmental conditions in the project area, then proper investigation, sampling and remedial actions overseen by the appropriate regulatory agencies should be conducted prior to the new development or any construction.
2. The Phase I Environmental Site Assessment (Phase I) provided in the appendix of the EIR states, "Historical resources indicate the property was developed with residential dwellings as early as 1938. According to aerial photographs, the northwest portion of the property was developed with a large building between 1966 and 1977 (possibly a warehouse or barn; city directories did not identify the building). Remnants of the slab are present." If planned activities include building modifications/demolitions, lead-based paints or products, mercury, and asbestos containing materials (ACMs) should be addressed in accordance with all applicable and relevant laws and regulations.

Mr. Jim Morrissey
January 4, 2018
Page 2

- 3. If the project plans include discharging wastewater to a storm drain, you may be required to obtain an NPDES permit from the overseeing Regional Water Quality Control Board (RWQCB). 4
- 4. If the site was used for agricultural or related activities, residual pesticides may be present in onsite soil. DTSC recommends investigation and mitigation, as necessary, to address potential impact to human health and environment from residual pesticides. 5
- 5. DTSC recommends evaluation, proper investigation and mitigation, if necessary, on onsite areas with current or historic PCB-containing transformers. 6
- 6. If soil contamination is suspected or observed in the project area, then excavated soil should be sampled prior to export/disposal. If the soil is contaminated, it should be disposed of properly in accordance with all applicable and relevant laws and regulations. In addition, if the project proposes to import soil to backfill the excavated areas, proper evaluation and/or sampling should be conducted to make sure that the imported soil is free of contamination. 7
- 7. If during construction/demolition of the project, soil and/or groundwater contamination is suspected, construction/demolition in the area should cease and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil and/or groundwater exist, the ND should identify how any required investigation and/or remediation will be conducted, and the appropriate government agency to provide regulatory oversight. 8

If you have any questions regarding this letter, please contact me at (714) 484-5380 or email at Johnson.Abraham@dtsc.ca.gov.

Sincerely,



Johnson P. Abraham
Project Manager
Brownfields Restoration and School Evaluation Branch
Site Mitigation and Restoration Program - Cypress

kl/ja/sh

cc: See next page.

RESPONSE TO CALIFORNIA DEPARTMENT OF TOXIC SUBSTANCES CONTROL (DTSC)

Response to Comment DTSC 1

The commenter provides general introductory and background information regarding the project type and current tenant status for the proposed warehouse building. Responses to specific comments are provided below; no further response is required.

Response to Comment DTSC 2

This comment indicates that the EIR should identify and determine whether current or historic uses at the project site may have resulted in any release of hazardous wastes/substances. Based on review of the USGS Fontana, California, 7.5-minute topographic quadrangle and of the US Department of Agriculture aerial photographs of San Bernardino County, the house was constructed between 1978 and 1980. Since this house is not historic in age (i.e., greater than 45 years old), it did not require further consideration, recordation, or evaluation under CEQA. Refer to Section 4.3, Cultural Resources, Impact 4.3-1, Historic Resources. A comprehensive Phase I Environmental Site Assessment (ESA) was conducted, which found no evidence of historical, controlled, and/or recognized environmental conditions (RECs) on the project site, as discussed in Section 6.0, Effects Found Not to Be Significant, of the Draft EIR. Additionally, the analysis done for the project site utilized the DTSC online database to confirm that no existing or past hazardous conditions exist on-site. Please refer to Section 6, Effects Found Not to Be Significant, which provides a thorough analysis regarding hazards and hazardous materials.

Response to Comment DTSC 3

This comment concerns the potential for lead-based paint or products, mercury, and asbestos-containing materials (ACMs) related to demolition or building modification. The project site is currently vacant and has been previously disturbed and graded. The only demolition to occur would be that of the residential property currently on the southeast-most portion of the site. The home would be demolished prior to construction initiation. As discussed in Section 4.3, Cultural Resources, Impact 4.3-1, Historic Resources, the house on the project site is not historic in age (i.e., greater than 45 years old). The cultural assessment suggested that no further consideration, recordation, or evaluation under CEQA was required. Additionally, the Phase I ESA found no evidence of historical, controlled, and/or recognized environmental conditions (RECs) as discussed in Section 6.0, Effects Found Not to Be Significant, of the Draft EIR. Thus, lead or ACMs have not been documented to occur on-site. However, as noted in the comment, if ACMs were unexpectedly uncovered, then the use, transport, and disposal of hazardous materials during the project construction phase 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). Collectively, these laws are designed to protect human health and to ensure the safe disposal of any ACMs unexpectedly discovered on-site. The potential for exposure to ACMs would be minimized through proper disposal procedures.

Response to Comment DTSC 4

This comment states that the project may be required to obtain a National Pollutant Discharge Elimination System (NPDES) permit from the Regional Water Quality Control Board (RWQCB). As set forth in Draft EIR Section 4.5, Hydrology and Water Quality, the analysis includes a comprehensive evaluation of water quality and hydrology, and acknowledges that the project will have to comply with NPDES requirements. The project would disturb more than 1 acre of soil; therefore, construction activities would be required to obtain coverage under the NPDES General Permit for Stormwater Discharges Associated with Construction. In addition, a project-specific Water Quality Management Plan would be implemented along with the requirements of the San Bernardino County Code standards and the NPDES Area-wide Stormwater Program. Consistent with NPDES requirements, the project's post-construction condition would substantially emulate preconstruction conditions in terms of volume, quality, and rate of runoff. Please refer to Section 4.5, Hydrology and Water Quality, for a full discussion of project-related permits and the project's compliance with the required NPDES permit. No impacts to water quality are expected to occur from implementation of the project and the project's conformance to NPDES requirements.

Response to Comment DTSC 5

This comment indicates that if the site was used for agricultural or related activities, residual pesticides may be present in on-site soil. As discussed in Section 6, Effects Found Not to Be Significant, the Phase I ESA prepared for the subject property indicates the property was developed with residential dwellings as early as 1938, with the northwest portion of the property developed with a large building between 1966 and 1977 (possibly a warehouse or barn). The Phase I ESA did not identify any recognized environmental conditions associated with the project site, including the potential for residual pesticides. Accordingly, no further site assessment was necessary. Residual pesticides are not expected to occur on the site.

Response to Comment DTSC 6

This comment recommends evaluation, proper investigation, and mitigation, if necessary, of on-site areas with current or historic PCB-containing transformers. The Phase I ESA did not identify any concerns related to PCB-containing transformers or any other electrical or mechanical equipment suspected to contain polychlorinated biphenyls (PCBs). Thus, no further evaluation is required.

Response to Comment DTSC 7

This comment notes that "if soil contamination is suspected or observed in the project area, excavated soil should be sampled prior to export/disposal." As discussed in Section 6, Effects Found Not to Be Significant, the Phase I ESA prepared for the subject property indicates that the property was developed with residential dwellings as early as 1938, with the northwest portion of the property developed with a large building between 1966 and 1977 (possibly a warehouse or barn). The Phase I ESA did not identify any recognized environmental conditions associated with the project site, including the potential for residual pesticides. Additionally, a DTSC database search did not identify any toxic or hazardous materials sites on the project site. Thus, 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. The project site does not contain contaminated soil, and there are no plans to import soil as part of construction.

Response to Comment DTSC 8

This comment recommends that if during construction/demolitions activities, soil and/or groundwater contamination is suspected, construction/demolition should cease, and appropriate health and safety procedures should be implemented. We agree with this recommendation. As indicated in the Draft EIR (see page 6.0-10):

Compliance with applicable laws and regulations governing... 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.

Any contaminated waste encountered during construction is required to be remediated so that it does not pose a risk...

COMMENT LETTER: CALIFORNIA SENATOR LEYVA AND REPRESENTATIVE REYES (LEGIS)



Comment letter: LEGIS

January 30, 2018

Jim Morrissey
County of San Bernardino
Land Use Service Department
Planning Division
385 North Arrowhead Avenue
First Floor
San Bernardino, CA 92415-0187

RE: Draft Environmental Impact Report Study of Slover Distribution Center

Dear Mr. Morrissey,

We are writing this letter in opposition to the proposed Slover Distribution Center (SCH No. 2015151102) located on south side of Slover Avenue, extending from Laurel Avenue east to Locust Avenue.

As the state legislators that represent the community of Bloomington in Sacramento we oppose the location of this project. The projects location would greatly affect the standard of living of the residents of Bloomington. The San Bernardino County General Plan currently has the lot zone for single residential and the change to commercial zoning would greatly affect these residents.

As summarized in the Draft Environmental Impact Report (DEIR) the proposed project is expected to generate approximately 1,064 trips per day. The I-10 and 60 corridors already suffer from some of the most polluted air. Many of our constituents suffer from extreme allergies and asthma from the impacts of the air quality. Continuing to build these warehouses in these areas will only further exasperate the health of our communities.

We disagree that the proposed project would have a less than significant effect on our community's health. The DEIR is not taking into consideration that this warehouse is not self-standing. Across the street from this project are another two warehouses that have impacted the quality of life of these residents already. There was another warehouse approved late last year next to two elementary schools and a park. The City of Fontana is also developing several warehouses on the Slover corridor. The sum of all these exhaust fumes into our communities will have severe and lasting impacts on our communities for years to come.

This current project is less than a quarter mile from Bloomington High School. Imagine the toxic air our athletes will be breathing in while practicing their sports on the fields of their school. Air quality does not have boundaries and these athletes and students will not only be affected by the exhaust of the traffic of this

warehouse but to the exhaust of all the warehouse development in their communities and surrounding communities.

cont'd
4

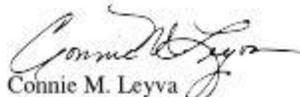
We need to take responsibility for the health of our residents and start thinking about the long term health effects that these projects will have. The approval of these projects will significantly affect the characteristics of these communities.

5

We strongly believe in helping to foster a strong local economy in Bloomington and across the Inland Empire, while also protecting our community's health and neighborhoods.

Feel free to contact our offices, Senator Connie M. Leyva at (909) 888-5360 and Assemblymember Eloise Gomez Reyes at (909) 381-3238.

Sincerely,



Connie M. Leyva
State Senator, 20th District



ELOISE GÓMEZ REYES
Assemblymember, 47th District

RESPONSE TO CALIFORNIA SENATOR LEYVA AND REPRESENTATIVE REYES (LEGIS)

Response to Comment LEGIS 1

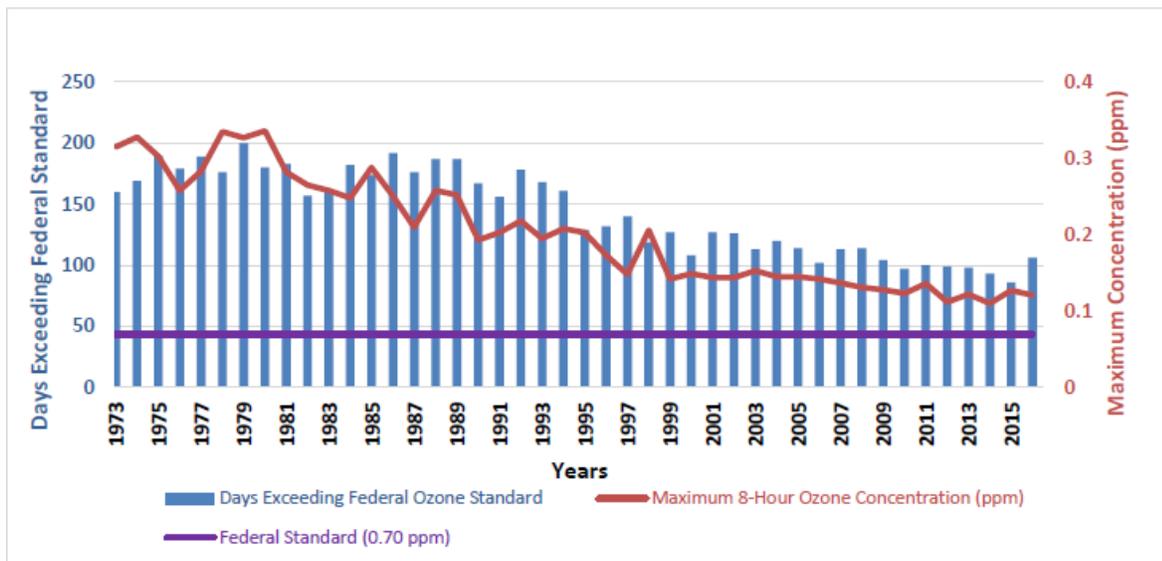
This comment opposes the project location because it would impact residents. Responses to specific comments are provided below. The comment asserts the approval of the project would greatly affect the standard of living of the residents of Bloomington. This assertion is a policy judgment that will be made by the Board of Supervisors.

Response to Comment LEGIS 2

This comment identifies that truck trips would be generated by the project, that the Interstate 10 (I-10) and State Route (SR) 60 corridors already suffer from polluted air conditions, and that many constituents suffer from allergies and asthma which are exacerbated by the building of warehouses.

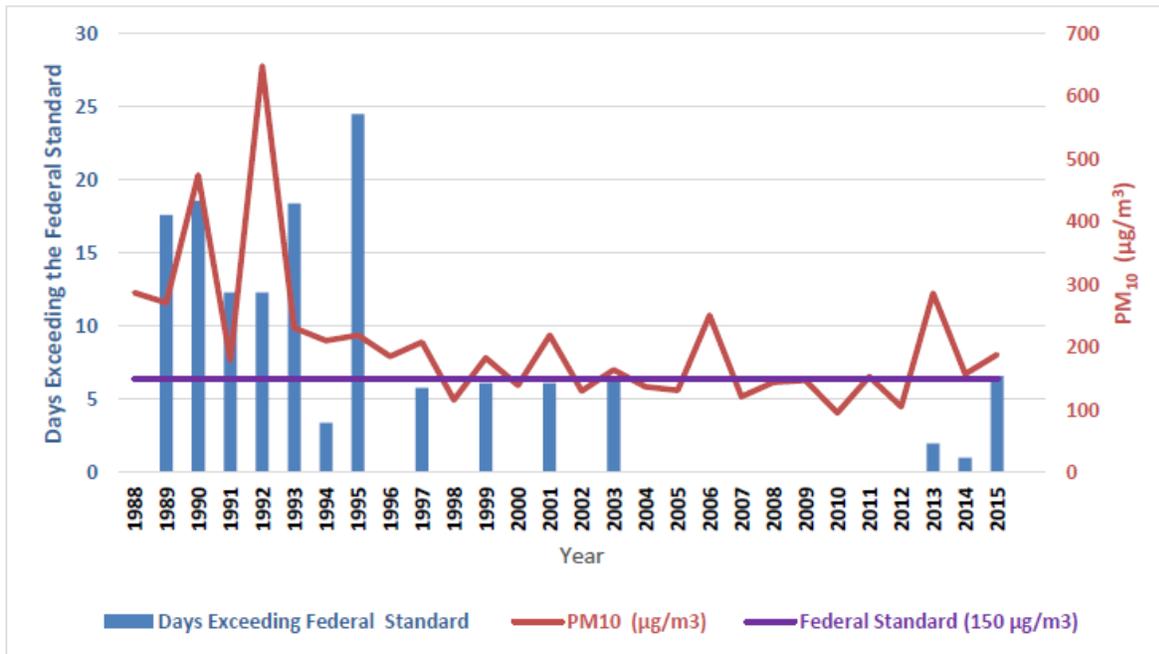
Ozone, nitrogen oxide (NO_x), volatile organic compounds (VOC), and carbon monoxide (CO) have been decreasing in the South Coast Air Basin (Basin) since 1975 and are projected to continue to decrease through 2020 (as stated in the South Coast Air Quality Management District's [SCAQMD] 2012 Air Quality Management Plan). These decreases result primarily from motor vehicle controls and reductions in evaporative emissions. Although vehicle miles traveled in the Basin continue to increase, NO_x and VOC levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NO_x emissions from electric utilities have also decreased due to the use of cleaner fuels and renewable energy. For a complete discussion of existing air quality and future air quality impacts, see Section 4.1, Air Quality, of the Draft EIR. The following exhibits illustrate the air quality improvement achieved even as substantial growth has occurred. These exhibits are presented in Section 4.1 of the DEIR and included here for ease of review.

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



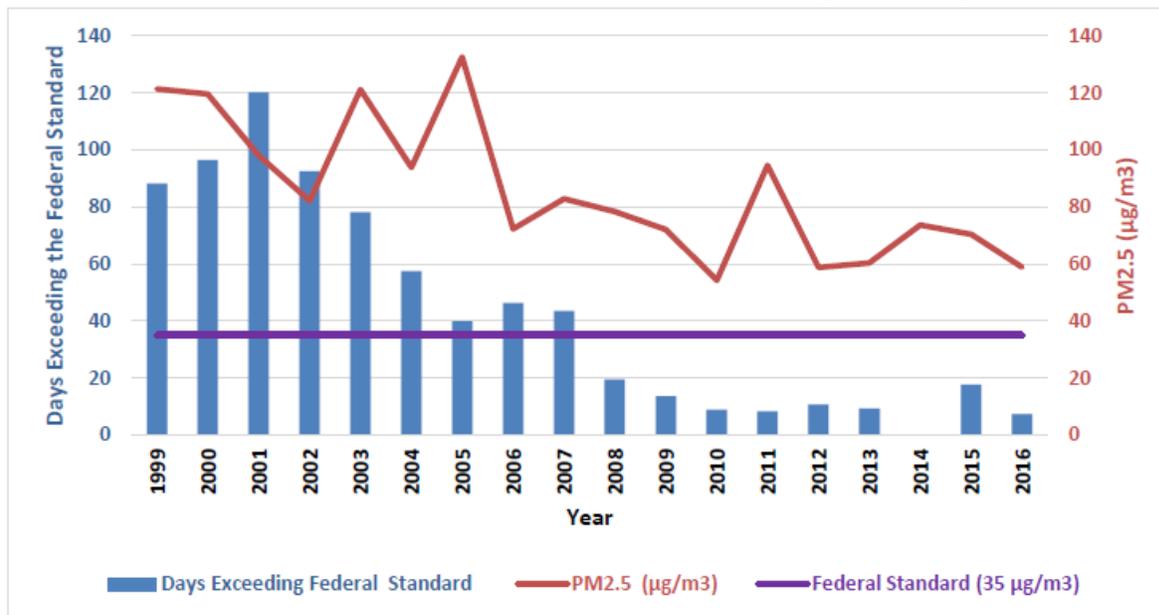
Source: <http://www.arb.ca.gov/adam>

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



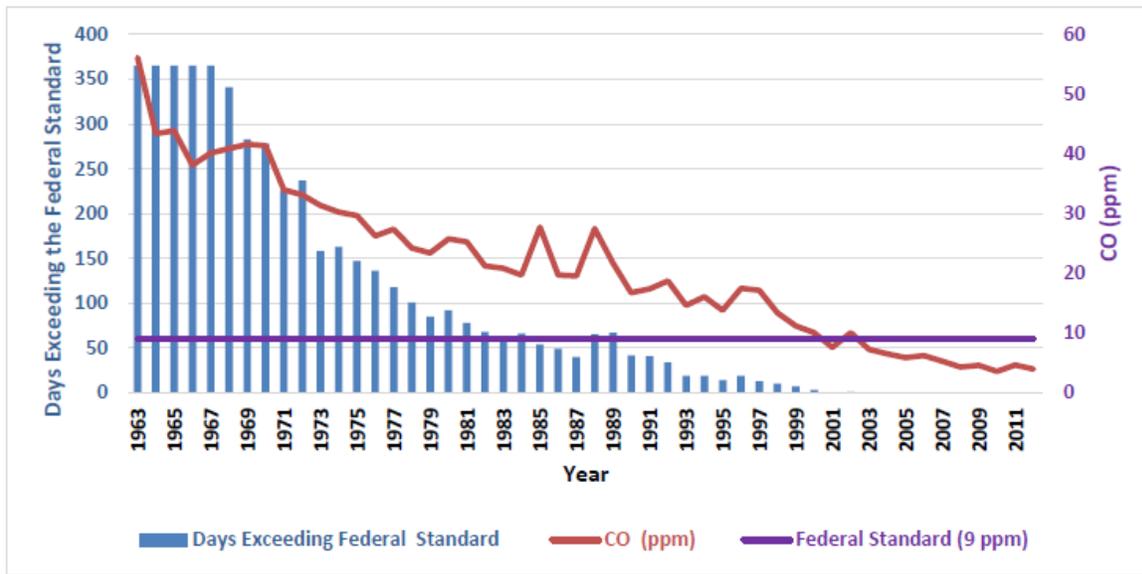
Source: <http://www.arb.ca.gov/adam>

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



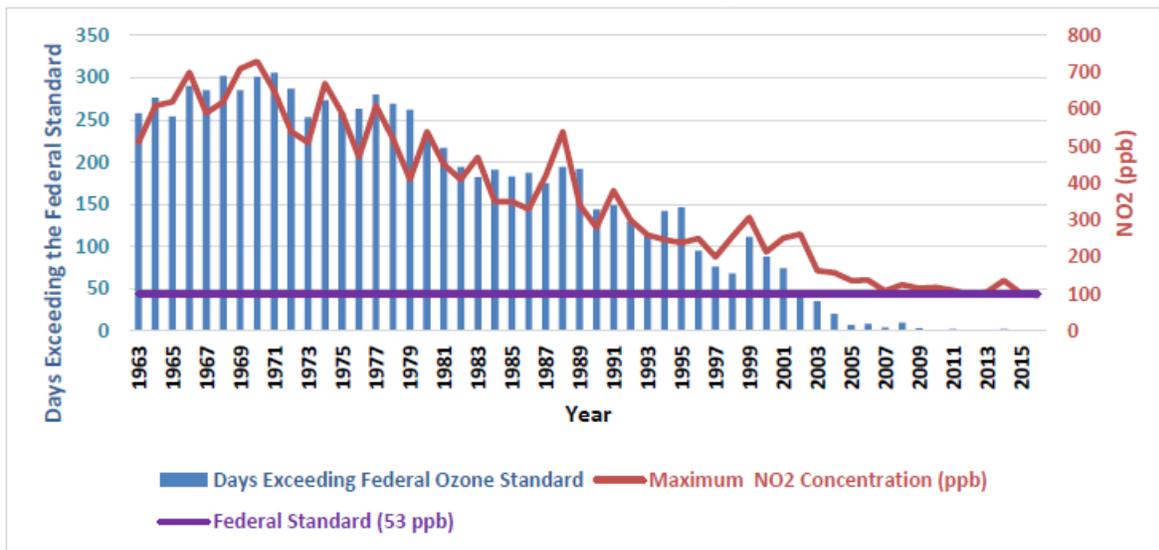
Source: <http://www.arb.ca.gov/adam>

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



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

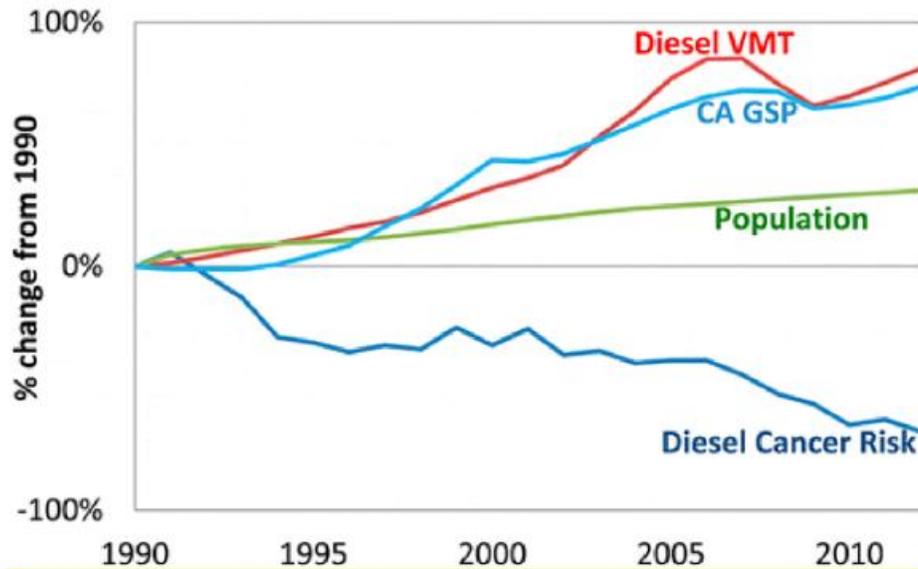
Exhibit 4.1-5: South Coast Air Basin Nitrogen Dioxide Trends



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

Similar to the reductions achieved in ozone, NO_x, VOC, coarse particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and CO, there has been substantial improvement and reduction in toxic air contaminants (TACs) and associated cancer risk even as substantial growth and an increase in vehicle miles traveled has occurred. As shown in Exhibit 4.1-6 in the Draft EIR, diesel cancer risk has steadily declined even as there has been an increase in population and diesel vehicle miles traveled (VMT).

**Exhibit 4.1-6: Diesel Particulate Matter and Diesel Vehicle Miles Trend
California Population, Gross State Product (GSP),
Diesel Cancer Risk, Diesel Vehicle-Miles-Traveled (VMT)**



Source: *Environmental Science & Technology* (2015)

As summarized in Section 4.1 of the Draft EIR, based on information available from the California Air Resources Board (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 (DPM) 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 percent decrease in comparison to the MATES-II study.

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

The reductions in air quality and cancer risk impacts are attributable primarily to existing regulatory requirements and uniform CEQA review by SCAQMD, which results in all projects that require a discretionary action implementing mitigation measures where necessary. Thus, the assertion that the cumulative impacts analysis is somewhat inadequate is incorrect. The SCAQMD's thresholds of significance properly analyze both direct and cumulative impacts, and the drastic improvements in air quality over the past several decades indicate that the SCAQMD's implementation of uniform CEQA review is working.

Response to Comment LEGIS 3

This comment indicates disagreement with the finding in the Draft EIR that the project would have a less than significant impact on the community's health and does not consider the other nearby warehouse projects. The County's experts disagree with the comments in this regard. The conclusions in the Draft EIR are based on both a project-specific evaluation and a cumulative analysis considering existing, planned, and future projects. Cumulative air quality impacts are fully evaluated in Section 4.1, Air Quality (see page 4.1-41). As noted in Response to Comment LEGIS 2, significant progress has been made with respect to reduction in cancer risk impacts even as extensive population, development, and economic growth has occurred in the region. As previously noted, the reductions in air quality and cancer risk impacts are attributable primarily to existing regulatory requirements and uniform CEQA review, which results in all projects that require a discretionary action implementing mitigation measures where necessary and adherence to uniform CEQA review.

As stated in the Draft EIR, the threshold of significance regarding cancer risk from emissions of TACs is whether implementation of the proposed project would result in exposure of sensitive receptors to a substantial incremental increase in emissions of TACs that exceed 10 in 1 million for the carcinogenic risk (i.e., the risk of contracting cancer) for the Maximally Exposed Individual (MEI), as recommended by the SCAQMD's CEQA Air Quality Handbook (1993). The SCAQMD has determined that this threshold of significance is based on the incremental increase in cancer risk exposure resulting from project-related TAC emissions because the air district has determined that any incremental increase greater than 10 in 1 million could conflict with plans and programs to reduce diesel risk exposure in the Basin. This comment is also incorrect in suggesting that the Draft EIR fails to acknowledge existing exposure of toxic air contaminants in the project vicinity. The Draft EIR includes a disclosure of background concentrations of diesel particulate matter and potential associated health risk. This comment cites the page of the Draft EIR that provides this information. As stated in the Health Risk Assessment (Appendix B of Draft EIR), the SCAQMD has conducted an in-depth analysis of toxic air contaminants and their resulting health risks for all of Southern California, and as a result has been able to estimate an excess cancer risk of 427 in 1 million in the project region. DPM accounts for 68 percent of the total risk shown in the Multiple Air Toxics Exposure Study in the South Coast Air Basin, MATES-IV (2015). This study shows that DPM concentrations decreased 68 percent between MATES-III (2008) and MATES-IV (2015) even though the state's population increased 31 percent and the amount of vehicle miles traveled increased 81 percent over this time.

Further, the SCAQMD also issued supplemental guidance in 2003 on how to determine cumulative impacts, the SCAQMD guidance document states the following:

...the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR...

Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance

thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.

The quoted text is found on page D-3 of the SCAQMD Guidance/White Paper, Appendix A: Background section. The report is available on the SCAQMD's website at the following address:

<http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper.pdf>.

In summary, steady progress has been made in reducing health risk exposure associated with DPM emissions, and continued progress is expected. Therefore, the SCAQMD's recommended threshold of significance, which focuses on the incremental increase in the level of cancer risk that would result from an individual project, is used to determine whether the risk levels resulting from an individual project should be regarded as cumulatively considerable. This is why the Draft EIR applies the "incremental increase threshold of significance" to make its significance conclusion in both the project-level analysis and the cumulative impact analysis.

Lastly, the incremental increase threshold of significance has been used to analyze multiple projects in the SCAQMD's jurisdiction and in other air basins throughout the state for many years.

The 10 in 1 million standard is a very health protective significance threshold. A risk level of 10 in 1 million implies a likelihood that up to 10 persons out of 1 million equally exposed people would contract cancer if exposed continuously (24 hours per day) to the levels of toxic air contaminants over a specified duration of time. This would be an excess cancer risk that is in addition to any cancer risk borne by a person not exposed to these air toxics. To put the risk in perspective, the risk of dying from accidental drowning is 1,000 in a million, which is 100 times more than the SCAQMD's threshold of 10 in 1 million.

In addition, as set forth above in Response to Comment LEGIS 2, diesel particulate emissions and cancer risk have dramatically decreased at the same time tremendous economic and development growth has occurred in Southern California. This evidences that uniform CEQA review and application of the single standard threshold of significance have been important tools in the overall reduction of DPM and related cancer risks. Thus, the County's experts disagree with the assertions made by the commenters.

This comment also seems to suggest that any increase in incremental cancer risk equates to a significant cumulative impact. CEQA case law has rejected that argument, finding that "the 'one [additional] molecule rule' is not the law" (*Communities for a Better Environment v. California Resources Agency* (2002) 103 Cal. App. 4th 98, 120).

As such, contrary to the commenters' claim, the Draft EIR provides the requisite background cancer risk for the project area, correctly evaluates the project's incremental cancer risk from diesel particulate matter, and correctly identifies a less than cumulatively considerable contribution consistent with available guidance from the expert air agency (the SCAQMD).

Response to Comment LEGIS 4

This comment notes that the proposed project would be located just a quarter mile from Bloomington High School, thus affecting school athletes and the surrounding communities. The County's experts disagree with this comment.

It is understood that air pollutants do not have boundaries and regardless of the project location, air pollutants will travel based on weather and wind patterns. Nonetheless, an air quality analysis was conducted to analyze the potential impact on sensitive receptors, including impacts to Bloomington High School and other surrounding schools. Please refer to Section 4.1, Air Quality, page 4.1-33 for a complete discussion of sensitive receptors. Additionally, refer to Table 4.1-12, Maximum Operational Health Risk at Project Vicinity Residences, and Table 4.1-13, Maximum Operational Health Risk at Project Vicinity Schools. Table 4.1-13 shows that impacts related to cancer risk and PM_{2.5} concentrations from heavy trucks would be less than significant at these sensitive receptors. Furthermore, as summarized in the Response to Comments LEGIS 2 and 3 above, the effects of cumulative health risk were appropriately evaluated in the Draft EIR. The commenters do not provide substantial evidence to refute the information in the Draft EIR.

Response to Comment LEGIS 5

This comment states that the long-term health effects of the project should be considered, along with how the project will change the characteristics of the community. The County's experts disagree. The health risk assessment specifically evaluates health impacts over approximately 70 years, and thus considers the long-term health effects. As demonstrated on pages 4.1-33 through 4.1-35 in the Draft EIR, health impacts are deemed to be less than significant. In addition, the project would be in a largely industrial corridor and will provide jobs for residents of the surrounding area.

COMMENT LETTER: COLTON JOINT UNIFIED SCHOOL DISTRICT (CJUSD)

Colton Joint Unified School District

Jerry Almendarez, Superintendent
Dr. Frank Miranda, Assistant Superintendent, Business Services Division
Owen Chang, Director, Facilities, Planning & Construction



Comment letter: CJUSD

BOARD OF EDUCATION

Mr. Frank A. Ibarra, *President*
Mrs. Joanne E. Thoring-Ojeda, *Vice-President*
Mrs. Patt Haro, *Clerk*
Mr. Randall Cenicerros
Mr. Dan Flores
Mr. Pilar Tabera
Mr. Kent Taylor

January 30, 2018

County of San Bernardino
Land Use Services Department—Planning Division
Re: Slover Distribution Center EIR
Attn: Jim Morrissey, Planner
385 North Arrowhead Avenue, First Floor
San Bernardino, CA 92415-0187

Re: Comments on Slover Distribution Center Draft EIR (SCH# 2015121102)

Dear Mr. Morrissey:

Colton Joint Unified School District (CJUSD) submits this letter to express concerns about potential environmental impacts of the above-referenced project, which is located near Bloomington High School with a total of over 2,300 student population (approximately 516 feet to the southwest). The project is also located within a mile of three other CJUSD schools: Walter Zimmerman Elementary, Ruth O. Harris Middle School, and Sycamore Hills Elementary. Overall, CJUSD is concerned about the proliferation of warehouse and logistics projects within and adjacent to its District boundaries, which have the potential to jeopardize student health, safety, and school operations due to increased heavy truck traffic, noise and diesel particulate emissions in the neighborhoods where CJUSD students learn and live. Additionally, the elimination of residential zoning also has direct impact on future student population.

CJUSD has reviewed the Draft EIR prepared for the project. In light of the close proximity of the project to Bloomington High School and other schools in the area, CJUSD provides the following comments on the EIR:

Aesthetics: The discussion of aesthetic impacts is relegated to Section 6.0 "Effects Found Not to be Significant" at the back of the EIR. It is highly improbable that a massive, 344,000 square foot warehouse facility with 49 dock doors and 224 parking spaces built on a currently vacant site would not potentially substantially degrade the existing visual character or quality of the site or its surroundings, or that it would not potentially result in new sources of substantial nighttime lighting. Rather than the cursory discussion provided in Section 6.0, a full analysis of potential aesthetics impacts should be included within Section 4.0, including line-of-sight and photo view simulations, project design features, and mitigation measures. Specifically, the preparation of an outdoor lighting plan should be included as a mitigation measure.

1212 Valencia Drive, Colton, CA 92324-1798 – (909) 580-5000

2

Air Quality: CJUSD has identified several incorrect assumptions and misapplications of methodology resulting in a number of the findings that are significant as opposed to the conclusions in the Air Quality, Greenhouse Gas, Energy Technical Report (May 2017). CJUSD's focus was on the Air Quality, Greenhouse Gas, Energy Technical Report (May 2017) Technical Report since this formed the bases of the Draft EIR Sections. CJUSD's main comments center on the following that contribute to an underestimation of the project's regional air quality emissions and cancer risks:

- 1) Underestimation of truck emissions because of an inappropriate use of the car/truck vehicle split for a high cube warehouse project;
- 2) Underestimation of truck emissions due to inappropriate assumptions regarding the truck trip length;
- 3) Inappropriate use of truck speeds while traveling onsite (15 mph instead of 5 mps as a more reasonable travel speed (lower speed results in higher emissions);
- 4) Incorrect estimate of construction localized significance thresholds;
- 5) Incorrect assumptions regarding the calculation of cancer risks resulting in significant cancer risks;
- 6) No estimate of construction health risks; and
- 7) Use of average diesel emission rates in determining cancer risks.

Page 11, Table 2: At the time the analysis report was prepared (May 2017), air quality data for the year 2016 was available and should be included in Table 2 to characterize the "background" quality in the project area.

Page 11, Table 2: The table is incomplete in that no summaries are provided for nitrogen dioxide (NO₂) air quality since NO₂ is a precursor pollutant in the formation of ozone.

Page 27, Construction-Related Localized Air Quality Impacts, Table 9. The impact methodology discussed on Page 26 indicates that the project construction would disturb a maximum of 4 acres in a single day. However, the SCAQMD localized significance thresholds (LSTs) shown in Table 9 are for a disturbed area of 5 acres. The LSTs for the project construction should be based on a 4 acre disturbed area. The SCAQMD LST methodology indicates that it is acceptable to linearly interpolate to estimate allowable emissions between the downwind distances given in the LST emission lookup tables¹. Therefore, Table 9 should be corrected as follows for a 4-acre daily disturbed construction area (the italicized text indicates the corrected text):

Table 9: Localized Significance of Emissions (corrected)

<i>LST 4.0 acres/25 meters Central San Bernardino Valley</i>	Nitrogen Oxide (NOx)	Coarse Particulate Matter (PM10)	Fine Particulate Matter (PM2.5)	Carbon Monoxide (CO)
Maximum Daily Emissions (onsite)	68.04	10.80	6.95	64.18
SCAQMD Localized Threshold	<i>236</i>	<i>11.6</i>	<i>6.6</i>	<i>1,488</i>
Significant?	No	No	Yes	No
Source: CalEEMod version 2016.3.1. Notes: Emissions projections account for adherence to various components of SCAQMD Rule 403, including application of water on the project site, employment of wheel washing systems, replacement of ground cover in disturbed areas, sweeping adjacent streets daily, and reestablishing vegetation on inactive portions of the site.				

As noted from the corrected Table 9, the construction PM_{2.5} emissions exceed the SCAQMD LST for a 4-acre construction area. Therefore, without mitigation, the project construction would result in a significant construction impact and requires mitigation contrary to the conclusions shown on Page 27 that indicates a Less Than Significance Impact.

¹ SCAQMD 2008, Final Localized Significance Threshold Methodology, July 2008; Page 3.3

1212 Valencia Drive, Colton, CA 92324-1798 – (909) 580-5000

Page 28, Long-Term Operational Emissions, Table 10. The project's operational mobile source emissions are significantly underestimated for the following reasons:

Vehicle Fleet Mix: The Project Description (Page 1) describes the project as a "high cube concrete tilt-up warehouse facility shell building with no current tenant." The analysis report as derived from the project Traffic Impact Study used the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, 2012 (ITE Manual) trip generation rate of 3.56 daily vehicle trips per thousand square feet of space (for cars and trucks totaling approximately 1,224 daily vehicles for 344,000 square feet of space). The Trip Generation Rates used a passenger vehicle trip rate of 2.833 vehicles per day (79.57% of the total vehicle trips) and a daily truck trip rate of 0.727 daily truck trip rate (3.56 total daily trip rate minus 2.833 passenger vehicle trip rate or 20.43% daily truck trip rate). The analysis report did not, however, use the 38.1% daily truck trip rate recommended by ITE for warehouses. By using the 20.4% daily truck trip rate, the analysis report estimated 250 daily truck trips instead of approximately 466 daily truck trips if the ITE's truck trip rate of 38.1% of the total daily vehicle trips is used. Additionally, the analysis used truck vehicle fleet mixture percentages from the City of Fontana Truck Trip Generation Study (Fontana Study) to estimate the project's operational air quality impacts. **Therefore, absent from a specific traffic study of known tenants, the project's truck emissions and air quality, health risk, and greenhouse gas impacts are significantly underestimated by a factor of 1.86 (38.1% / 20.43%).** Table A below compares the daily vehicle trips between the values contained in the analysis report and the ITE-based truck trips. Table B compares the breakdown of truck trips by truck type.

Table A: Comparison of Daily Vehicle Trips

Vehicle Class	Daily Trip Rate (trips/TSF)		Daily Trips (trips/day)	
	Analysis Report	ITE Rate for High Cube Warehouse ⁽¹⁾	Analysis Report	ITE Rate for High Cube Warehouse
Passenger Cars	2.833	2.204	975 (79.57%)	758 (61.9%)
Trucks	0.727	1.356	250 (20.43%)	466 (38.1%)
Total	3.560	3.560	1,225 (100%)	1,225 (100%)

Note:
(1) ITE 9th Edition
TSF = thousands of square feet; project proposes 344,000 square feet of space

Table B: Comparison of Daily Truck Trips

Vehicle Class	Daily Truck Trips (trips/day)	
	Analysis Report	ITE Rate for High Cube Warehouse ⁽¹⁾
Trucks ⁽¹⁾		
2-axle (17.0%)	42	80
3-axle (22.7%)	57	104
4+ axle (60.4%)	151	282
Total	250	466

Note:
(1) City of Fontana Truck Trip Generation Study (City of Fontana 2003)

Because trucks contribute the largest portion of the project's operational emissions, an underestimation of the number of truck trips will lead to an underestimation of potential impacts.

Vehicle Trip Length: In the CalEEMod output sheets provided in Appendix A of the analysis report, the modeling used a 16.6 mile one-way trip distance and a 59% trip percentage for trucks moving goods for perspective tenants (C-W) and a 6.9 one-way trip distance and an 41% trip percentage for trucks supporting the operation of the perspective tenants (C-NW). These assumptions underestimate air quality, health risk, and greenhouse gas emission impacts. In particular, most warehouses, distribution centers, and industrial land use projects would be hauling consumer goods, often from the Ports of Long Beach and Los Angeles as well as to destinations outside of SCAQMD boundaries.

- Project site to Port of Los Angeles/Long Beach: 70 miles
- Project site to Banning Pass: 34 miles

4

- Project site to San Diego County line: 55 miles
- Project site to Cajon Pass: 27 miles
- Project site to downtown Los Angeles: 52 miles

Assuming that 50 percent of all delivery trips will travel to and from the project and the Port of Los Angeles/Long Beach, an approximate average one-way truck trip length would be nearly 60 miles. Therefore, the use of 16.6 miles as an average truck trip greatly underestimates the truck emissions¹ and air quality impacts. In order to ensure that the analysis conservatively evaluates the potential for air quality, health risk, and greenhouse gas impacts, the analysis needs to utilize a trip length that is reflective of the potential truck trips or limit the truck trip miles allowed to levels analyzed in the analysis. If higher truck trip miles are anticipated or required, the analysis should be updated to disclose this impact to the public. As a result, a 60 mile one-way trip distance and 80% trip percentage should be used to model trucks moving goods for the perspective tenants (C-W) and a 6.9 mile one-way trip distance and 20 % trip percentage should be used by trucks supporting the operations of the proposed facility(C-NW)¹. As a corollary to the 60-mile estimated trip length, SCAQMD has recommended for similar industrial projects to use an average truck trip length of 40 miles². The following discussion provides an alternate to the methodology used above to provide operational emission estimates from warehouse projects. Industrial projects like a warehouse have one important difference compared to other types of land use projects. For a warehouse project, the trip length for the passenger component of the project is substantially different (shorter) than the trip length for the truck component (as haul trucks) as described above. To accommodate this difference in trips lengths and provide a more accurate estimate of emissions from a warehouse, two different CalEEMod runs should be made – one for the passenger component that captures the appropriate passenger car trip length and a second CalEEMod run that describes the haul truck operations. The truck CalEEMod run would have the longer trip length and be comprised of 100% primary trips. The two-CalEEMod run alternative provides a much more accurate estimation of emissions from a warehouse project.

cont'd

7

As a consequence of incorrect assumptions regarding the project's vehicle fleet mix and trip length, the project's long-term operational emissions (Table 10) likely would exceed the SCAQMD regional emission significance threshold for NO_x emissions resulting in a significant regional impact requiring the mitigation of operational emissions.

Page 29; Table 11. The onsite emissions shown in this table will likely be impacted by the use of an incorrect estimate of truck trips (see Comment 4 above on the vehicle fleet mix.)

8

Page 30, Conflict with or Obstruct Implementation of the Applicable Air Quality Plan. Contrary to the conclusions reached on this page, the underestimation of operational emissions and the application of incorrect localized construction significance thresholds would result in a noncompliance with the criteria for determining consistency with the Air Quality Management Plan regarding 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.

9

Page 31, Construction-Generated Air Toxics: The analysis report incorrectly dismisses the potential health impact from construction as being "temporary and episodic" 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 receptors³." In fact the annual construction DPM emissions (0.357 tons/year in 2018) are substantially greater than the DPM emissions from the project's mobile source operational emissions (0.055 tons/year). A sensitive receptor does not know the difference between exposure to construction DPM emissions or mobile source operational DPM emissions. DPM emissions will impact a sensitive receptor as to cancer risks regardless of whether the DPM emission source is from construction or from trucks that operate once the project is built out.

10

¹ See for example SCAQMD CEQA Comment Letter dated February 21, 2017. Web Address: <http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-hickory-warehouse-022117.pdf?sfvrsn=4>

² <http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2010/may/landmark-village.pdf?sfvrsn=4>

³ DPM = diesel particulate matter assumed to be PM_{2.5} exhaust emissions

5

Page 32, Construction LST analysis. See the discussion on Comment 3 above regarding the use of the correct construction area in determining the significance of the localized air quality analysis for construction.

11

Page 36. Contrary to the conclusion reached at the end of this page, due to the underestimation of construction and operational emissions and health risks, the construction and operation of the project would have significant impacts.

12

Pages 33-35: The EIR's discussion of cumulative air quality impacts on page 4.1-41 (and the corresponding pages 33-35 of the Air Quality Impact Analysis) should be revised to acknowledge that there is an existing, cumulatively significant toxic air contaminant (TAC) impact due to the overall poor air quality in the region and the increased diesel emissions due to the recent proliferation of warehouse and distribution uses in the Inland Empire. The EIR does discuss the existing elevated cancer risk attributable to TACs (namely, diesel particulate matter) in the region on page 4.1-19, stating that "modeling predicted an excess cancer risk of 757.29 in one million for the project area", but the EIR fails to identify this as an existing, cumulatively significant impact. For purposes of reference, the excess cancer risk in the project area is already more than seven times higher the 100 in one million risk threshold that is widely used by air districts to evaluate risk. Without properly framing the additional cancer risk attributable to the project's truck trips in the context of the already extremely elevated cancer risk in the region, the EIR fails as an informational document.

13

Appendix B, Health Risk Assessment (HRA)

Construction HRA: The analysis report has not presented a health risk assessment of construction toxics. The lack of a construction health risk assessment is especially important in light of the methodology used to estimate cancer risks that emphasizes the early childhood exposures and should be treated in the same manner as the estimation of cancer risks from the project's operational DPM emissions.

14

Operational HRA. The operational health risk analysis is based on 250 daily truck trips. See Comment 4 above regarding the incorrect assumptions regarding the vehicle fleet mix (truck trips nearly underestimated by a factor of 2 in the analysis report) and fleet mix (substantially underestimated truck trip lengths) all leading to an underestimate of the DPM emissions from the project's diesel trucks and consequently an underestimate of regional operational emissions and cancer risks.

The HRA states that the "calculations conservatively assume no cleaner technology with lower emissions in future years." However in reviewing the emissions calculations, the DPM emissions were estimated as a 30-year weighted aggregate of the truck fleet. However, the project will be operational in 2018. The most recent 2015 revised Office of Environmental Health Hazard Assessment (OEHHA) Guidance acknowledges that children are more susceptible to the exposure to air toxics and has revised the way cancer risks are estimated to take this into account. Since the emissions from the project-generated trucks get cleaner with time due to existing regulations, it is not appropriate to average out the emissions over the 9-year, 30-year, and 70-year exposure durations since this would underestimate the health risks to children who would be exposed to higher DPM concentrations during the early years of project operation. Therefore, the correct method includes that estimation of annual DPM emissions and air quality impacts for each year of operation be applied to each of the corresponding age bins (i.e. emissions from Year 1 of project operation (2018) should be used to estimate cancer risks to the third trimester to 0 year age bin; Year 1 and 2 of project operation should be used to estimate the cancer risks to the 0 to 2 years age bins; and so on). In addition, accounting must also be made of the potential health risk impacts from the annual construction DPM emissions that are greater than the level of annual operational DPM emissions as comprising Year 1 emissions in the estimation of cancer risks.

15

Onsite Vehicle Speed: The HRA assumed an on-site vehicle speed of 15 mph. Emissions are typically higher at lower speeds. Therefore, an on-site truck vehicle speed of 5 mph should be used as more representative of on-site truck speeds in calculating on-site truck movement emissions. Again, the use of a 15 mph vehicle speed underestimates the DPM emissions from the project's operational trucks.

16

1212 Valencia Drive, Colton, CA 92324-1798 - (909) 580-5000

6

Table 2.2: In light of the potentially significant underestimations of DPM operational emissions owing to the incorrect assumptions regarding the project vehicle mix, truck trip lengths, exclusion of DPM from construction activities, and the use of average DPM emission rates, the maximum operational health risks shown in Table 2.2 underestimate the project's cancer risks to the extent that without mitigation. There is the strong likelihood that the SCAQMD's cancer risk significance threshold of 10 in one million will be exceeded resulting in a significant health risk impact.

17

Health Risk at School Facilities of Orange Street: The cancer risk worksheets contained in the analysis report provide estimates of cancer risk given all of the various parameters that are necessary to estimate cancer risks. One of the assumptions that needs to be specified are the daily breathing rates (DBR) for the exposed individuals within the various age bins that are used to estimate cancer risks. For this purpose, the SCAQMD in its Rule 1401 guidance¹, provides the required values of the DBR to be used in estimating cancer risks (Table 9.1, Application package M) of Rule 1401. The analysis report refers to SCAQMD Rule 1401 on Page 24 as setting CEQA guidance for significance thresholds. The SCAQMD-guidance for DBR assumes the 95th percentile DBR for age bins 3rd trimester of pregnancy through age 2 and the 80th percentile DBR for individuals older than 2 years of age. The analysis report, on the other hand, assumed the mean DBR for all age bins that are substantially lower than the SCAQMD DBR levels. Simply put, the larger the DBR, the larger the exposure to toxics. Conversely, the smaller the DBR, the lower the exposure to toxics.

The cancer risk assumptions contained in the analysis report also substantially differ in the values of the Time at Home Factor (FAH), that is, the amount of time an individual is at home and suffers an exposure to a toxic. The SCAQMD TAH values are 100 % for age bins from the third trimester to 16 years of age and 73% for all individuals older than 16 years of age. On the other hand, the analysis report assumes values of 85% for age bins from the third trimester to 2 years of age, 72% from 2 years of age to 16 years of age, and 73% for individuals older than 16 years of age. The lower levels of the FAH parameter assumed in the analysis report results in further underestimates of cancer risk. Table C compares the assumptions for DBR and FAH that the SCAQMD applies and the assumptions applied in the analysis report.

18

Table C: Comparison of DBR and FAH Cancer Risk Assumptions

Age Bin	Daily Breathing Rate (DBR) (liters per kilogram of body weight)		Time at Home Factor (FAH) (%)	
	Analysis Report ⁽¹⁾	SCAQMD Rule 1401 ⁽²⁾	Analysis Report ⁽¹⁾	SCAQMD Rule 1401 ⁽²⁾
3 rd Trimester of Pregnancy	225	361	85	100
0 to 2 years	658	1,090	85	100
2 years to 9 years	535	631	72	100
2 years to 16 years	452	572	72	100
16 years to 30 years	210	261	72	73
16 years to 70 years	185	233	73	73

Note:
⁽¹⁾ Michael Baker 2017, Bloomington Business Center Project Health Risk Assessment, Health Risk Computation Worksheets, Appendix A
⁽²⁾ Taken from SCAQMD Rule 1401, Application Package "M", Table 9.1

By its formulation, cancer risks are directly proportional to the DBR and the FAH values so that increasing both values increases the cancer risk.

The net effect of the analysis report HRA cancer risk assumptions is to significantly underestimate the project's cancer risks at all locations surrounding the project. As an example, even after neglecting the incorrect assumptions regarding the vehicle mix, vehicle trip length, construction health risks, vehicle speed, and the use of average DPM operational emissions, the cancer risks as calculated for 2 receptor locations as contained in Appendix A of the Health Risk Assessment are compared with the cancer risk estimated using the SCAQMD Rule 1401 cancer risk parameters for DBR and FAH factors. This comparison is shown in Table D and indicates that the cancer risks from the project operation would exceed the SCAQMD's cancer risk significance threshold of 10 in one million.

¹ SCAQMD, June 2015. Risk Assessment Procedures for Rules 1401, 1401.1, and 212. Website: <http://www.aqmd.gov/docs/default-source/planning/risk-assessment/riskassprocjune15.pdf?sfvrsn=2>

1212 Valencia Drive, Colton, CA 92324-1798 - (909) 580-5000

7

Table D: Comparison of Cancer Risk Estimates

Receptor Location	Exposure Duration	Cancer Risk Analysis Report (risk/million)	Cancer Risk SCAQMD Rule 1401 (risk/million)
Northern Residential Neighborhood Across I10	30-years	5.38	9.68
Southwestern Residential Neighborhood Across Cedar Ave	70-years	6.39	10.95
	30-years	5.63	10.42
	70-years	6.69	11.79

The Analysis Report cancer risks were taken from the Michael Baker Health Risk Assessment Report, Appendix A.
Highlighted risks exceed the SCAQMD cancer risk significance threshold of 10 in one million

cont'd
18

Incorporating the correct cancer risk assumptions identified above dealing with trip rates, trip length, vehicle speed, average DPM emissions, and construction DPM would result in substantially higher cancer risks than shown in Table D under the SCAQMD Rule 1401 columns for the 30-year and 70-year exposure durations by an estimated factor of at least 2 or higher.

Siting New Sources of TAC Emissions Near Schools. Reference is made to SCAQMD Rule 1401.1: REQUIREMENTS FOR NEW AND RELOCATED FACILITIES NEAR SCHOOLS. The purpose of this rule is to provide added health protection to children at schools or schools under construction from new or relocated facilities emitting toxic air contaminants. This particular rule currently applies to stationary sources that require a permit to construct/operate and sets a cancer risk threshold of 1 in one million for a new facility with a toxic-emitting source that is within 500 feet from the outer boundary of a school. With regard to the project, Bloomington High School at its closest point to the project is approximately 523 feet from southwest corner of the project to the northeast corner of the school. The analysis report indicates that the school is 1,000 feet from the high school although it is unknown what the basis is for this measurement. Table 13 of the analysis report indicates a cancer risk of 2.98 in one million at the Bloomington High School. Unfortunately, the analysis report does not provide the location of the high school receptor where the cancer risk was calculated. Therefore, the analysis report should provide this location on either a map its UTM map coordinates with the understanding that, depending on the location of the receptor (which should be places at the school property line closest to the project), the cancer risks at the school could be higher than the risk shown in Table 13. Again, this cancer risk level does not reflect the underestimation of diesel emissions described earlier regarding construction emissions and mobile source emissions. The cancer risk shown in Table 13 (2.98 in one million) does exceed the cancer risk significance threshold of 1 in one million at the school.

19

While Rule 1401.1 applies to stationary sources of TAC emissions requiring permits to construct/operate, the proximity of the school to the project should be discussed within the context of the requirements of Rule 1401.1.

Cumulative Impacts: The region including the project site contains a large number of sources of TAC emissions including the two large warehouse buildings located directly to the north of the project, two industrial facilities to the northeast of the project, and three large warehouse buildings to the southwest of the project. The cumulative effect of these projects includes thousands of on-road diesel truck trips travelling throughout the community each day. A variety of smaller industries that will be needed to serve this large increase in heavy duty truck traffic may also attract trucks inside the community, including fueling stations, maintenance shops, restaurants, etc.

20

The HRA does not provide any analysis of the cumulative impacts of the project and these other sources of TAC on the health of the nearby sensitive receptors. The SCAQMD has generally indicated that if a project does not exceed any threshold on a project-level basis, then the project would not result in a cumulatively considerable impact. However, as noted from the discussion of the comments above, the project would exceed the localized construction significance threshold for PM_{2.5}, the regional operational emission significance threshold for NO_x, and the cancer risk significance threshold. Therefore, the relative impacts of the project in relation to the cumulative total for all facilities in the project area needs to be addressed in a community-wide assessment to determine the effects on

	8
sensitive receptors and off-site workers from the increased diesel exhaust emissions.	cont'd 20
Page 14 of the ISMND, Refrigerated Land Uses: The land use category used in the CalEEMod land use model for estimating project emissions was "Unrefrigerated Warehouse – No Rail". However, Air Quality Mitigation Measure AQ-1 (h) refers to the operation of transportation refrigeration units (TRU), small engines placed on refrigerated trucks to transport perishable products. Since the future tenant is unknown, the air quality analysis needs to include a mitigation measure that precludes the use of refrigerated warehousing at the Project site or revise the air quality analysis or account for emissions from refrigerated warehouse uses unless all TRUs are powered by non-diesel fuel.	21
Hazardous Materials: The discussion of hazards and hazardous materials is also given short shrift in Section 6.0, "Effects Found Not to be Significant". There is currently no information about any of the future tenants of the project, and it is possible that future uses on the site may generate, store, transport or dispose of hazardous materials. The EIR states that any such future tenant would be required to file a "Business Plan" with the San Bernardino County Fire Department. Due to the potential for a release of any such hazardous materials in close proximity to Bloomington High School, a condition of approval or mitigation measure should be included to require that the high school should also be specifically included within any emergency response plan for the project, and that CJUSD should be given the opportunity to consult with all appropriate agencies on the preparation of any such future plan.	22
Traffic: The EIR acknowledges that construction of the project will take eleven months, and that a significant, temporary traffic impact would occur due to truck traffic during construction as materials are hauled to work zones on the project site. (EIR at 4.8-30). The requirement for a Construction Traffic Management Plan (TMP) should be revised to specifically ensure that project construction does not interfere with access or create hazards for students and parents traveling to and from Bloomington High School. Such plan should take into account the school's bell schedule, and require that haul trucks and construction vehicles access the site at an optimal location and time(s) to reduce traffic conflicts.	23
Pedestrian safety in the context of the students attending the nearby schools is not addressed whatsoever by the EIR. Once operational, the project would result in an additional 1,604 vehicle trips (630 of these attributable to heavy trucks) per day in the immediate vicinity. The project, if approved, should be required to provide meaningful mitigation to prevent conflicts between trucks and students walking or biking to and from school. This may include funding for permanent, dedicated crossing guards at locations determined in consultation with CJUSD, or additional crosswalk improvements with appropriate signage and illumination. Overall, the EIR should be revised to include additional analysis regarding pedestrian safety in light of the nearby schools.	24
Page 1. The project trip generation should state that it is calculated within passenger car equivalents.	25
Page 1. Correct the PM peak hour trips as 35 inbound and 108 outbound as shown in Table 6.	26A
Page 3. The List of Tables does not match the Table ES-1 title. Correct.	27A
Page 3. Columns should be added showing the AM/PM increase (in seconds) for Existing vs. Existing Plus Project conditions.	28A
Page 4. Columns should be added showing the AM/PM increase (in seconds) for Opening Year With Ambient Without Project vs. Opening Year With Ambient With Project conditions.	28B
Page 5. The List of Tables does not match the Table ES-3 title. Correct.	27B
Page 5. Columns should be added showing the AM/PM increase (in seconds) for Opening Year With Ambient With Cumulative Projects Without Project vs. Opening Year With Ambient With Cumulative Projects With Project conditions.	28C

1212 Valencia Drive, Colton, CA 92324-1798 – (909) 580-5000

Page 6. The List of Tables does not match the Table ES-4 title. Correct.	27C
Page 6. Columns should be added showing the AM/PM increase (in seconds) for Horizon Year Without Project vs. Horizon Year With Project conditions.	28D
Page 8. The List of Tables does not match the Table ES-6 and ES-7 titles. Correct.	27D
Page 9. The List of Tables does not match the Table ES-8 title. Correct.	27E
Page 11. Correct the PM peak hour trips as 35 inbound and 108 outbound as shown in Table 6.	26B
Page 11. The City of Fontana was contacted for concurrence on the scoping agreement. Please provide their correspondence in Appendix B.	29
Page 12. The List of Exhibits does not match the Exhibit 1 title. Correct.	27F
Page 13. The truck court on the site plan will be provided with security gates. However, the truck dock at the northwest corner appears to maneuver using the drive aisle that would have a security gate. Explain.	30
Page 14. The List of Exhibits does not match the Exhibit 3 title. Correct.	27G
Page 16. The analysis of Horizon Year 2038 traffic conditions is based on the build-out of the San Bernardino County General Plan land uses and Circulation Element roadway network with a few road network adjustments. The Horizon Year 2038 forecasts were derived by applying an ambient growth. However, the Horizon Year 2038 forecasts should have been based on interpolation of traffic volumes obtained from the San Bernardino Transportation Analysis Traffic Model (SBTAM).	31
Page 20. Confirm that Sierra Avenue is posted as 35 mph north of the I-10 Freeway (in the southbound direction).	32
Page 11. State that the posted speed limit on Cedar Avenue is 25 miles per hour when children are present.	33
Page 21. The existing lane geometries at the cedar Avenue/I-10 Freeway EB Ramps currently provide a northbound left turn lane. However, Figure 4 does not include the existing northbound right turn lane. Explain.	34
Page 22. Correct "Tamarin Avenue" to "Tamarind Avenue".	35
Page 24. The Interaction #1 AM/PM traffic volumes (Exhibit 6) do not match the Appendix C traffic count data volumes. Correct.	36A
Page 24. The Interaction #8 AM traffic volumes (Exhibit 6) do not match the Appendix C traffic count data volumes. Correct.	36B
Page 30. Correct the PM peak hour trips as 35 inbound and 108 outbound as shown in Table 6.	26C
Page 31. The latest San Bernardino County CMP is the 2016 Update. Correct in footnote.	37
Page 34. Figure 9 shows that the project – passenger cars assigns trips south on Sierra Avenue, Laurel Avenue, Locust Avenue, and Cedar Avenue. Post the daily project trip assignment on Figure 11 for these roadway segments.	38
Page 34. The daily project trip assignments are incorrect for cars. For example, 38% of the cars are assigned north on Sierra Avenue. However, $974 \times 38\% = 370$, not 185. Explain.	39A

Page 35. The daily project trip assignments are incorrect for trucks. For example, 50% of the trucks are assigned west of the project site and 50% of the trucks are assigned east of the project site. However, Figure 12 shows the daily project trips for trucks on Slover Avenue as 391 (west of Laurel Avenue) and 376 (east of Locust Avenue). Explain.	39B
Page 41. The daily traffic volumes on Exhibit 14 (Existing Plus Project) do not equal the daily traffic volumes from Exhibit 5 (Existing) added to Exhibits 11 and 12 (Project). Explain.	39C
Page 45. The List of Tables page numbering does not match the Table 9 page numbering. Correct.	27H
Page 52. The List of Tables page numbering does not match the Table 10 page numbering. Correct.	27I
Page 53. The Table of Contents does not match the Section title. Correct Section title to match Table of Contents of "Opening Year 2018 With Ambient Traffic With Cumulative Projects Conditions – Without and With Project".	27J
Page 54. The footnotes in Table 11 should be plural. VFP = Vehicle Fuel Pumps; DU = Dwelling Units. Correct.	40
Page 54. In the footnotes in Table 11, provide sources for the cumulative projects.	41
Page 54. The cumulative projects list should include the following projects that are approved or being processed concurrently within the study area:	42
<ul style="list-style-type: none"> • Agua Mansa High-Cube Warehouse, RK Engineering Group (2015) • Bloomington 167, Kunzman Associates, Inc. (2015) • High-Cube Warehouse/Distribution Center, David Evans and Associates (2016) • Hall Avenue/EI Rivino Road Project, Kunzman Associates, Inc. (2015) • I-10/60 Logistics Center Project, Panattoni (2016) • Slover High-Cube Warehouse, LSA (2014) • Slover Avenue and Cactus Avenue Project, Alere (2017) • West Valley Logistics Center Specific Plan, Translutions (2014) 	42
Page 57. The List of Exhibits does not match the Exhibit 22 title. Correct.	27K
Page 61. The List of Exhibits does not match the Exhibit 23 title. Correct.	27L
Page 62. The List of Exhibits does not match the Exhibit 24 title. Correct.	27M
Page 64. The List of Exhibits does not match the Exhibit 25 title. Correct.	27N
Page 67. The latest San Bernardino Transportation Analysis Model (SBTAM) forecasts traffic volumes for Year 2040. However, the report is based on the Year 2035 SBTAM. Explain.	43
Page 74. The List of Tables does not match the Table ES-14 title. Correct.	27O
Page 75. A traffic signal warrant analysis should also be conducted for the Alder Avenue/Slover Avenue intersection.	44
Appendix C/D. The PHF's from the traffic count data worksheets in Appendix C vary but the Level of Service worksheets in Appendix D only use 0.92 and 0.95. Explain.	45
Appendix D. The Intersection #11 AM/PM Synchro worksheets for Existing traffic conditions do not include southbound traffic volumes or lane geometries. Explain.	45A

11

Appendix F. The Intersection #11 AM/PM Synchro worksheets for Existing Plus Project traffic conditions do not include southbound traffic volumes or lane geometries. Explain.

46B

Appendix G. The Intersection #11 AM/PM Synchro worksheets for Opening Year + Ambient traffic conditions do not include southbound traffic volumes or lane geometries. Explain.

46C

Appendix I. The Intersection #11 AM/PM Synchro worksheets for Opening Year 2018 With Ambient Traffic With Cumulative Project Conditions. Explain.

46D

Appendix K. The Intersection #11 AM/PM Synchro worksheets for Horizon Year 2038 Conditions Without and With Project Conditions. Explain.

46E

General. A queuing analysis should be included to ensure that the left turn lanes at the study intersections have adequate stacking distance with the proposed project.

47

General. When referencing the SBTAM modal plots, the plots should be included in the Appendices

48

Based on our foregoing comments to the EIR and the inherent inconsistencies and incompatibilities between warehouse uses and schools, CJUSD is opposed to this project. We thank you for your time and attention to these items to ensure that impacts to CJUSD facilities, students and staff are minimized to the greatest extent feasible if the project is ultimately approved.

49

Sincerely,



Owen Chang
Director of Facilities Planning and Construction

Cc: Mrs. Josie Gonzales, San Bernardino County Supervisor Fifth District
Dr. Frank Miranda, Assistant Superintendent of Business Services

RESPONSE TO COLTON JOINT UNIFIED SCHOOL DISTRICT (CJUSD)

Response to Comment CJUSD 1

This comment provides an introductory statement regarding CJUSD environmental concerns about the project on nearby schools and students. Responses to specific comments are included below. In addition, while this introductory comment intimates that the project will have significant air quality impacts to CJUSD residents and students, the County's experts disagree. As set forth in the Draft EIR, implementation of the project will not create significant and unavoidable air quality health risks.

Response to Comment CJUSD 2

This comment raises concerns about the project's impacts on visual character and lighting. The permitted building height in the Bloomington/Community Industrial (BL/IC) District is 75' feet. The warehouse 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 warehouse would not introduce any new features into the area. Existing warehouse buildings of similar height and massing already exist on Slover Avenue just across the street from the project site. As discussed in Draft EIR Section 6.0, Effects Found Not to Be Significant, the project would comply with San Bernardino County Development Code Chapter 83.07 regulating glare, outdoor lighting, and night sky protection. The ordinance dictates that commercial or industrial lighting is to be fully shielded in such a manner as to preclude light pollution or light trespass on any residential or public right-of-way. Based on the analysis therein, the Draft EIR concludes that impacts related to aesthetics and lighting would be less than significant.

Response to Comment CJUSD 3

This comment is an introductory statement from the Colton Joint Unified School District. This comment states that the air quality analysis was modeled in an inappropriate manner and therefore underestimates the project's regional air quality emissions and cancer risk potential. While the introductory statement does not provide specific evidence to support the district's assertions, it is understood that the statement is introductory and that each assertion is expanded within the body of the letter. Therefore, specific responses to each assertion are contained below. As set forth above in Response to Comments LEGIS 1, 2, and 3 and as detailed below, the County's experts disagree with the school district's assertions. The Draft EIR was prepared in accordance with well-recognized methodologies and properly concluded that implementation of the project will not create significant and unavoidable air quality health impacts.

Response to Comment CJUSD 4

This comment requests a disclosure of more recent data concerning background ambient air quality data. The comment further requests background ambient air quality data for the pollutant nitrogen dioxide. The EIR has been revised to include minor modifications to Table 4.1-2 (Draft EIR page 4.1-4) and Table 2 (Draft EIR Appendix B) to reflect these requests; see Section 3.0, Errata to the Draft EIR. It

should be noted that the inclusion of the requested information does not change the conclusions set forth in the EIR.

Response to Comment CJUSD 5

The comment states that the Draft EIR incorrectly applies the South Coast Air Quality Management District's (SCAQMD) localized significance thresholds (LSTs). As stated on page 4.1-27 of the Draft EIR, project construction is anticipated to disturb a maximum of 4.0 acres in a single day. The Draft EIR inadvertently utilized the SCAQMD's thresholds for a 5.0-acre disturbance area. The Final EIR corrects this error; however, there are no changes to the significance conclusions, contrary to the commenter's assertion. The Final EIR also recalculates the LST totals to reflect the fact that the Draft EIR incorrectly included off-site mobile emissions in the LST totals. Lastly, the Draft EIR relied on the assumption of project construction occurring during the year 2017; however, at the time this Final EIR is being prepared, it is the year 2018, and construction has not yet commenced. As such, construction LSTs have been reevaluated to reflect on-site emissions only (consistent with SCAQMD guidance), a threshold for 4.0 acres of daily disturbance, and a construction analysis year of 2018.

Section 3.0, Errata to the Draft EIR, includes minor modifications to Table 4.1-9 on page 4.1-28 of the Draft EIR, as well as to Table 9 of Draft EIR Appendix B, to reflect these requests. As shown, air pollutant emissions resulting from project construction would not exceed the applicable LST; therefore, the impact is less than significant. The EIR and the underlying technical report were prepared in accordance with well-recognized methodologies and properly concluded that the project will not create significant and unavoidable air quality impact with respect to LSTs.

Response to Comment CJUSD 6

This comment states that the vehicle fleet mix estimation used to calculate project mobile source emissions is incorrect and alleges that truck trips are understated. The EIR and underlying technical air quality calculations are based on a conservative estimate of trucks anticipated for the project. The comment incorrectly states that a mix of 38.1 percent trucks should be applied for the project since it is a "warehouse." This statement by the commenter is unfounded and not supported by substantial evidence.

As noted in the Draft EIR and the underlying technical traffic impact analysis, passenger car and truck trips were conservatively estimated based on the ITE Land Use Code 150 rate for general warehouse development which generates more than two times the trips (3.56 trips per one thousand square feet) compared to the high-cube warehouse distribution center rate (1.68 trips per thousand square feet). The ITE 150 rate was purposely chosen for the project to overstate potential impacts by greatly overestimating potential traffic while also being more reflective of the intended use, consistent with ITE data.

Furthermore, when using ITE Land Use Code 150, the Institute of Transportation Engineers (ITE) recommends a truck percentage of 20 percent (Appendix J: Truck Trip Generation Research and Data –

Trip Generation Handbook, 3rd Edition, ITE 2014), which is consistent with the methodology used in the Draft EIR and the underlying technical reports.

Moreover, this is a small project consisting of approximately 344,000 square feet of warehouse use. The uses that are anticipated to occupy a smaller building such as this are expected to be less truck intensive than one may expect to see in a large million-square-foot high-cube warehouse and distribution center. This is so because 750,000- and million-square-foot-buildings lend themselves to more extensive trucking operations, whereas smaller buildings such as this do not. This conclusion is supported by data in ITE's Trip Generation Handbook, 9th Edition. Based on the surveyed data included in ITE's Trip Generation Handbook, use of the High-Cube Warehouse (ITE 152) rates would not be appropriate for the project since the average building size in the survey data for high-cube warehouse is approximately 834,000 square feet with more than 50 percent of the dataset being greater than 500,000 square feet. In comparison, the dataset for Warehousing (ITE 150), which was used as the basis for analysis in the Draft EIR, is based on an average building size of 431,000 square feet, which is more consistent and representative of the proposed project.

As such, the Draft EIR correctly applies an approximate 20 percent truck mix to the overall trip rate. The County's experts disagree with the unsubstantiated comments. As stated herein, the Draft EIR and the underlying technical reports are based on a conservative estimate of trucks. No changes to the Draft EIR or the underlying technical studies are warranted.

Response to Comment CJUSD 7

This comment states that the vehicle trip length estimation used to calculate project mobile source emissions from heavy-duty trucks is incorrect and that greater distances of travel should be assumed. The comment does not include substantial evidence to support the claim that the project's trip lengths are understated.

The Draft EIR and the underlying air quality technical reports use the average trip length for all vehicles, which is included in the CARB-approved emissions model software, CalEEMod (California Emissions Estimator Model). This modeling tool is also recommended for use by the local expert air agency (SCAQMD).

A technical deficiency inherent in calculating mobile source emissions associated with any project is related to the estimation of trip length and vehicle miles traveled (VMT). VMT for a given project is calculated by the total number of vehicle trips to and from the project site multiplied by the average trip length. This method of estimating VMT for use in calculating vehicle emissions likely results in the overestimation and double-counting of emissions because, for a distribution warehouse center such as the project, the land use is likely to attract (divert) existing vehicle trips that are already on the circulation system as opposed to generating new trips. In this regard, the project would, to a large extent, redistribute existing mobile-source GHG emissions rather than generate new and additional mobile source emissions. As such, the estimation of the project's vehicular-source emissions is likely

overstated in that no credit for, or reduction in, emissions is assumed based on diversion of existing trips.

The commenter arbitrarily states that 50 percent of the project's trucks would travel to or from the Port of Los Angeles without providing any evidence to support this claim. It would be speculative to assume that 50 percent of the project's trucks travel to or from the Port of Los Angeles. The estimated truck trip length in the Draft EIR probably results in a significant overestimation of the truck vehicle miles resulting from the project because it assumes that all truck trips to and from the project are "new" within the context of the air basin, rather than redistributed truck trips in the basin. Since the truck trip lengths are based on reasonable information, as presented in the Draft EIR, providing some greater unsubstantiated trip length that extends beyond what is evaluated in the Draft EIR would be speculative at best.

The CalEEMod modeling protocols assume that 59 percent of all project trips travel an average of 16.60 miles and 41 percent of trips travel an average of 6.9 miles. The County's experts disagree with the commenter's position that truck trip lengths are somehow understated. Even if we were to assume that the commenter is correct, and a greater trip length should be applied, there would be no changes to the findings and conclusions presented in the Draft EIR, as summarized below.

As set forth in the National Cooperative Highway Research Program (NCHRP) in its report titled Synthesis 384: Forecasting Metropolitan Commercial and Freight Travel, which includes data from the Southern California Association of Governments (SCAG), the average truck trip length is 5.92 miles for light-duty trucks, 13.06 miles for medium-duty trucks, and 24.11 miles for heavy-duty trucks. The project is located within SCAG's jurisdiction, and the CalEEMod default trip lengths are also based on SCAG data.

As such, if the emissions calculations were run using an average trip length of 16.6 miles for passenger cars, 5.92 miles for light-duty trucks, 13.06 miles for medium-duty trucks, and 24.11 miles for heavy-duty trucks, this would result in a weighted average trip length of 16.99 miles.

Using the aforementioned methodology and a weighted trip length of 16.99 miles, the project's operational emissions totals would be consistent with those in the Draft EIR and no new impacts would occur, as summarized in Table A below. As such, the County's experts have provided substantial evidence to refute the unsubstantiated claims made, and as evidenced, the Draft EIR and the underlying technical reports are correct in their calculations and no changes are required. By 2023, all trucks accessing the project would be required to have engine standards to meet or exceed 2010 or better model year engine standards. As such, even if the recommended trip length of 60 miles were used, there would be no significant project NOx impact in the future since existing regulations would reduce impacts to less than significant levels (Urban Crossroads 2018).

Table A – Operational Emissions Based on a Trip Length of 16.99 Miles

Summary of Peak Operational Emissions (pounds per day)						
Operational Activities Summer						
	ROG	NOx	CO	SO2	PM10	PM2.5
Area	7.87	0.00	0.08	0.00	0.00	0.00
Energy Source	0.02	0.19	0.16	0.00	0.01	0.01
Mobile	3.02	47.09	41.77	0.24	15.80	4.48
Total Max. Daily Emissions	10.91	47.28	42.01	0.24	15.82	4.50
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO
Operational Activities Winter						
	ROG	NOx	CO	SO2	PM10	PM2.5
Area	7.87	0.00	0.08	0.00	0.00	0.00
Energy Source	0.02	0.19	0.16	0.00	0.01	0.01
Mobile	2.76	47.57	36.28	0.22	15.81	4.49
Total Max. Daily Emissions	10.65	47.76	36.52	0.23	15.82	4.50
SCAQMD Regional Threshold	55.00	55.00	550.00	150.00	150.00	55.00
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Response to Comment CJUSD 8

This comment reiterates the opinion that the Draft EIR analysis employed an incorrect estimate of project truck trips. The County’s air quality experts disagree with this opinion for the same reasons set forth in Response to Comment CJUSD 6.

Response to Comment CJUSD 9

This comment states that the project would conflict with the SCAQMD Air Quality Management Plan based on the commentator’s belief that the Draft EIR analysis applied incorrect construction-related LSTs to the analysis. The commenter is referred to Response to Comment CJUSD 5. As demonstrated in this response, air pollutant emissions resulting from project construction would not exceed the applicable construction LST; therefore, the impact is less than significant. As a result, the Draft EIR conclusion that the project is consistent with the SCAQMD’s Criterion No. 1 for determining consistency with the SCAQMD Air Quality Management Plan is appropriate (see Draft EIR page 4.1-32). The County’s experts disagree with CJUSD’s comments in this regard.

Response to Comment CJUSD 10

The comment states that a health risk assessment (HRA) should be prepared for the project’s construction-related diesel exhaust emissions. The County’s experts disagree with the comments in this regard; a health risk assessment analyzing the project’s construction emissions of diesel particulate matter is not warranted in the County’s expert opinion. The primary purpose of an HRA is to determine long-term health risks, such as cancer risks over, for example, a 30-year residency or 70-year lifetime. As discussed in the Draft EIR, construction of the project would cease upon completion of each respective phase and would not last 30 years. Exposure of such duration would not create long-term health effects to adjacent receptors. Additionally, the County follows SCAQMD guidance for air quality analysis. The

SCAQMD's health risk assessment procedures recommend evaluating risk from extended exposures measured across several years and not for short-term construction exposures or for infrequent operational exposure to diesel truck deliveries or trash hauling.

The SCAQMD (2017) uses health risk assessments for compliance with AB 2588, SCAQMD Rule 1401 and Rule 1402, which regulate facility emissions. The SCAQMD's procedures for Rules 1401 and 212 includes guidance for short-term project HRAs (Tier 2 analysis); however, these recommendations are for emissions from such sources as portable equipment, like generators, or air pollution control equipment used for soil remediation projects, not for short-term construction projects. The SCAQMD (2003) has also adopted guidance on the use of HRAs for analyzing mobile source emissions. However, this guidance refers to emissions associated with facilities such as truck stops and distribution centers that attract large volumes of daily heavy-duty diesel truck trips, creating a long-term emissions source. Therefore, the HRA guidance for mobile source emissions is not relevant for the project's short-term construction activities.

Notwithstanding, the Draft EIR does include a health risk assessment for operational emissions associated with heavy-duty diesel trucks accessing the project site, included as Technical Appendix B to the Draft EIR. Results of the HRA are less than significant as identified in the Draft EIR, and no further evaluation is necessary.

Response to Comment CJUSD 11

This comment reiterates CJUSD's opinion that the Draft EIR uses an incorrect construction area in determining the significance of construction-related LSTs. See Response to Comment CJUSD 5. The County's experts disagree with the school district's comments in this regard.

Response to Comment CJUSD 12

This comment reiterates CJUSD's opinion that the project would have significant construction and operational impacts. This comment provides no evidence to support this assertion and instead simply reiterates previous comments. See Response to Comments CJUSD 5 through 11. The County's experts disagree with CJUSD's comments in this regard.

Response to Comment CJUSD 13

The comment questions why the increases in cancer risk at nearby receptors is not considered a significant cumulative impact given that background levels of cancer risk associated with TACs of 757.29 in a million for the project area. The County's experts disagree with CJUSD's comments in this regard. As stated in the Draft EIR, the threshold of significance regarding cancer risk from emissions of toxic air contaminants (TACs) is whether implementation of the proposed project would result in exposure of sensitive receptors to a substantial incremental increase in emissions of TACs that exceed 10 in 1 million for the carcinogenic risk (i.e., the risk of contracting cancer) for the Maximally Exposed Individual (MEI), as recommended by the SCAQMD's CEQA Air Quality Handbook (1993). The SCAQMD has determined that this threshold of significance is to be based on the incremental increase in cancer risk exposure resulting from project-related TAC emissions because the air district has determined that any

incremental increase greater than 10 in 1 million could conflict with plans and programs to reduce diesel risk exposure in the South Coast Air Basin.

This comment is also incorrect in suggesting that the Draft EIR fails to apply the correct threshold of significance. The Draft EIR includes a disclosure of background concentrations of diesel particulate matter and potential associated health risk. This comment actually cites the very page in the Draft EIR that provides this information. As stated in the health risk assessment (Appendix B of Draft EIR), the SCAQMD has conducted an in-depth analysis of the toxic air contaminants and their resulting health risks for all of Southern California, and as a result has been able to estimate an excess cancer risk of 427 in 1 million in the project region. Diesel particulate matter accounts for 68 percent of the total risk shown in the Multiple Air Toxics Exposure Study in the South Coast Air Basin, MATES-IV (2015). This study shows that DPM concentrations decreased 68 percent between MATES III (2008) and MATES IV (2015) even though the state's population increased 31 percent and the amount of vehicle miles traveled increased 81 percent over this time.

Further, the SCAQMD also issued supplemental guidance in 2003 on how to determine cumulative impacts, the SCAQMD guidance document states the following:

...the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR...

Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.

The quoted text is found on page D-3 of the SCAQMD Guidance/White Paper, Appendix A: Background section. The report is in fact available on the SCAQMD's website at the following address:
<http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper.pdf>.

In summary, steady progress has been made in reducing health risk exposure associated with DPM emissions, and continued progress is expected. As stated above, this tremendous reduction in DPM and cancer deaths is the result of the SCAQMD's uniform CEQA review and the use of the SCAQMD singular threshold of significance. (See also Responses to Comments LEGIS 2 and 3.) Therefore, the SCAQMD's recommended threshold of significant, which focuses on the incremental increase in the level of cancer risk that would result from an individual project, is used to determine whether the risk levels resulting from an individual project should be regarded as cumulatively considerable. This is why the DEIR applies the "incremental increase threshold of significance" to make its significance conclusion in both the project-level analysis and the cumulative impact analysis.

Lastly, it is noted that the incremental increase threshold of significance has been used to analyze multiple projects in the SCAQMD's jurisdiction and in other air basins throughout the state for many years.

The 10 in 1 million standard is a very health protective significance threshold. A risk level of 10 in 1 million implies a likelihood that up to 10 persons out of 1 million equally exposed people would contract cancer if exposed continuously (24 hours per day, 365 days a year, for a continuous 70-year period) to the levels of toxic air contaminants over a specified duration of time. This would be an excess cancer risk that is in addition to any cancer risk borne by a person not exposed to these air toxics. To put the risk in perspective, the risk of dying from accidental drowning is 1,000 in a million, which is 100 times more than the SCAQMD's threshold of 10 in 1 million.

This comment also seems to suggest that any increase in incremental cancer risk equates to a significant cumulative impact. CEQA case law has rejected that argument, finding that "the 'one [additional] molecule rule' is not the law," (*Communities for a Better Environment v. California Resources Agency* (2002) 103 Cal. App. 4th 98, 120).

As such, contrary to the commenter's claim, the Draft EIR provides the requisite background cancer risk for the project area, and correctly evaluates the project's incremental cancer risk from DPM, and correctly identifies a less than cumulatively considerable contribution consistent with available guidance from the expert air agency (the SCAQMD).

Response to Comment CJUSD 14

This comment reiterates CJUSD's opinion that the Draft EIR does not evaluate construction health risks from diesel exhaust. See Response to Comment CJUSD 10. The County's experts disagree with CJUSD's comments in this regard.

Response to Comment CJUSD 15

The commenter asserts that the HRA impacts are somehow understated due to the use of the average emissions factors. The County's experts disagree with CJUSD's comments in this regard. As substantiated in Response to Comment CJUSD 6, the Draft EIR and the underlying technical reports are based on a conservative estimate of trucks. The health risk assessment correctly derived its DPM emissions rate by averaging the annual fleet mix emissions rate averages of the years 2018 through 2048, which is 30 years and assumed to span the life of the project. This emissions rate was used to model pollutant concentrations in the project vicinity. The modeled concentrations at sensitive receptors were then used to quantify the health risk at sensitive receptors using the Office of Environmental Health Hazard Assessment (OEHHA) (2015) Risk Assessment Guidelines, Guidance Manual for Preparation of Health Risk Assessments. The OEHHA guidance provides different exposure periods depending on the applicable residency period. The OEHHA recommends using 30 years as the basis for estimating cancer risk at the maximally exposed individual receptor in all health risk assessments. As shown in Appendix B of Draft EIR Appendix B, age sensitivity factors were employed in the health risk assessment to accurately estimate potential health risk resulting from exposure of an individual to pollutant

concentrations beginning when that individual begins the third trimester of their mother's pregnancy. Accordingly, the HRA does not underreport potential impacts and correctly calculates the potential health risk impact to sensitive receptors. Indeed, it is the opinion of the County's experts that the HRA prepared for the Draft EIR is highly conservative and likely overstates cancer risk (albeit concluding less than significant impacts). In short, the County's experts disagree with the comments asserted.

Response to Comment CJUSD 16

This comment states that an on-site truck speed of 5 miles per hour should be employed since estimated emissions would then be greater. The County's experts disagree with CJUSD's comments in this regard. The vehicle travel speeds for each segment modeled are summarized as follows:

- Idling – on-site loading/unloading
- 15 miles per hour – on-site vehicle movement including driving and maneuvering
- 25 miles per hour – off-site vehicle movement including driving and maneuvering

On-site truck vehicle movement is conservatively based on the assumption of 0.1 mile of travel (equivalent to the length of the proposed truck parking area) for each estimated daily truck trip (250). The use of 15 miles per hour to represent the average speed of these trucks was identified since 15 miles per hour is the regulated speed limit in parking lots in California, unless otherwise posted. No guidance or recommended procedures are promulgated by the OEHHA or the SCAQMD that suggest a speed of 5 miles per hour be used. Additionally, the commenter does not provide substantial evidence supporting why a speed of 5 miles per hour for on-site activity is more appropriate. For these reasons, the use of 15 miles per hour to represent the average speed of daily trucks traversing the project site (internal circulation) is appropriate and based on substantial evidence.

Response to Comment CJUSD 17

The comment reiterates CJUSD's opinion that the project analysis relied on incorrect data to reach the determination that health risk impacts associated with the proposed project are less than significant. Specifically, this comment states that data surrounding project vehicle mix, truck trip lengths, construction-related health risk impacts, and the use of diesel particulate matter emissions rates are incorrect. The commenter is referred to Response to Comments CJUSD 6, 7, 14, and 15.

Response to Comment CJUSD 18

The comment asserts that the Draft EIR does not use appropriate daily breathing rates (DBRs) or fraction of time at home (FAH). The County's experts disagree with CJUSD's comments in this regard. The health risk assessment prepared for the project correctly employs the use of the average/mean daily breathing rates per age range identified by OEHHA's 2015 Risk Assessment Guidelines, as well as the time at home factors identified in the same document. More specifically, the commenter opines that the SCAQMD's Risk Assessment Procedures for Rules 1401, 1401.1 and 212 and its supplemental document, Permit Application Package "M", should be used and are more appropriate. The SCAQMD's risk assessment procedures are based on the 2015 OEHHA guidelines used in the Draft EIR. The difference between the

Draft EIR and the SCAQMD's risk assessment procedures is that the SCAQMD, for its rulemaking activity for permitting projects, requests that the 95th percentile daily breathing rates be used. This would mean elevated breathing rates are constant for the duration of exposure (i.e., running), which is not an appropriate assumption for CEQA purposes. The Draft EIR and the HRA correctly use the average (mean) breathing rates. The Draft EIR and the HRA are very conservative, as the analysis assumes constant exposure 24 hours per day, 7 days per week, for 9- and 30-year exposure durations. CEQA does not require the use of the most extreme, maximum possible worst-case scenario, but a reasonable assessment of project impacts. As such, use of the mean breathing rates with the conservative assumptions on exposure duration used in the Draft EIR and the HRA represent a reasonable maximum exposure scenario consistent with CEQA requirements. As such, no revisions to the project's HRA or Draft EIR are required. Use of a 95th percentile breathing rate is not appropriate for purposes of CEQA, and there is no substantial evidence to support its use for purposes of CEQA.

In terms of DBRs, the OEHHA Risk Assessment Guidelines provide information on average and high-end values for key exposure pathways (e.g., DBR for the inhalation exposure pathway). The average and high end of point estimates are defined in terms of the probability distribution of values for that variate. The mean represents the average values for point estimates, and the 95th percentiles represent the high-end point estimates from the distributions identified by the OEHHA. Thus, within the limitations of the data, average/mean and high-end point estimates are supported by the distribution, according to OEHHA (2015). According to OEHHA (2015), the lead agency may wish to evaluate the inhalation dose by using the mean point estimates for cancer risk assessment. A daily breathing rate in the 95th percentile represents an individual breathing faster than 95 percent of all people. Because it is extremely unlikely that Bloomington area residents all have a breathing rate faster than 95 percent of all other Americans, the average/mean breathing rate inputs are used in the preparation of all health risk assessments in unincorporated San Bernardino County, including that contained in the project Draft EIR. This point of methodology is both logical, for the reason stated, and conservative. It is conservative because in addition to identifying average and high end of point estimates for inputs into health risk assessment calculations, the OEHHA also provides the "likeliest" DBR distributions by age group for use in residential health risk assessments. The values for the likeliest DBR distributions are all lower than the average/mean breathing rate inputs employed in the Draft EIR. In a case that the OEHHA's likeliest DBR distributions are employed to calculate project-resultant health risk as opposed to the average/mean breathing rate inputs employed in the Draft EIR, calculated health risk would be lower than identified in the Draft EIR. For these reasons, the project analysis used appropriate inputs, consistent with the 2015 OEHHA Health Risk Assessment Guidelines, to calculate potential health risk.

Response to Comment CJUSD 19

This comment discusses requirements (i.e., SCAQMD Rule 1401.1) applied to facilities that are stationary sources of pollutants and required to obtain permits to operate from the SCAQMD (i.e., facilities with boilers, diesel generators, paint spray booths, etc.) while existing within 500 feet of a school. The comment notes that the project is not considered a stationary source and does not require a permit to operate, yet states that the project should be subject to these requirements anyway. The comment is correct that the project is not required to undergo the SCAQMD Rule 1401.1 process, since it does not

require an Authority to Operate permit from the SCAQMD. This is because the project would include the development of a concrete tilt-up warehouse facility shell building and is not proposing the type of stationary equipment requiring such a permit. (As noted in SCAQMD Rule 219, mobile sources of air toxics, such as heavy-duty trucks, are exempt from SCAQMD written permits.)

Additionally, the project site is located greater than 500 feet from the nearest school, Bloomington High School. As noted in the HRA prepared for the project, contained in Appendix B of Draft EIR Appendix B, Bloomington High School is 547 feet southwest of the project site at the nearest. This measurement spans the southwest corner of the project site, adjacent to the east side of Laurel Avenue, to the northeast corner of Bloomington High School, adjacent to the west side of Laurel Avenue. The comment further requests clarification surrounding the stated distance between the project site and Bloomington High School as there are differences on how the distance is characterized throughout the Draft EIR. For instance, page 4.1-11 of the Draft EIR describes the distance between the project's proposed truck loading docks to Bloomington High School (1,300 feet) as opposed to the distance between the nearest points of each property.

Once constructed, the southwest corner of the project site would accommodate the corner of the proposed warehouse and would not be a specific point of emissions. As previously described, the distance between the project's proposed truck loading docks to Bloomington High School is 1,300 feet. The northeast corner of Bloomington High School is a dirt field adjacent to a parking lot. It appears that this dirt field is primarily used as an additional point of vehicular access to and from the school, as distinguished from an area where students regularly gather.

Response to Comment CJUSD 20

This comment reiterates the opinion that the Draft EIR analysis does not appropriately evaluate cumulative health risk impacts. Refer to Response to Comment CJUSD 13. The County's air quality experts disagree with this assertion for the same reasons set forth in Response to Comment CJUSD 13.

Response to Comment CJUSD 21

This comment is incorrect in the assertion that Mitigation Measure AIR-1 identifies measures specific to transportation refrigeration units (TRUs). The commenter is referred to Response to Comment CARB 3 for a full description of Mitigation Measure AIR-1. The project would include the development of a concrete tilt-up warehouse facility shell building which would not be refrigerated.

Response to Comment CJUSD 22

This comment states that hazards and hazardous materials are given short shrift in the Draft EIR. The County's experts disagree with this statement. Draft EIR pages 6.0-9 through 6.0-13 describe the potential use, storage, and transport of hazardous materials during project operation, and identify the applicable regulatory oversight agencies, requirements for cleanup, remediation, appropriate use, materials inventory, and emergency response plans. Emergency response plans, if warranted based on the type and volume of materials stored on-site, would fall under the jurisdiction of the San Bernardino County Fire Department, which would notify or consult with the school or the school district, if

appropriate. The project would include a standard condition of approval requiring a permit through the Office of the Fire Marshal prior to occupancy.

Response to Comment CJUSD 23

This comment suggests that the Construction Traffic Management Plan (TMP) be revised to include provisions so that project construction traffic (including heavy vehicles) does not interfere with access or create hazards for students and parents traveling to and from Bloomington High School during the morning and afternoon school peak periods.

Truck access would be limited to Slover Avenue and would not use any local streets. In addition, Mitigation Measure TR-2 will be revised to include coordination with CJUSD to minimize potential construction material delivery conflicts during peak school ingress/egress time periods; see Section 3.0, Errata to the Draft EIR.

Response to Comment CJUSD 24

This comment suggests mitigation to prevent conflicts between trucks and students walking or biking to and from school, and requests that the EIR be revised to include additional analysis regarding pedestrian safety. Mitigation recommended by the District potentially includes permanent, dedicated crossing guards or additional crosswalk improvements with appropriate signage and illumination.

Currently the intersection of Slover Avenue and Locust Avenue includes crosswalks on all legs of the intersection, and illumination is provided on all four signal poles. At the intersection of Slover Avenue and Laurel Avenue, crosswalks are provided on three of the four legs, and illumination is provided via four overhead fixtures. The project does not create any unusual conditions that would warrant additional mitigation at these locations.

Response to Comment CJUSD 25

The comment states that text should be added to page 1 of the traffic impact analysis (TIA) to state that the project trip generation was calculated in passenger car equivalents. The TIA contained in Appendix H of the Draft EIR has been revised to reflect this request; see Section 3.0, Errata to the Draft EIR.

Response to Comments CJUSD 26A, 26B, 26C

These comments identify errors in the written description of project trips. The TIA contained in Appendix H of the Draft EIR has been revised to reflect this request; see Section 3.0, Errata to the Draft EIR. The analysis and results are not impacted by this modification.

Response to Comments CJUSD 27A, 27B, 27C, 27D, 27E, 27F, 27G, 27H, 27I, 27J, 27K, 27L, 27M, 27N, 27O

These comments identify minor errors in the table of contents, list of tables, and list of exhibits. The TIA contained in Appendix H of the Draft EIR has been revised to reflect this request; see Section 3.0, Errata to the Draft EIR.

Response to Comments CJUSD 28A, 28B, 28C, 28D

The comments request additional table columns that provide the difference in delay values for various scenarios. The information needed to determine the requested information is already provided. The comments do not identify a specific concern with the adequacy of the Draft EIR's traffic analysis. Therefore, no further response is warranted.

Response to Comment CJUSD 29

The comment requests that the Scoping Agreement correspondence with the City of Fontana be provided. Appendix H of the Draft EIR has been revised to reflect this request; see Section 3.0, Errata to the Draft EIR.

Response to Comment CJUSD 30

This comment requests information regarding the on-site gate operations relative to truck dock turning maneuvers. This request is not relevant to the environmental issues to be addressed in the Draft EIR. Therefore, no further response is warranted.

Response to Comment CJUSD 31

The comment states that the traffic volumes should have been based on interpolation of traffic volumes obtained from the San Bernardino Transportation Analysis Model (SBTAM). There are many commonly accepted methods in which traffic volume forecasts can be developed. The volume forecasts for this project were developed based on growth rates reflected in the SBTAM. The volume development method used is an acceptable, industry-standard method to develop traffic volume projections. Therefore, no further response is warranted.

Response to Comment CJUSD 32

The comment requests confirmation of the speed limit on Sierra Avenue. Sierra Avenue is posted at 35 miles per hour in the southbound direction north of I-10. This comment does not impact the traffic analysis results. Thus, no further response is warranted.

Response to Comment CJUSD 33

This comment requests that the TIA be updated to state that the speed limit on Cedar Avenue is 25 miles per hour when children are present. This request does not have a direct impact on the analysis contained in the TIA, nor is it relevant to the EIR. Therefore, no further response is warranted.

Response to Comment CJUSD 34

The comment states that the existing lane geometry exhibit shows the incorrect lane configurations at the intersection of Cedar Avenue and the I-10 eastbound ramps. The exhibit has been revised to show four northbound approach lanes (one of which is the left turn lane at the I-10 westbound ramp intersection + one through travel lane + one through travel lane + one right turn lane). This modification only impacts this exhibit since the analysis accurately reflects the lane configurations. Exhibit 4 of the TIA contained in Appendix H of the Draft EIR has been revised to reflect this request; see Section 3.0, Errata to the Draft EIR.

Response to Comment CJUSD 35

The comment notes that Tamarind Avenue is misspelled and requests that it be corrected. The traffic impact analysis contained in Appendix H of the Draft EIR has been revised to reflect this request; see Section 3.0, Errata to the Draft EIR.

Response to Comments CJUSD 36A, 36B

The comments state that the traffic volumes shown on the existing traffic volume exhibit do not match the traffic count data. The operations analysis was based on passenger car equivalents (PCEs) and the volumes were adjusted as appropriate to reflect PCEs. Thus, the existing traffic volumes exhibit should not directly match the count volume since the existing volumes were adjusted to PCEs.

Response to Comment CJUSD 37

The comment requests that the 2016 San Bernardino County CMP update be utilized in the traffic impact analysis. The traffic impact analysis contained in Appendix H of the Draft EIR has been revised to reflect this request; see Section 3.0, Errata to the Draft EIR.

Response to Comment CJUSD 38

This comment requests an update to the TIA to provide additional information, specifically project trip average daily traffic volumes at additional locations. This request does not impact the traffic impact analysis or results. Therefore, no further response is warranted.

Response to Comments CJUSD 39A, 39B, 39C

The comments note that daily project trips assignments are incorrect for cars and trucks. Each of these comments relates to the calculation and documentation of the daily traffic volumes. Errors were discovered on Exhibits 11, 12, 14, 18, 23, 25, 27, and 29 as a result of the incorrect calculation of daily project trips. Each of the exhibits has been updated. These modifications do not have any impact on the traffic operations analysis, traffic study results, or air quality or noise analysis. See Section 3.0, Errata to the Draft EIR, for the most up-to-date exhibits.

Response to Comment CJUSD 40

The comment does not identify a specific concern with the adequacy of the Draft EIR or raise an issue or comment specifically related to the Draft EIR's traffic analysis. Therefore, no further response is warranted.

Response to Comment CJUSD 41

The comment requests that additional information be provided regarding the sources of the cumulative projects. The list of cumulative projects was developed through coordination with San Bernardino County Public Works staff. Cumulative projects were also identified through the City of Fontana and the City of Rialto websites.

Response to Comment CJUSD 42

The comment provides a list of projects for consideration as cumulative projects. The list of cumulative projects included in the traffic impact analysis was carefully developed and coordinated with the County. The projects listed in the comment were evaluated to determine applicability to the subject

project. Some of the projects included in that list were incorporated into the traffic impact analysis. Others were determined to not be applicable based on the current status at the time the study was conducted, or the potential nominal traffic volume in the project study area. Additionally, ambient traffic growth is accounted for in the traffic volume forecasts. This additional growth accounts for other traffic growth in the area resulting from potential developments and projects not included in the cumulative projects list.

Response to Comment CJUSD 43

This comment questions the use of the Year 2035 San Bernardino Transportation Analysis Model (SBTAM) rather than the Year 2040 SBTAM. The use of the Year 2035 travel demand model was based on readily available information at the time of study initiation and since the analyzed Horizon Year was Year 2038, a few years beyond Year 2035. Developing forecasts based on the Year 2038 by applying a growth rate obtained from the Year 2035 model was considered a reasonable technical approach. Additionally, at the time of volume forecasting, the San Bernardino County Transportation Authority (SBCTA) was in the process of refining the Year 2040 SBTAM.

Response to Comment CJUSD 44

The comment requests a traffic signal warrant analysis for the intersection of Slover Avenue and Alder Avenue. This intersection operates and is projected to operate above the level of deficiency, and an impact does not exist at this location. A signal warrant analysis is not required for this intersection.

Response to Comment CJUSD 45

The comment states that the peak-hour factors shown in the traffic count data worksheets vary from those utilized in the analysis. The peak-hour factor represents the amount of traffic that occurs during the peak 15-minute period of each peak hour. While peak-hour factors are calculated from the traffic count data collected, in reality they vary by day and hour. It is common practice to assume an overall intersection peak-hour factor for a corridor or a set of intersections. The peak-hour factors used in the analysis (0.92 and 0.95) are consistent with the existing count data and are commonly used values for areas similar to the study area contexts with similar corridor characteristics.

Response to Comments CJUSD 46A, 46B, 46C, 46D, 46E

The comments point out that the second page of the Synchro analysis output for the intersection of Slover Avenue and Linden Avenue (#11) was inadvertently omitted from the appendices. Each of the missing worksheets has been provided; see Section 3.0, Errata to the Draft EIR.

Response to Comment CJUSD 47

The comment requests that a traffic queuing analysis be added to the traffic impact analysis. Level of service has been established as the CEQA measure of effectiveness; therefore, no further response is warranted.

Response to Comment CJUSD 48

The comment states that when referencing the SBTAM model plots, the plots should be included in the appendices. While the traffic impact analysis references the SBTAM, it does not reference SBTAM model plots. Thus, no further response is warranted.

Response to Comment CJUSD 49

This comment provides a concluding summary comment and expresses opposition to the project. Response to specific comments is provided in the responses above. No further response is required.

COMMENT LETTER: CITY OF FONTANA (FONTANA)

Comment letter: FONTANA 2017

December 4, 2017

Mr. David Prusch, Supervising Planner
Land Use Services Department
385 North Arrowhead Avenue, First Floor
San Bernardino, CA 92415-0187

Dear Mr. Prusch,

Thank you for providing us with the Traffic Impact Analysis (TIA) for the proposed warehouse to be located at the south side of Slover Avenue between Laurel and Locust Avenues in Bloomington, CA (APN: 0256-041-01) for review. The City of Fontana Engineering Department has the following comments:

1. The proposed mitigation for Northbound Sierra at Slover (modified striping for a shared thru/right) has already been installed by City of Fontana on 8/3/17. Revise the report to reflect the correct striping and lane configurations. Traffic counts were taken in January 2017. Should counts be retaken at Sierra & Slover?
2. Fontana Truck Study (2003) has been referenced throughout the document for vehicle splits. This study is outdated and no longer recognized by SCAQMD. Use the ITE and the SCAQMD recommended vehicle mix rates (approx.60/40).
3. An Ambient growth rate of 1% was added to Sierra & Slover Avenues but a 1.5% ambient growth rate was added to Cedar Avenue. Please explain how these growth rates were determined.
4. The classification of Slover Avenue from Tamarind Avenue to Sierra Avenue in Fontana jurisdiction is Secondary Highway (pg. 20 & others). Reference Fontana Circulation Element and include cross sections in the report.
5. Sierra Avenue is a Major Highway in Fontana jurisdiction. Reference Fontana Circulation Element and cross sections.
6. Please include a legend for Exhibits 11 & 12. Daily Project Trips. I am not sure if the numbers make sense.
7. Delete reference to City of San Diego Guidelines for determining significance on page 20 and Appendix "A" cover sheet.
8. The City of Fontana is now using the 10th Edition of the ITE Trip Generation Manual. This TIA dates back to January but you may want to use the new numbers for warehouse.
9. Please reference the updated San Bernardino County CMP and TIA guidelines (2016)

Again, thank you for allowing us to comment on this TIA. Please let me know if you have any questions, you may reach me directly at (909)350-7625 or via email at zabubakar@fontana.org.

Sincerely,



Zai AbuBakar
Director of Community Development

Cc: Ricardo Sandoval, Director of Engineering/City Engineer
Kathy Raasch, Senior Engineer

RESPONSE TO CITY OF FONTANA (FONTANA)

Response to Comment FONTANA 1

This comment provides general introductory information regarding the project's traffic impact analysis (TIA). Responses to specific comments are provided below; no further response is required. (State CEQA Guidelines Section 15088(a) requires that a lead agency only evaluate and respond to comments raised on environmental issues.)

Response to Comment FONTANA 2

This comment notes that proposed mitigation for northbound Sierra Avenue at Slover Avenue (modified striping for a shared through/right) was already installed by the City of Fontana in August 2017. This comment requests that the report be revised to reflect the correct striping and lane configurations. Additionally, this comment notes that traffic counts were taken in January 2017 and inquires whether counts should be retaken at Sierra Avenue and Slover Avenue.

The County appreciates the information regarding the proposed mitigation which has since been constructed. Since this change does not require additional conditions to be in place, it is recommended that this response to comments be attached to the EIR in the Traffic and Circulation section, rather than completing an update to the TIA.

Additionally, the project baseline for a project under CEQA is generally considered to be the date of the issuance of the Notice of Preparation (NOP) of the Draft EIR. Thus, environmental studies for a given project rely on the existing conditions and requirements in place at the time the NOP is issued. Because the NOP for this project was issued in January 2017, it is appropriate to rely on information that was available at that time. Thus, it is recommended that the analysis remain based on the traffic counts conducted in January 2017.

Because no additional lanes have been added and only striping modifications have been done, the modified striping for a shared through/right turn would not result in significant changes in the traffic volume at the intersection of Sierra Avenue and Slover Avenue. Notwithstanding the County's experts' contention that no new traffic counts are needed, in order to provide substantial evidence in support of this response, new AM and PM peak-hour traffic counts were collected at the intersection of Sierra Avenue and Slover Avenue on March 15, 2018, and compared to the traffic counts included in the TIA. As summarized in the tables below, a comparison of the January 2017 counts in TIA Appendix C and the new March 2018 counts at the intersection of Sierra Avenue and Slover Avenue shows an overall decrease in volumes for both the AM and PM peak hour. As such, the analysis in the TIA is conservative and does not need to be changed.

Table B – AM Peak-Hour Volumes

Approach	TIA (January 2017)	March 2018 Counts	Difference
Northbound	1,156	1,083	-73
Southbound	1,461	1,433	-23
Eastbound	487	448	-39
Westbound	661	674	13
Total	3,765	3,638	-122

Table C – PM Peak-Hour Volumes

Approach	TIA (January 2017)	March 2018 Counts	Difference
Northbound	1,446	1,332	-114
Southbound	1,723	1,588	-135
Eastbound	1,033	950	-83
Westbound	1,286	1,391	105
Total	5,488	5,261	-227

Response to Comment FONTANA 3

This comment indicates that the Fontana Truck Study (FTS 2003) has been referenced throughout the Draft EIR for vehicle splits, and that this study is outdated and no longer recognized by the SCAQMD. The City of Fontana recommends that the ITE and SCAQMD vehicle mix rates (approximately 60/40) be utilized in the analysis.

The SCAQMD vehicle mix rate of approximately 60 percent passenger cars and 40 percent trucks referred to in the comment are for High-Cube Warehouse, which has significantly lower trip rates for overall trip generation. It should be noted that General Warehouse was used for calculating the trip rates in this study, which is more conservative than using the rates for High-Cube Warehouse and the SCAQMD-recommended truck mix. The passenger car and truck percentages for Short-term Storage, Transload & Cold Storage High-Cube Warehouse in the High-Cube Warehouse Vehicle Trip Generation Analysis (October 2016) prepared by the Institute of Transportation Engineers (ITE) for the SCAQMD and the National Association of Industrial and Office Properties (NAIOP) for daily, AM peak hour, and PM peak hour are shown below.

	Passenger Cars	Trucks
Daily	67.89%	32.11%
AM Peak Hour	69.2%	30.8%
PM Peak Hour	78.3%	21.7%

The trip generation in PCE based on the above vehicle mix and High-Cube Warehouse (LUC 154) rates is shown below

Land Use	Quantity	Units	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Passenger Car Equivalent (PCE) Trip Generation Summary									
High-Cube Transload and Short-Term Storage Warehouse (without Cold Storage)	344.000	TSF							
Passenger Cars			15	4	19	8	19	27	326
Truck Trips									
2-axle			2	1	3	1	2	3	39
3-axle			3	1	4	1	2	3	64
4+-axle			12	3	15	4	10	14	291
Net Truck Trips (PCE)			17	5	22	6	14	20	394
TOTAL NET TRIPS (PCE)			32	9	41	14	33	47	720
Trips Evaluated in the TIA			107	30	137	35	108	143	1,604

The number of trips evaluated in the TIA is higher than the trips based on High-Cube Warehouse (LUC 154) rates and the SCAQMD vehicle mix. As such, the analysis is more conservative.

Even if the High-Cube Warehouse vehicle mix were to be applied to the Warehousing (LUC 150) rates in the ITE Trip Generation Manual, 10th Edition (2017), the number of trips evaluated in the TIA is still higher and more conservative as shown in the table below. As such, no changes to the analysis are necessary.

Land Use	Quantity	Units	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Passenger Car Equivalent (PCE) Trip Generation Summary									
Warehousing	344.000	TSF							
Passenger Cars			31	9	40	14	37	51	406
Truck Trips									
2-axle			4	1	5	1	3	4	48
3-axle			6	1	7	1	4	5	80
4+-axle			26	8	34	7	19	26	362
- Net Truck Trips (PCE)			36	10	46	9	26	35	490
TOTAL NET TRIPS (PCE)			67	19	86	23	63	86	896
Trips Evaluated in the TIA			107	30	137	35	108	143	1,604

Response to Comment FONTANA 4

This comment requests an explanation as to why an ambient growth rate of 1 percent was added to Sierra Avenue and Slover Avenue but a 1.5 percent ambient growth rate was added to Cedar Avenue. The San Bernardino Transportation Analysis Model (SBTAM) showed varying growth along the different corridors. Thus, different growth rates were utilized, consistent with the regional transportation model. No changes to the study will be incorporated.

Response to Comments FONTANA 5 and 6

These comments indicate that the classification of Slover Avenue from Tamarind Avenue to Sierra Avenue in Fontana’s jurisdiction is Secondary Highway, and the classification of Sierra Avenue is a Major Highway within Fontana’s jurisdiction. The comments request that the Fontana Circulation Element be referenced and included in cross sections.

The County agrees with the comments. The traffic impact analysis will not be updated at this time since the comment does not impact the study findings. However, the EIR text will be revised to reflect the changes in classification and reference the City’s Circulation Element. See Section 3.0, Errata to the Draft EIR.

Response to Comment FONTANA 7

This comment requests that a legend be included for both Exhibits 11 and 12, Daily Project Trips. However, Exhibits 11 and 12 do include legends. The values represent the daily trips on each of those segments (daily volume, both directions). These values do not impact the study findings. The study will not be updated further.

Response to Comment FONTANA 8

This comment requests the deletion of the reference to City of San Diego Guidelines for determining significance on page 20 and on the Appendix A cover sheet. In this case, the County of San Diego was referenced in terms of Caltrans significance criteria. The text is accurate, and thus no changes to the study are required.

Response to Comment FONTANA 9

This comment notes that the City of Fontana is now using the 10th edition of the ITE Trip Generation Manual. This comment suggests that since the project’s TIA dates back to January, the analysis should consider using the new numbers for warehouse, per the 10th edition.

A comparison of the 9th edition and the 10th edition for the subject project is as follows:

Trip Type	9th Edition (LUC 150) with FTS vehicle mix	10th Edition (LUC 150) With SCAQMD/ITE vehicle mix for High-Cube Warehouse	Difference
Daily	1,604	896	-708
AM Peak	137	86	-51
PM Peak	143	86	-57

The 10th edition has lower trip rates, and thus updating the study to reflect the 10th edition could potentially reduce impacts. However, the current study would represent a more conservative analysis as the trips are greater than would be shown if the study were to be updated. See Response to Comment FONTANA 3 for detailed calculations based on ITE 10th edition rates and SCAQMD vehicle mix.

It is recommended that the study remain unchanged and the 9th edition values be used as approved in the Scoping Agreement and consistent with the NOP.

Response to Comment FONTANA 10

This comment suggests that the updated San Bernardino County CMP and TIA guidelines (2016) should be referenced. The 2016 version of the guidelines are contained in Appendix A of the TIA included in the Draft EIR.

COMMENT LETTER: NATIVE AMERICAN HERITAGE COMMISSION (NAHC)

Comment letter: NAHC

Donoghue, Christine

From: Totton, Gayle@NAHC <Gayle.Totton@nahc.ca.gov>
Sent: Friday, January 12, 2018 2:02 PM
To: Morrissey, Jim
Subject: SCH# 2015121102 Slover Distribution Center Project

Good afternoon Mr. Morrissey,

I have reviewed the Draft EIR for the above referenced project. You did a very good job with the cultural resources section documenting compliance with AB-52. I did not want to send a formal comments letter because the document is substantially in compliance. Thank you for that.

I do have a small correction for you in the timeline for MLD recommendations in section 4.3-4 Human Remains. The document states that the MLD has 48 hours to complete their inspection after being notified by the NAHC. This is in error. There is no time limit for the MLD to inspect the site. They have 48 hours to make recommendations once access to the site is granted (per Public Resources Code 5097.98). Can you please make this change in both the EIR and Appendix D, where the timeline is also in error.

Thank you very much,

Gayle Totton, M.A., Ph.D.
Associate Governmental Program Analyst
Native American Heritage Commission
(916) 373-3714

1

2

RESPONSE TO NATIVE AMERICAN HERITAGE COMMISSION (NAHC)

Response to Comment NAHC 1

This comment commends the cultural resources analysis conducted for the project. The comment does not identify a specific concern with the adequacy of the Draft EIR or raise an issue or comment specifically related to the Draft EIR's environmental analysis. Therefore, no further response is warranted.

Response to Comment NAHC 2

This comment suggests a minor correction be made to the timeline for MLD recommendations in Impact 4.3-4, Human Remains. The Draft EIR states that the Most Likely Descendant (MLD) has 48 hours to complete their inspection after being notified by the NAHC. However, it is suggested that there is no time limit for MLD to inspect the site. They do have 48 hours to provide recommendations once access to the site has been granted (per Public Resources Code Section 5097.98). The EIR has been revised to clarify the time frame; see Section 3.0, Errata to the Draft EIR.

COMMENT LETTER: SAN BERNARDINO COUNTY DEPARTMENT OF PUBLIC WORKS (PWORKS)

825 East Third Street, San Bernardino, CA 92415-0835 | Phone: 909.387.7910 | Fax: 909.387.7876
www.SBCounty.gov



Department of Public Works

- Flood Control
- Operations
- Solid Waste Management
- Surveyor
- Transportation

Kevin Blakeslee, P.E.
Director

Comments letter: PWORKS

Transmitted Via Email

January 30, 2018

County of San Bernardino
Jim Morrissey, Planner
Land Use Services Department
385 N. Arrowhead Ave., First Floor
San Bernardino, CA. 92415-0187

File: 10(ENV)-4.01

RE: CEQA – NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE SLOVER DISTRIBUTION CENTER FOR THE COUNTY OF SAN BERNARDINO LAND USE SERVICES DEPARTMENT

Dear Mr. Morrissey:

Thank you for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. **We received this request on December 13, 2018** and pursuant to our review, the following comments are provided:

1

Permits/Operations Support Division (Melissa Walker, Chief, 909-387-7995):

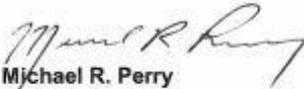
1. Laurel Avenue, Slover Avenue, and Locust Avenue are all County maintained roads. Any work on these roads or within road right-of-way requires a transportation permit. If these permits are required, their necessity and any impacts associated with the construction should be addressed in the DEIR prior to certification.

2

We respectfully request to be included on the circulation list for all project notices, public reviews, or public hearings. In closing, I would like to thank you again for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. Should you have any questions or need additional clarification, please contact the individuals who provided the specific comment, as listed above.

3

Sincerely,



Michael R. Perry
Supervising Planner
Environmental Management

MRP:PE:sr
Email: Jim.Morrissey@lus.sbcounty.gov

BOARD OF SUPERVISORS

ROBERT A. LOVINGOOD Chairman, First District	JANICE RUTHERFORD Second District	JAMES RAMOS Third District	CURT HAGMAN Vice Chairman, Fourth District	JOSIE GONZALES Fifth District	Gary McBride Chief Executive Officer
--	---	--------------------------------------	--	---	--

RESPONSE TO SAN BERNARDINO COUNTY DEPARTMENT OF PUBLIC WORKS (PWORKS)

Response to Comment PWORKS 1

This comment serves to thank the San Bernardino County Department of Land Use Services for providing the Department of Public Works with the opportunity to comment on this project. Responses to specific comments are provided below; no further response is required.

Response to Comment PWORKS 2

This comment notes that Laurel, Locust, and Slover avenues are all County-maintained roads, and any work to be performed on or within the right-of-way requires a transportation permit. It is suggested that if these permits are required, this should be noted in the Draft EIR along with any potential impacts, prior to certification. Section 4.8, Traffic and Circulation, page 4.8-25, Recommended Improvements, outlines the necessary improvements by facility. These temporary construction-related impacts would be avoided with implementation of a Construction Traffic Management Plan (TMP), to be established prior to the 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 the plan has been designed in accordance with County requirements. This review would occur prior to the issuance of grading or building permits, as stated in the Draft EIR.

Response to Comment PWORKS 3

This comment requests that the department be included in the circulation list for all project-related notices and hearings. The County Land Use Services Department appreciates the comment and will include the Public Works Department in the circulation list.

COMMENT LETTER: WEST VALLEY WATER DISTRICT (WVWD)

BOARD OF DIRECTORS

Dr. Clifford O. Young, Sr.
President, Board of Directors
Gregory Young
Vice President, Board of Directors
Dr. Michael Taylor
Director
Kyle Crowther
Director
Donald Olinger
Director



ESTABLISHED AS A PUBLIC AGENCY IN 1952
WEST VALLEY WATER DISTRICT'S MISSION IS TO PROVIDE A RELIABLE,
SAFE-DRINKING WATER SUPPLY TO MEET OUR CUSTOMERS' PRESENT
AND FUTURE NEEDS AT A REASONABLE COST AND TO PROMOTE
WATER-USE EFFICIENCY AND CONSERVATION.

ADMINISTRATIVE STAFF

Robert Christman
Interim General Manager
Greg Gage
Assistant General Manager
Deborah L. Martinez
*Interim Human Resources
and Risk Manager*
Crystal L. Escalera
Interim Board Secretary
Patricia Romero
Assistant Board Secretary

January 22, 2018

Comment letter: WVWD

Jim Morrissey, Planner
County of San Bernardino
Land Use Services Department - Planning Division
385 North Arrowhead Ave, First Floor
San Bernardino, CA 92415-0187

Subject: Slover Distribution Center No. 2015121102

Dear Mr. Morrissey,

Thank you for the opportunity to review the subject project. We have reviewed the information provided and offer the following comments:

- 1. The development is within West Valley Water District's service area and would be required to apply for water service from the District. 1
- 2. Page 6.0-17. Note (b), the DEIR states that the "Development of new or expanded water facilities is not anticipated. Therefore, impacts would be less than significant." The District will require the upgrade and expansion of existing facilities on Locust Avenue which may result in a different determination in the DEIR. 2
- 3. A formal plan check submittal will be required to confirm that the locations and sizes of existing facilities meet the needs of the proposed development. Our plan check submittal requirements may be found on our website under the Engineering Department page. 3
- 4. The construction of all off site water facilities shall be done in accordance with West Valley Water District's "Standards for Domestic Water Facilities". 4

Please have your applicant contact the District to help expedite this process and keep the applicant's project on schedule. Should you have any questions please do not hesitate to contact me at (909) 875-1804 Ext 373.

Sincerely,

WEST VALLEY WATER DISTRICT

Daniel Guerra
Engineering Development Coordinator

RESPONSE TO WEST VALLEY WATER DISTRICT (WVWD)

Response to Comment WVWD 1

This comment asserts that the development is within West Valley Water District's service area and would be required to apply for water service from the district. The comment has been noted. The applicant understands that a formal request must be submitted and approved prior to document certification.

Response to Comment WVWD 2

This comment indicates that the district will require the upgrade and expansion of existing facilities on Locust Avenue. Based on telephonic conversations with WVWD, the WVWD is concerned about the SB County Fire Department might need to add an additional public fire hydrant in the future. If, for whatever reason, the SB County Fire Department were to require a new public fire hydrant to be installed at the subject Property along Locust Avenue, then increased water pressure capacity may be required for WVWD lines located within the public right of way. At the present time, the SB County Fire Department has not conditioned the subject Project to install such public fire hydrant as there are sufficient existing public fire hydrants and the SB County Fire Department currently has no plans to require the subject Property install such public fire hydrant. In addition, even if such work were required down the road for some unknown reason, it would take place in the County's right-of-way, this would not create any new significant construction impacts that were not otherwise already analyzed in the DEIR.

Response to Comment WVWD 3

This comment notes that a formal plan check submittal will be required to confirm that the locations and sizes of existing facilities meet the needs of the proposed development. The County acknowledges these requirements.

Response to Comment WVWD 4

This comment notes that the construction of all off-site water facilities should conform to the district's Standards for Domestic Water Facilities. The County acknowledges these standards.

COMMENT LETTER: CALIFORNIA AIR RESOURCES BOARD (CARB)



Comment letter: CARB

Mary D. Nichols, Chair
Matthew Rodriguez, CalEPA Secretary
Edmund G. Brown Jr., Governor

February 13, 2018

Mr. Jim Morrissey, Planner
County of San Bernardino
Land Use Services Department
Planning Division
385 North Arrowhead Avenue
San Bernardino, California 92415-0187

Dear Mr. Morrissey:

Thank you for providing California Air Resources Board (CARB) staff the opportunity to comment on the County of San Bernardino's (Lead Agency) Draft Environmental Impact Report (DEIR) for the proposed Slover Distribution Center, State Clearinghouse No. 2015121102 (Project). The proposed Project, located in the unincorporated community of Bloomington, includes the construction and operations of a 344,000 square-foot warehouse, as well as a General Plan Amendment to change the existing land use designation from residential to industrial.

CARB staff is currently engaged in Statewide efforts to identify actions that minimize emissions and community health impacts from freight facilities, including warehouse/distribution facilities such as the proposed Project. The proposed Project is located in close proximity to other warehouse/distribution facilities, a large freight trucking operation, a major freeway (I-10), and is within two miles of the Union Pacific Railyard. Freight facilities, such as warehouse/distribution facilities and rail yards, are frequented daily by volumes of heavy-duty diesel trucks and equipment that emit toxic diesel emissions and contribute to regional pollution, as well as global climate change.

The proposed Project site, currently zoned as residential, is located next to a residential neighborhood and within 600 feet of the Bloomington High School. Within one mile of the proposed Site are Bloomington Junior High School and Ruth O. Harris Middle School. As described above, the Bloomington community is already exposed to high levels of toxic diesel particulate matter (PM) from nearby freight activities. Changing the current land use designation from residential to industrial to build and operate a new warehouse/distribution facility will compound the impacts of diesel PM exposure experienced by nearby residents and schoolchildren.

Mr. Jim Morrissey
February 13, 2018
Page 2

The State of California has recently placed additional emphasis on protecting local communities from the harmful effects of air pollution through the passage of Assembly Bill 617 (AB 617) (Garcia, Chapter 136, Statutes of 2017). AB 617 is the most significant piece of air quality legislation in decades and highlights the need for further emission reductions in communities with high exposure burdens, like those near the proposed Project. The census tract containing the proposed Project is in the 99th percentile for Pollution Burden and is directly adjacent to a designated disadvantaged community, as defined by the California Environmental Protection Agency (CalEPA). CalEPA defines a disadvantaged community as a community that scores within the top 25 percent of the census tracts, as analyzed by the California Communities Environmental Health Screening Tool Version 3.0 (CalEnviroScreen). CalEnviroScreen uses a screening methodology to help identify California communities that are disproportionately burdened by multiple sources of pollution.

2

The DEIR concludes that the proposed Project's air quality and health impacts for construction and operations are less than significant. However, the DEIR states that cumulative impacts will remain significant and unavoidable. Furthermore, the proposed Project conflicts with the South Coast Air Quality Management's District Air Quality Management Plan since the development density and vehicle trip generation associated with the proposed Project would potentially be greater than what would occur under the current residential land use designation. Even where impacts will remain significant and unavoidable after mitigation, the California Environmental Quality Act (CEQA) nevertheless requires that all feasible mitigation measures be incorporated. (See Cal. Pub. Resources Code § 21081;14 CCR § 15126.2(b).)

3

To that end, we urge you to ensure that the community is not adversely impacted by the proposed Project. The latest health science tells us that we must be even more vigilant to protect children, who experience higher doses and are more sensitive to air pollution than previously understood. If the Lead Agency approves the proposed Project, CARB staff recommends that the Lead Agency accelerate the use of zero and near-zero emission technologies and implement other reduction strategies to reduce emissions and exposure, as detailed in our attached comments on the proposed Duke Warehouse Project in Perris, California (Elizabeth Yura to Nathan Perez, February 24, 2017, see sections titled "Project Design Features and Mitigation Measures" and "Other Recommendations").

4

CARB staff appreciates the opportunity to comment on the DEIR for the proposed Project and is able to provide assistance on zero and near-zero technologies and emission reduction strategies, as needed. Please include CARB on your State Clearinghouse list of selected State agencies that will receive the Final Environmental Impact Report.



Matthew Rodriguez
Secretary for
Environmental Protection

Air Resources Board

Mary D. Nichols, Chair
1001 I Street • P.O. Box 2815
Sacramento, California 95812 • www.arb.ca.gov



Edmund G. Brown Jr.
Governor

Attachment

February 24, 2017

Mr. Nathan Perez
Associate Planner
Planning Division
135 North "D" Street
Perris, California 92570

Dear Mr. Perez:

Thank you for providing the Air Resources Board (ARB) the opportunity to comment on the Notice of Preparation (NOP) for the Duke Warehouse at Southwest Corner of Indian Avenue and Markham Street (Project) Draft Environmental Impact Report (DEIR). The proposed Project consists of constructing a 668,681 square foot warehouse building and associated infrastructure on a 31-acre site.

The Project site is currently vacant land, surrounded by primarily, mixed use, commercial and industrial businesses, undeveloped agricultural land and public roads. The NOP indicates that the proposed Project is being constructed as speculative, meaning the developer will find an operator for the warehouse after the Project is entitled. Features of the proposed Project include 271 employee/visitor parking stalls, 162 truck stalls, and 104 truck docks.

Should the results of the DEIR analysis find an increase in health risk in the immediate area, the proposed Project should utilize all existing and emerging zero-emission technology and implement land use decisions that minimize diesel particulate matter (PM) exposure to the neighboring community. The final Project conditions should provide for the use of those technologies now and in the future. This will serve to better protect the health of nearby residents from the harmful effects of fine particle pollution, including diesel PM, and help achieve emission reductions required to attain air quality standards for all pollutants and reduce greenhouse gases.

Additionally, a full health risk assessment should be conducted and the air quality and health risk assessment should use both the existing conditions baseline and a future conditions baseline.

Con't
4

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our website: <http://www.arb.ca.gov>.

California Environmental Protection Agency

Printed on Recycled Paper

Mr. Nathan Perez
February 24, 2017
Page 2

Furthermore, the DEIR should include an analysis of the significant cumulative impacts of the proposed Project for both operational and construction air quality impacts (California Environmental Quality Act (CEQA) Guidelines, Section 15130). Cumulative impact is referred to as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts" (CEQA Guidelines Section 15355).

Project Design Features and Mitigation Measures

If the results of the DEIR analysis find an increase in health risk, the majority of the potential localized cancer risk for the proposed Project will likely be attributable to an increase in diesel PM from the construction and long-term operation of the facility. Consequently, ARB staff recommends actions to support the deployment of zero and near-zero emission technology to reduce localized health risk and regional emissions. If the analysis shows significant health or air quality impacts, the following project design features should be included and/or further developed as a mitigation measure:

- 1) Incorporate zero and near-zero emission technologies that are commercially available now and in the future. Support the deployment of zero emission technologies including zero emission (such as battery electric or fuel cell electric) forklifts, battery electric and hybrid electric medium-duty trucks to the fullest extent feasible. These technologies are commercially available today. Additional advancements, especially for on-road trucks, are expected in the next three to five years. ARB's Technology and Fuels Assessments provide information on the current and projected development of mobile source technologies and fuels, including current and anticipated costs at widespread deployment. The assessments can be found at <http://www.arb.ca.gov/msprog/tech/tech.htm>.
- 2) Implement, and plan accordingly for, the necessary infrastructure to support the zero emission and near-zero emission technology vehicles and equipment that will be operating onsite. This includes physical (e.g. needed footprint), energy, and fueling infrastructure for construction equipment, on-site vehicles and equipment, and medium-heavy and heavy-heavy duty trucks.
- 3) Given that the future tenant is unknown, implement and plan accordingly to provide sufficient plug-in capabilities for transport refrigeration units (TRUs) to eliminate the amount of time that a transport refrigeration system powered by a fossil-fueled internal combustion engine can operate at the Project site. Use of zero emission all-electric plug-in transport refrigeration systems, hydrogen fuel cell transport refrigeration, and cryogenic transport refrigeration is encouraged.

Con't
4

Mr. Nathan Perez
February 24, 2017
Page 3

ARB's Technology Assessment for Transport Refrigerators provides information on the current and projected development of TRUs, including current and anticipated costs. The assessment is available at https://www.arb.ca.gov/msprog/tech/techreport/tru_07292015.pdf.

- 4) Ensure the cleanest possible construction practices and equipment is utilized. For off-road construction equipment, utilize those that meet Tier 4 emission standards where possible and Tier 3, at a minimum. Other practices include eliminating idling of diesel-powered equipment, requiring the use of zero and near-zero emission equipment and tools, and providing the necessary infrastructure (e.g. electric hookups), to support that equipment. In addition, require that all construction fleets be in compliance with all current air quality regulations. ARB staff is available to provide assistance in implementing this recommendation.
- 5) Require that all medium-heavy and heavy-heavy duty trucks, including any alternative fuel vehicles, meet or exceed the 2010 emission standards. Support the deployment of zero and near-zero technologies including utilizing zero emission (such as battery electric or fuel cell electric) forklifts and battery electric and hybrid electric medium-duty trucks to the fullest extent feasible. ARB's Technology and Fuels Assessments provide information on the current and projected development of mobile source technologies and fuels, including current and anticipated costs at widespread deployment. The assessments can be found at <http://www.arb.ca.gov/msprog/tech/tech.htm>.
- 6) Consider including contractual language in tenant lease agreements that includes tenants be in and monitor compliance with all current air quality regulations for on-road trucks including ARB's Heavy-Duty Greenhouse Gas Regulation, Periodic Smoke Inspection Program, and the Statewide Truck and Bus Regulation. ARB staff is available to provide assistance in implementing this recommendation.
- 7) Consider including contractual language in tenant lease agreements that require future tenants use cleaner technologies over time as they become available and feasible. This can be accomplished by requiring tenants to develop an annual Technology Review Program to identify any new emissions-reduction technologies that may reduce emissions at warehouse distribution centers, including the feasibility of zero and near-zero emissions technologies for heavy-duty trucks, yard equipment, forklift, and pallet jacks. If the technology review demonstrates the new technology will be effective in reducing emissions and the City of Perris (City) determines that installation or use of the technology

Con't
4

Mr. Nathan Perez
February 24, 2017
Page 4

is feasible, the tenant shall implement such technology within 12 months of the City's determination.

Air Quality Analysis and Health Risk Assessment

A health risk assessment (HRA), dated January 2017, is currently available for public review. This HRA should be revised to include the following:

- 1) Evaluate proposed Project criteria air pollutant and greenhouse gas emissions using the California Emission Estimator Model (CalEEMod). The most recent version of CalEEMod is available at www.caleemod.com.
- 2) The health risk assessment should utilize the most current Office of Environmental Health Hazard Assessment guidance for that assessment, which is presently the 2015 Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments available at http://oehha.ca.gov/air/hot_spots/hotspots2015.html.
- 3) Include a health risk and air quality analysis utilizing both the existing conditions baseline (current conditions) and a future conditions baseline (full build out year, without the Project). This analysis will be useful to the public in understanding the full impacts of the Project. It is important to ensure that the public has a complete understanding of the environmental impacts of the proposed Project, as compared to both existing conditions and future conditions.
- 4) Table 3 in the HRA used an average daily truck traffic (ADT) rate for the proposed Project of 230 ADTs. ARB concurs with the South Coast Air Quality Management District (SCAQMD) that the ADT should be based on daily vehicle trips of 1.68 and 0.64 daily truck trips per 1,000 square feet of warehouse space. Therefore, revise Table 3 utilizing this formula.

Con't
4

Other Recommendations

- 1) Although the proposed Project includes use of a truck route approved under the 2012 Perris Valley Commerce Center Specific Plan, ARB recommends additional coordination with the existing local community while considering truck traffic impacts and circulation that will result from the proposed Project.
- 2) Develop and consider a project design that incorporates applicable guiding principles, as well as potential criteria in evaluating projects proposed by State or local agencies, as outlined in the California Sustainable Freight Action Plan

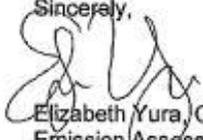
Mr. Nathan Perez
February 24, 2017
Page 5

(Action Plan). The Action Plan can be found at <http://www.dot.ca.gov/casustainablefreight/theplan.html>. ARB staff is available to assist in implementing this recommendation.

ARB staff appreciates the opportunity to comment on the NOP for the proposed Project and is able to provide assistance for successful implementation and deployment of a state-of-the-art facility that serves the region's distribution and air quality needs, while protecting public health.

Please include ARB on your State Clearinghouse list of selected State agencies that will receive the DEIR as part of the comment period. If you have questions, please contact Robbie Morris, Air Pollution Specialist, at (916) 322-0006 or via email at Robbie.Morris@arb.ca.gov.

Sincerely,



Elizabeth Yura, Chief
Emission Assessment Branch
Transportation and Toxics Division

cc: See next page.

4

RESPONSE TO CALIFORNIA AIR RESOURCES BOARD (CARB)

Response to Comment CARB 1

This comment is an introductory statement from the California Air Resources Board regarding CARB's statewide efforts related to community health impacts from freight facilities. The comment states that new industrial development may compound impacts from the current exposure of diesel particulate matter (diesel PM) on nearby residents and students.

The introductory statement does not raise any questions regarding the adequacy of the Draft EIR. Nonetheless, Section 4.1 of the Draft EIR fully evaluates the air quality and health risk impacts associated with project operation. This analysis is supported by air quality technical studies, including a health risk assessment, and ultimately determined that health risk impacts would be less than significant.

Response to Comment CARB 2

This comment relates recent legislation highlighting the need for further emission reductions in communities with high exposure burdens, and notes that the project site is part of a census tract within the 99th percentile for "pollution burden." The comment does not raise any questions regarding the adequacy of the Draft EIR. However, this comment is noted and will be provided to the Planning Commission and the Board of Supervisors for consideration. No further response is required.

Response to Comment CARB 3

This comment requests that the County ensure that the project community is not adversely impacted by the project and recommends that the County accelerate the use of zero and near-zero emissions technologies and implement other reduction strategies to reduce emissions and exposure. As discussed under Impact 4.1-4 of Draft EIR Section 4.1, Air Quality, noncarcinogenic hazards resulting from the proposed project are calculated to be within acceptable limits. Additionally, impacts related to cancer risk and fine particulate matter (PM_{2.5}) concentrations from heavy trucks would be less than significant at the nearest sensitive receptors (i.e., residential neighborhoods and a 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 and in relatively close proximity. While the increased cancer risk from heavy trucks would be below the applicable significance threshold, Mitigation Measure AIR-1 is required to enforce existing regulation and reduce the generation of diesel PM.

Mitigation Measure AIR-1 requires that the project 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. Additionally, at least 3 percent of all vehicle parking spaces (including for trucks) must include electric vehicle charging stations. Mitigation Measure AIR-1 also mandates the erection of legible, durable, weatherproof signs at truck access gates, loading docks, and truck parking areas identifying applicable CARB anti-idling regulations. At a minimum, each sign must 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. Additional requirements under Mitigation Measure AIR-1 include that all service equipment (e.g., forklifts) used within the site must be electric or powered by compressed natural gas. Also, the developer/successor-in-interest must provide building occupants with information related to the South Coast Air Quality Management District's Carl Moyer Program, or other such programs that promote truck retrofits or "clean" vehicles.

Response to Comment CARB 4

This comment requests that the County accelerate the use of zero and near-zero emissions technologies and implement other reduction strategies to reduce emissions. This comment also includes an attachment, a Notice of Preparation comment letter prepared for a warehouse building project in the City of Perris, to show specific examples of emissions reduction strategies. Provided examples include:

- Zero and near-zero emissions technologies such as electric forklifts;
- Infrastructure for zero and near-zero technologies;
- Plug-in capabilities for transport refrigeration units (TRUs);
- Compliance with the State Heavy-Duty Greenhouse Gas regulation;
- A requirement that all medium-heavy and heavy-heavy duty trucks meet or exceed the 2010 emissions standards; and
- Tier 3 and 4 engines for construction equipment.

As demonstrated in Section 4.1 and Section 4.4 of the Draft EIR, the project would not result in a potentially significant impact to air quality, health risk, or greenhouse gas (GHG) emissions. Therefore, the suggested mitigation measures to address such issues are not required. Nonetheless, Mitigation Measure AIR-1 is included to enforce existing regulations and reduce the generation of air pollutants. Trucks that run at least partially on electricity are projected by the Southern California Association of Governments (SCAG) to become available during the life of the project as discussed in its latest Regional Transportation Plan. As noted under Response to Comment CARB 3, Mitigation Measure AIR-1 requires that the project 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. Additionally, at least 3 percent of all vehicle parking spaces (including for trucks) must include electric vehicle charging stations. Such measures implemented at the project site would accelerate the use of zero and near-zero emissions technologies. Additionally, as noted above, Mitigation Measure AIR-1 includes the requirement that all service equipment (e.g., forklifts) used within the site must be electric or powered by compressed natural gas.

The project will comply with all applicable state regulations, including the State Heavy-Duty Greenhouse Gas regulation. In terms of plug-in capabilities for TRUs, the project would include the development of a concrete tilt-up warehouse facility shell building that would not be refrigerated. It is unclear how a requirement to limit all visiting trucks to those that meet or exceed the 2010 emissions standards at the facility would be enforced. There are also several potential unforeseen, negative consequences for such

a measure, including heavy-duty trucks that do not meet or exceed these standards needing to travel longer distances to facilities that will accommodate them. Furthermore, as stated on page 4.1-16, 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, as a result of this regulation, 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. Therefore, there is no need for a mitigation measure limiting all visiting trucks at the project site to those that meet or exceed the 2010 emissions standards, as statewide regulations are achieving this goal across all of California. Mitigation Measure AIR-1 does require the project to promote and support clean truck fleets by providing information on the CARB Carl Moyer retrofit program and information on idling limits and nearby alternative fueling stations.

As demonstrated under Impact 4.1-4 of the Draft EIR, the project would not result in a potentially significant impact to air quality during construction activities. Therefore, the suggested mitigation measure to require the use of Tier 3 and 4 engines is not required. Nonetheless, it is noted that all off-road, diesel-fueled construction equipment manufactured in 2006 or later has been manufactured to Tier 3 standards as required by a Statement of Principles pertaining to off-road diesel engines that was signed between the EPA, CARB, and the majority of engine makers. It is further noted that all off-road, diesel-fueled construction equipment manufactured in 2015 or later has been manufactured to Tier 4 standards. Therefore, it is likely that much of the construction equipment employed to construction the project would meet Tier 3 engine standards at the least.

COMMENT LETTER: ENRIQUE G. AND CARMEN JAIME (JAIME)

Comment letter: JAIME

FISCAL ADMIN
2018 JAN 30 AM 10:10

ENRIQUE G. AND CARMEN JAIME
17866 OTILLA ST.
BLOOMINGTON CA. 92316

MR. JIM MORRISSEY
SAN BERNARDINO COUNTY
LAND USE SERVICES DEPT.

JANUARY 28-2018
909-873 5475

DEAR MR. MORRISSEY:

WE NEED YOUR HELP, A BIG WAREHOUSE
MAY BE BUILT VERY CLOSE TO OUR HOUSE.
ALL IN OUR FAMILY DISAGREE, WE OPPOSE
TO THIS PROPOSED SLOVER DISTRIBUTION CENTER
THAT WOULD BE BUILT IN SLOVER AVE, EXTENDING
FROM LAUREL AVE TO LOCUST AVE. THIS
BUILDING WOULD AFFECT THE TRAFFIC. BECAUSE
IS VERY CLOSE TO BLOOMINGTON HIGH SCHOOL.

AND ALSO, WHEN WE BOUGHT THIS HOUSE
WE ASKED TO THE REAL ESTATE AGENT
ABOUT THIS BIG LOT AND HE TOLD US THAT
SOME HOUSES WOULD BE BUILT BECAUSE
THIS IS A RESIDENTIAL COMMUNITY ZONE.
WE DON'T THINK IT IS FAIR TO REZONE THE LAND USE
PLEASE HELP US BY VOTING NO ON THIS WAREHOUSE.
YOUR HELP WOULD BE GREATLY APPRECIATED,
THANK YOU

ENRIQUE G. JAIME
Carmen Jaime
H... ..

RESPONSE TO ENRIQUE G. AND CARMEN JAIME (JAIME)

Response to Comment JAIME 1

This comment expresses opposition to the project and concern regarding traffic and closeness to Bloomington High School. The Draft EIR fully evaluates traffic impacts associated with the project and incorporates a discussion of the existing and forecast intersection levels of service based on the anticipated vehicle trips. Refer to discussion in Section 4.8, Traffic and Circulation, Impact 4.8-1. Additionally, refer to Table 4.8-11, Opening Year (2018) with Ambient Traffic and Cumulative Projects Intersection Conditions, which shows that none of the analyzed intersections are forecast to become deficient due to project implementation. The only significant traffic impact would be along Cedar Avenue and the I-10 eastbound and westbound ramps, which would not be cumulative traffic impact.

Bloomington High School is located south of Slover Avenue on Laurel Avenue. Based on the proposed truck ingress and egress, trucks would use Laurel Avenue as an egress point only and would immediately turn onto Slover Avenue, minimizing conflict with high school-related traffic. Moreover, as discussed in the Draft EIR, the traffic impact analysis accounts for existing traffic generated by the local schools; thus, all existing and project traffic is accounted for in the analysis. Please refer to Exhibit 3.10-9, Truck Ingress, and Exhibit 3.10-10, Truck Egress, in the Draft EIR, showing the ingress and egress points.

Response to Comment JAIME 2

This comment expresses an opinion in opposition to the change in zone from residential to warehouse. As discussed in Draft EIR Section 4.6, Land Use and Planning, 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 1-acre minimum lot size-additional agricultural overlay (BL/RS 1AA). 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. Refer to Impact 4.6-2, Conflict with an Applicable Plan. Additionally, please refer to Table 4.6-2, Land Use Policy Consistency Analysis, for a full discussion on the land use consistency analysis results.

COMMENT LETTER: THOMAS AND KIM ROCHA (ROCHA)

1-24-18 Comment letter: ROCHA

JIM MORRISSEY FISCAL ADMIN
SENIOR PLANNER 2018 JAN 30 AM 9: 26
COUNTY OF SAN BERNARDINO
PROJECT # 2014 00241
RE: DRAFT EIR

4.6.9 DOESN'T THE COMMUNITY PLAN STATE WE SHOULD BE INCREASING RESIDENTIAL DENSITY? | 1

4.6.10 DOESN'T THIS PROJECT IMPACT RESIDENTIAL DEVELOPMENT BECAUSE IT TAKES AWAY OUR "RURAL LIFESTYLE" | 2a

DOESN'T THIS PROJECT ALSO GO AGAINST BLOOMINGTONS RURAL, AGRICULTURE, AND ANIMAL RAISING LIFESTYLE? | 2b

HAVE YOU DONE ANY STUDIES ON THE NEGATIVE IMPACTS ALL THIS WAREHOUSE TRAFFIC, NOISE, DIESEL EMISSIONS WOULD HAVE ON OUR ANIMALS? | 2c

4.6.12 HOW CAN YOU INSURE THAT THIS PROJECT WILL IMPROVE HOUSING/JOB BALANCE? | 3a

HOW CAN YOU INSURE THAT THESE JOBS WILL BE GIVEN TO LOCAL RESIDENTS? | 3b

THOMAS M. ROCHA
17944 OTILLA ST.
BLOOMINGTON, CA 92316
951-836-8354

Jim MORRISSEY
SENIOR PLANNER
County of San Bernardino
Project # P201400241
FISCAL ADMIN
1-24-18
Comment letter: ROCHA
2018 JAN 30 AM 9:20

4a My name is Kim Roche, I strongly oppose the Bloomington Business Center (Slover Distribution Center)

4b In the DEIR
① p. 1.0-6 Object 4 it states light industrial.
Please explain how a 344,000 ft warehouse is light industrial..

5 ② p. 1.0-7 Summary # says place residential in industrial corridor subject to emissions.
Please explain how another warehouse ~~does not~~ is not adding more emissions.

6 ③ 1.0-8 less economic benefits? Bloomington does not get any economic benefits directly, because we are unincorporated.
Please explain how Bloomington would directly get economic benefits.

7... ④ 1.05 Comparison Table 1.0-1
Action # 2 gen. plan is not accurate.
I attended the general plan meeting, and that is not what we wanted.
WE HAVE AN NEWS PAPER ARTICLE STATING WE DID NOT WANT WAREHOUSES & IT SHOWS THE GROUP STANDING UP & CHEATING.

②

Comment letter: ROCHA

...7

The article is in the Colton Courier
Nov. 19 2015.

I have ~~been~~ opposing this warehouse
almost 3 years.

PLEASE ANSWER my questions.

Kim P Rocha
17944 O Tilla St
Bloomington 92316
909-876-8538

Thank you
Kim Rocha

1-24-18

Comment letter: ROCHA

JIM MORRISSEY
SENIOR PLANNER
COUNTY of SAN BERNARDINO
PROJECT NO. P2014-00241

FISCAL ADMIN
2018 JAN 30 AM 9:24

QUESTIONS & COMMENTS RE: DRAFT EIR

PG 4.8.1 ROADWAY FACILITIES, WHAT ARE YOUR PROJECTED TRAFFIC TRIPS, IF YOU DON'T HAVE AN ACTUAL TENANT? 8

PG 4.8.8 WHAT NEW DEVELOPMENTS ARE PLANNED TO MITIGATE THE HIGH VOLUME FREEWAY DELAYS & LEVEL OF SERVICE? 9

PG 4-8-13 WHO IS GOING TO PAY FOR INCREASE LEVEL OF TRAFFIC IF THIS PROJECT GOES THRU. AS FONTANA ALREADY RECOGNIZES THAT THIS WILL BE UNACCEPTABLE? 10

THOMAS M. ROCHA
17944 OTTUM ST.
BLOOMINGTON, CA 92316
951-836-8354

Comment letter: ROCHA

JIM MORRISSEY
SENIOR PLANNER
COUNTY OF SAN BERNARDINO
PROJECT # P20140041

FISCAL ADMIN

MR. JIM MORRISSEY 2018 JAN 30 AM 9:21 1-24-18

This is in response to the DEIR
For Project # P201400241

pg. 4.6.2

Community Plan does not include
residential density in the proposed
Area??

11

This proposed update appears to
encourage residential development
away from the industrial corridor
in which the project site is located.

Can you explain this? It is
already residential.

pg. 4.6-5

Project site is an area where
non industrial uses are transitioning
to industrial.

12

Please tell me how this could
be the project is in a residential
neighborhood.

Thank you
Ken Rocha a Bloomington resident
for 11 years.

1-24-18

Comment letter: ROCHA

JIM MORRISSEY
SENIOR PLANNER
COUNTY of SAN BERNARDINO
PROJECT NO. P201400241

FISCAL ADMIN

2018 JAN 30 AM 9:25

QUESTIONS RE: DRAFT EIR

pg 4-1-3 why DO YOU USE AN AIR MONITORING
SIGHT 5.4 miles NORTHWEST of this project? | 13

pg 4-1-25 WHY WOULD AND WHAT ARE THE
POTENTIAL PROJECT IMPACTS SUCH AS
GRADING, DEMOLITION, PAVING ETC.? | 14

pg 4-1-31 IT SEEMS THAT THIS PROJECT
CONFLICTS WITH THE AIR QUALITY PLAN
WOULD YOU AGREE? PLEASE EXPLAIN | 15

pg 4-1-31 DO YOU ALSO BELIEVE AS I DO
THAT THIS CONFLICT IS VERY SIGNIFICANT | 16

pg 4-1-33 WHY DO YOU KEEP REFERRING TO
people AS A SENSITIVE RECEPTOR? | 17

THOMAS M. ROCHA
17944 OTILLA ST.
BLOOMINGTON, CA. 92316
951-836-8354

JIM MORRISSEY
SENIOR PLANNER
COUNTY of SAN BERNARDINO
PROJECT NO: 2014-00241

1-24-18
Comment letter: ROCHA

FISCAL ADMIN

- 1.0-4 | CEQA (ALTERNATIVE ~~2018 JAN 30~~ ~~1.0-23~~)
1.0-5 | Alter: #2 GENERAL PLAN
ANALYSIS is only FOCUSES ON HIGH COST
- 1.0-5 | COMPARISON TABLE 1.0-1 NOT ACCURATE
Alter #2 gen. plan is ~~not~~ not correct.
- 1.0-6 | object 4 - Light industrial (not Light Major)
- 1.0-6 | Object 7 - does not improvise balance of housing
& jobs
- 1.0-7 | SUMMARY #2 says place residential in
industrial corridor subject to EMISSIONS
But WANT to build Another warehouse
& subject ALL homes to more EMISSIONS.
- 1.0-8 | less ~~the~~ ECONOMIC benefits = Blooming ton -
does not get any economic benefits
directly. All go to general fund!
- 1.0-9 | Project Access is not possible from
SANTA ANA AVE & CEDAR AVE
- 1.0-9 | ALTERNATIVE 4 is rejected but MEETS all 7
project objectives. Who MADE objectives?

KIM P. ROCHA
17944 OTTUM ST.
Bloomington, CA. 92314

1-24-18

Comment letter: ROCHA

JIM MORRISSEY

FISCAL ADMIN

SENIOR PLANNER

2018 JAN 30 AM 9:22

COUNTY of SAN BERNARDINO

PROJECT # 201400241

RE: DRAFT EIR

26

4-6-18 WOULD A PROJECT THIS BIG, WITH
SO MANY EMPLOYEES BE ALLOWED
TO GO ON A SEPTIC TANK?

27

4-6-27 WHAT KIND OF INTERSECTION
IMPROVEMENTS WOULD BE MADE AT SIERRA & SLOVER?

"CONTRIBUTE TO THEIR FAIR SHARE FOR
IMPROVEMENTS AT LINDEN & SLOVER"
WHAT IS FAIR SHARE?

28

4-6-28/29 MITIGATION MEASURES?
NONE REQUIRED ON ALL SECTIONS, WHY?

THOMAS M. ROCHA

17944 OTILLA ST.

BLOOMINGTON, CA. 92316

951-836-8354

1-24-18

Comment letter: ROCHA

JIM MORRISSEY

FISCAL ADMIN

SENIOR PLANNER

2018 JAN 30 AM 9: 29

COUNTY of SAN BERNARDINO

PROJECT NO: 2014002A1

RE: DRAFT EIR

29 | 4.6.13 THE WAREHOUSE IS NOT LARGE ENOUGH
TO RESULT IN SIGNIFICANT AIR
QUALITY HEALTH RISKS -

HOW CAN YOU SAY THIS WHEN WE
DONT KNOW WHAT KIND OF WAREHOUSE OR
HOW MANY TRUCKS THERE WILL BE?

30 | 4.6.14 HOW CAN YOU ASSUME THAT
THIS PROJECT WILL NOT RESULT IN
SIGNIFICANT TRAFFIC IMPACTS ON OUR STREETS?

31 | 4.6.15 LAUREL AND LOCUST ARE
RESIDENTIAL STREETS, WILL TRUCKS
BE ENTERING THRU DRIVEWAYS ALONG
THESE STREETS?

32 | 4.6.16 WILL STREETS BE REDESIGNED?
WHAT IS THE COUNTY'S TRAFFIC
ANALYSIS? IT'S NOT STATED

THOMAS M. ROCHA

17944 OTILLA ST.

BLOOMINGTON, CA 92316

951-836-8354

1-24-18

Comment letter: ROCHA

JIM MORRISSEY

FISCAL ADMIN

SENIOR PLANNER

2018 JAN 30 AM 9:27

COUNTY of CAN BERNARDINO

PROJECT # 2014002A1

RE: DRAFT EIR.

PS 4.6.1 HOW IS THIS A USELESS DIRT
FIELD? IT IS RESIDENTIAL PROPERTY
READY FOR HOUSES, 33

PS 4.6.2 - WE NOW HAVE A COMMUNITY PLAN -
AND THIS GOES TOTALLY AGAINST IT.
THIS PROJECT IS NOT COMPATIBLE
WITH THE 3 EXISTING SIDES OF
THIS LOT. 34

PS 4.6.5 THRESHOLDS OF SIGNIFICANCE
CONFLICT WITH APPLICABLE LAND USE PLAN? 35

PS 4.6.6 THIS PROJECT IS NOT PART
OF THE BLOOMINGTON COMMUNITY PLAN 36

PS 4.6.7 AMENDING THE ZONING HAS A
NEGLECTIBLE IMPACT ON THE
BLOOMINGTON COMMUNITY PLAN 37

PS 4.6.9 CONSISTENCY ANALYSIS DOESNT
ANSWER HOW ITS CONSISTENT WITH
COMMUNITY CHARACTER, IF ITS
ZONED RESIDENTIAL 38

THOMAS M. ROCHA
17944 OTICA ST BLOOMINGTON, CA 92316
951-830-8354

RESPONSE TO THOMAS AND KIM ROCHA (ROCHA)

Response to Comment ROCHA 1

This comment asks whether the Community Plan states that residential density should be increased. The current adopted Community Plan contains a variety of policies related to diverse topics. The proposed and unadopted Community Plan similarly includes a variety of policies, one of which relates to residential density. As discussed on page 4.6-1 of the Draft EIR, the County recognized that 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. For additional information on specific Community Priorities/Community Character Objectives, please refer to page 12 of the Bloomington Community Plan (2007).

Response to Comments ROCHA 2A, 2B

These comments inquire whether the project will “impact residential development because it takes away our rural lifestyle.” As discussed in the Draft EIR, Table 4.6-2, Land Use Policy Consistency Analysis – Bloomington Community Plan, the project would convert vacant land within the area’s developing 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. Additionally, the project does not impact or result in any changes to areas zoned rural living, as those areas are nowhere near the project site. 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.

Response to Comment ROCHA 2C

This comment inquires whether any studies have been done regarding the negative effects that traffic, noise, and diesel emission can have animals. Please refer to Section 4.2, Biological Resources, of the Draft EIR for a full discussion of the analysis required under CEQA for vegetation, sensitive plant species, sensitive wildlife species, birds, mammals, and any potential impact to critical habitat. In addition, a health risk assessment was conducted for the project, and determined that health risks would be less than significant; see Section 4.1, Air Quality, Impact 4.1-4.

Response to Comments ROCHA 3A, 3B

These comments inquire whether the project can improve the housing/job balance and if it is certain that jobs created will go to Bloomington residents. In 2001, the Southern California Association of Governments (SCAG) jobs/housing balance analysis found that in 1997, the general area where the project would be located was found to be in a jobs/housing balanced zone. The analysis projected the same area to retain its jobs/housing balanced status through 2025 (SCAG 2001). Additionally, the project area is surrounded by neighboring areas identified as very housing rich, but not jobs rich. This project would add jobs to the region and assist in improving the jobs/housing imbalance that exists in a large portion of the county.

Response to Comment ROCHA 4A

This comment expresses opposition to the project. This comment does not identify a specific concern with the adequacy of the Draft EIR or raise an issue or comment specifically related to the Draft EIR's environmental analysis. Therefore, no further response is warranted. (State CEQA Guidelines Section 15088(a) requires that a lead agency only evaluate and respond to comments raised on environmental issues.)

Response to Comment ROCHA 4B

This comment inquires why the proposed warehouse is considered a light-industrial use when it would be a 344,000-square-foot warehouse and references Objective 4. Objective 4 provides for a "range of potential light industrial, manufacturing, and warehouse uses." The proposed use is a warehouse use consistent with this objective. The classification of light industrial or heavy industrial is related to the type of products/business rather than the size of the facility. For example, light industrial facilities tend to manufacture moderate amounts of partially processed materials to produce other items/products. On the other hand, industries such as petrochemical industry and shipbuilding would fall under heavy industrial. No further response is warranted. (State CEQA Guidelines Section 15088(a) requires that a lead agency only evaluate and respond to comments raised on environmental issues.)

Response to Comment ROCHA 5

This comment questions how the addition of the proposed warehouse would not add more emissions to the community. A full analysis and discussion on existing and future air quality conditions is provided in the Draft EIR. Please refer to Impacts 4.1-1, Violate Air Quality Standards (Construction), and 4.1-2, Violate Air Quality Standards (Operation). The air quality analysis does not state that the project would not be generating any additional emissions. Rather, the air quality analysis showed that the project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation during project construction or operation.

Response to Comment ROCHA 6

This comment questions how the project would provide direct economic benefits to Bloomington. Please refer to page 4.6-8 in Section 4.6, Land Use and Planning, of the Draft EIR. The project would comply with County Goal BL/ED 1. This comment does not identify a specific concern with the adequacy of the Draft EIR or raise an issue or comment specifically related to the Draft EIR's environmental analysis. Therefore, no further response is warranted. (State CEQA Guidelines Section 15088(a) requires that a lead agency only evaluate and respond to comments raised on environmental issues.)

Response to Comment ROCHA 7

This comment opposes a warehouse on the project site. The comment does not identify a specific concern with the adequacy of the Draft EIR or raise an issue or comment specifically related to the Draft EIR's environmental analysis. Therefore, no further response is warranted. (State CEQA Guidelines Section 15088(a) requires that a lead agency only evaluate and respond to comments raised on environmental issues.)

Response to Comment ROCHA 8

This comment inquires if the projected traffic trips are known, considering there is currently no tenant for the facility. Project trips are estimated using standard traffic engineering practices, in this case, trip generation rates for similar uses identified in the ITE Trip Generation Manual. For existing and future traffic trips, traffic conditions, analysis, and methodology, please refer to Section 4.8, Traffic and Circulation.

Response to Comments ROCHA 9, 10

These comments inquire if there are any new developments planned to mitigate the high-volume freeway delays and levels of service. 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. Please refer to Section 4.8, Traffic and Circulation, and Table 4.8-15, Summary of Traffic Impact Mitigation, for the balance of proposed mitigation measures.

Response to Comment ROCHA 11

This comment inquires if the Community Plan assigns a residential density in the proposed project area. The project site is currently designated for residential use. The current Community Plan provides that the site is Single Residential (RS-1), one-acre lot sizes. However, the General Plan determines land use and density for property and any implementing zoning criteria and other development related requirements must be consistent with the General Plan. A change in the General Plan Land Use Zoning District is proposed to allow the proposed warehouse.

Response to Comment ROCHA 12

This comment inquires why/how the project can be in an area currently established for residential use, as the project is in a residential area. The project site is surrounded by a combination of industrial and residential development, and it fronts on Slover Avenue, a largely industrial corridor.

Response to Comment ROCHA 13

This comment inquires why an air monitoring located 5.4 miles northwest of the project was utilized. Monitoring stations are placed at strategic locations by the Southern California Air Quality Management District (SCAQMD). Ozone, PM₁₀, and PM_{2.5} are the primary pollutants affecting the region. The nearest air quality monitoring site to the project site which 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.

Response to Comment ROCHA 14

This comment asks about the potential impacts from grading, demolition, and paving. A full discussion on potential air quality impacts from construction and operation is included in the Draft EIR. Please refer to Section 4.1, Air Quality, Impact 4.1-1, Violate Air Quality Standards (Construction), for a full discussion of construction-related impacts. Additionally, refer to Table 4.1-7, Construction-Related Emissions, for a summary of forecast maximum emissions.

Response to Comments ROCHA 15, 16

These comments inquire whether the project would conflict with the air quality plan. As stated in the discussion of Impact 4.1-3, Conflict with Air Quality Plan, the project would have a significant and unavoidable impact on the implementation of the applicable air quality plan, because the current air quality plan was developed based upon a residential land use designation. Since a change is to occur it would be inconsistent with the adopted plan. However, consistency with the air quality plan also evaluates compliance with applicable air quality standards. The proposed project would not exceed operational thresholds and would not violate adopted air quality standards.

Response to Comment ROCHA 17

This comment inquires why people are referred to as sensitive receptors in the Draft EIR. Sensitive receptors are defined as facilities or land uses that include members of the population who are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. See Section 4.1, Air Quality, Impact 4.1-4, Expose Sensitive Receptors, for the impact analysis on sensitive receptors.

Response to Comment ROCHA 18

This comment notes that Alternative 2 General Plan Analysis only focuses on high-cube. Alternative 2 does not focus on high-cube but rather evaluates the project site as a No Project Alternative – General Plan. The task 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). See Section 8.0, Alternatives to the Proposed Project, for alternatives analysis.

Response to Comment ROCHA 19

This comment notes that Alternative 2 is not accurate in Table 1.0-1, Comparison of Alternatives and Environmental Considerations. However, the commenter does not note what is incorrect. No further response is requested; also see Response to Comment ROCHA 18.

Response to Comment ROCHA 20

This comment notes that Objective 4 states light industrial, not light major (See response to ROCHA 4B). This comment does not identify a specific concern with the adequacy of the Draft EIR or raise an issue or comment specifically related to the Draft EIR's environmental analysis. Therefore, no further response is warranted. (State CEQA Guidelines Section 15088(a) requires that a lead agency only evaluate and respond to comments raised on environmental issues.)

Response to Comment ROCHA 21

This comment notes that Objective 7 does not improve the balance of housing and jobs. As discussed in Table 1.0-2, Project Objectives Consistency Analysis, in the Draft EIR, Alternatives 3 and 4 would further improve the housing and jobs balance in the Bloomington area. Additionally, please refer to Response to Comments ROCHA 3A, 3B.

Response to Comment ROCHA 22

This comment notes that although the industrial corridor (Slover Avenue) is already subject to emissions, the project would subject the adjacent homes to even more emissions. A project-specific air quality analysis was conducted for the project. Please see Section 4.1, Air Quality, for a summary of findings.

Response to Comment ROCHA 23

This comment notes that Bloomington would not receive any economic benefit from the proposed project, because all the funds would go to the general fund. This comment does not identify a specific concern with the adequacy of the Draft EIR or raise an issue or comment specifically related to the Draft EIR's environmental analysis. Therefore, no further response is warranted. (State CEQA Guidelines Section 15088(a) requires that a lead agency only evaluate and respond to comments raised on environmental issues.)

Response to Comment ROCHA 24

The comment notes that project direct access is not possible from Santa Ana and Cedar avenues. Project access points are proposed on Slover, Laurel, and Locust avenues and are not proposed on either Santa Ana Avenue or Cedar Avenue. The project is bounded by Slover Avenue on the north, Laurel Avenue on the west, and Locust Avenue on the east. This comment does not identify a specific concern with the adequacy of the Draft EIR or raise an issue or comment specifically related to the Draft EIR's environmental analysis. Therefore, no further response is warranted. (State CEQA Guidelines Section 15088(a) requires that a lead agency only evaluate and respond to comments raised on environmental issues.)

Response to Comment ROCHA 25

This comment notes that Alternative 4 is rejected even though it meets all seven objectives. As indicated in the Draft EIR, Alternative 4 has been rejected because it would not result in any environmental benefits compared to the proposed project; see Draft EIR, page 8.0-23.

Response to Comment ROCHA 26

This comment inquires why a project with so many employees would be allowed to go on a septic tank. 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 State Water Resources Control Board (SWRCB) standards and requirements designed to protect water quality; see Section 4.5, Hydrology and Water Quality, Impacts 4.6-1 and 4.6-6.

Response to Comment ROCHA 27

This comment inquires if any improvement would be made at the intersection of Sierra Avenue and Slover Avenue and also inquires what a fair share means. As shown in Table 4.8-11, Opening Year (2018) with Ambient Traffic and Cumulative Projects Intersection Conditions, the analysis results show that the Slover Avenue/Sierra Avenue intersection is forecast to operate at unacceptable levels of service, i.e., LOS E or LOS F, which also means the following intersections are significantly impacted by the proposed project:

- I-10 Eastbound Ramps/Cedar Avenue
- I-10 Westbound Ramps/Cedar Avenue

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.

A fair share is a portion of the cost from planned City or County public works improvements for which the applicant is responsible.

Response to Comment ROCHA 28

This comment inquires as to why no mitigation measures are required on all sections. Mitigation measures are only imposed when an area of the project being analyzed is significantly impacted and requires mitigation to reduce the potential impacts. Thus, mitigation measures are not required for areas not significantly impacted.

Response to Comment ROCHA 29

This comment inquires as to how a large warehouse will not have significant air quality health risks. A detailed project-specific health risk assessment was conducted and evaluates the emissions associated with estimated truck trips, vehicle trips, and energy use. The health risk assessment determined that

health risks would be less than significant; see Section 4.1, Air Quality, Impact 4.1-4 for additional discussion. Also see Response to Comment ROCHA 8.

Response to Comment ROCHA 30

This comment inquires how it is assumed that the project will not cause significant traffic impacts. The conclusion regarding traffic impacts is based on a detailed analysis of traffic impacts. Please see Section 4.8, Traffic and Circulation, Impact 4.8-1, Conflict with an Applicable Plan, Ordinance, or Policy; and Impact 4.8-2, Conflict with a Congestion Management Program, which show that the project is forecast to cause significant and unavoidable impacts. Please refer to Section 4.8 for a full discussion on this matter.

Response to Comment ROCHA 31

This comment inquires if trucks will enter the project site on Laurel and Locust avenues. Main ingress and egress to the project site is via Slover Avenue. Trucks would not use the Locust Avenue and Laurel Avenue driveways.

Response to Comment ROCHA 32

This comment inquires whether streets will be redesigned. Streets are not proposed to be redesigned. Please see Section 4.8, Traffic and Circulation, for the proposed mitigation measures on specified roadways and intersections.

Response to Comment ROCHA 33

This comment inquires how the project site is considered to be a useless dirt field, if it is ready for residential uses. Please see Section 4.6, Land Use and Planning, page 4.6-1, where a portion of the project site is described as “contains piles of refuse and dirt.”

Response to Comments ROCHA 34, 35

The comments note that Bloomington has a community plan and the proposed project would not be compatible with the existing uses. See Response to Comment ROCHA 12, as well as additional discussion in Section 4.6, Land Use and Planning, of the Draft EIR.

Response to Comment ROCHA 36

This comment notes the project is not part of the Bloomington Community Plan. This comment does not identify a specific concern with the adequacy of the Draft EIR or raise an issue or comment specifically related to the Draft EIR’s environmental analysis. Therefore, no further response is warranted. (State CEQA Guidelines Section 15088(a) requires that a lead agency only evaluate and respond to comments raised on environmental issues.)

Response to Comment ROCHA 37

This comment notes that amending the zoning has a negligible impact on the Bloomington Community Plan. This comment does not identify a specific concern with the adequacy of the Draft EIR or raise an issue or comment specifically related to the Draft EIR’s environmental analysis. Therefore, no further

response is warranted. (State CEQA Guidelines Section 15088(a) requires that a lead agency only evaluate and respond to comments raised on environmental issues.)

Response to Comment ROCHA 38

This comment notes that the consistency analysis does not answer how the project is consistent with the community character. The project site is within the area's developing industrial corridor (bordered on two sides by industrial uses) and therefore is a logical location for the limited expansion of industrial uses. Out of the available land in the community, the project site is a logical location because it is within an area utilized as an industrial corridor. For a full discussion on the topic, see Table 4.6-2, Land Use Policy Consistency Analysis—Bloomington Community Plan.

COMMENT LETTER: ERNESTO CARLOS (CARLOS)

Comment Letter: CARLOS

1-23-18

Señor Morrissey y Condando de
San Bernardino,

Mi nombre es Ernesto Carlos
y vivo en Bloomington, CA.

Como residente de Bloomington
estoy en desacuerdo de bodegas
cercas de casas y escuelas
de mis hijos.

Estas bodegas nos traen
contaminacion de aire y de
ruido. Estas bodegas son peligro
para niños que van a la
escuela.

Yo como residente de
Bloomington creo que tenemos
derecho de decidir por nuestra
comunidad.

Muchas Gracias
y ojala tomen en cuenta los
residentes.



Ernesto Carlos

11193 Alder AV

Bloomington CA 92316

RESPONSE TO ERNESTO CARLOS (CARLOS)

Response to Comment CARLOS 1

This comment notes that the warehouse is not wanted because it would be in such proximity to residences and because the project will bring air pollution and noise. As discussed in Draft EIR Section 4.1, Air Quality, Impacts 4.1-1 and 4.1-2, analysis shows that the project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation during project construction or operation. Additionally, analysis shows that although a temporary noise impact would occur from construction activities, a permanent noise increase from operations is not forecast to be significant. Please refer to Impact 4.7-2, Permanent Noise Increase, and Impact 4.7-3, Temporary Noise Increase, in Section 4.7, Noise. Mitigation Measure NOI-1 has been imposed to mitigate any temporary noise created. Thus, a less than significant impact from noise activities would occur with mitigation incorporated.

Response to Comment CARLOS 2

This comment states that residents' voices are not being heard and considered. The County appreciates and has taken note of the comments provided. The project analysis in the Draft EIR, project comments, and these responses will all be considered by the County decision-makers in considering this project.

COMMENT LETTER: ANA CARLOS (ANA)

1-18-18

Dear Jim Morrissey,

My name is Ana Carlos and I have lived in Bloomington for almost 7 years. I am
1
against the Slover Distribution Center being proposed in my Bloomington neighborhood.

I am concerned with truck traffic that will result with
2
this new warehouse. I am concerned with the pollution that it will bring to my neighborhood.

My town is rustic and quiet. Bloomington has a unique lifestyle. Warehouses next to homes and schools results in traffic, pollution, and a decrease
3
in my property value. Please do the right thing and listen to the residents in Bloomington:
No warehouses next to homes and schools.

Thank you
very much,
Ana Carlos
11193 Alder Ave
Bloomington, CA 97211

RESPONSE TO ANA CARLOS (ANA)

Response to Comment ANA 1

This comment expresses opposition to the proposed project. The County appreciates and has taken note of the comment. However, this comment does not identify a specific concern with the adequacy of the Draft EIR or raise an issue or comment specifically related to the Draft EIR's environmental analysis. Therefore, no further response is warranted. (State CEQA Guidelines Section 15088(a) requires that a lead agency only evaluate and respond to comments raised on environmental issues.)

Response to Comment ANA 2

The comment raises concerns with the truck traffic and pollution that this project will bring to the neighborhood. Please see Section 4.1, Air Quality, and Section 4.8, Traffic and Circulation, for a full analysis, discussion, and findings from the air quality and traffic technical studies conducted for the project.

Response to Comment ANA 3

This comment notes that there is concern because the rustic feel and quiet town lifestyle of Bloomington is decreasing with the introduction of warehouses. The commenter expresses concern for increased pollution and traffic, and a decrease in her property value due to the proximity of the project. The Draft EIR fully evaluates impacts associated with air quality, traffic, and land use. Property values are not considered an environmental consideration under CEQA.

COMMENT LETTER: MARTIN CHAVEZ (CHAVEZ)

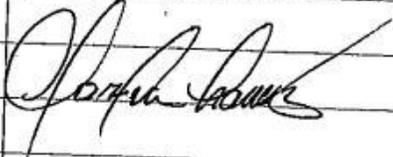
JANUARY 18, 2018

Dear Jim Morrissey

I'm a property owner of the unincorporated
Community of Bloomington.

I'm opposed to the Slover DISTRIBUTION CENTER
Because diesel emission are link to lung
diseases, asthma, premature death, and could
worsen Chronic heart disease. Also the
Cal Enviro Screen Shows that Bloomington is
already Overburdened by pollution will
diminish the value of our properties.

MARTIN CHAVEZ



RESPONSE TO MARTIN CHAVEZ (CHAVEZ)

Response to Comment CHAVEZ 1

This comment expresses opposition to the project because the neighborhood is already in a bad air quality area and this project will exacerbate asthma, among other diseases. The comment also notes that pollution in the area will diminish property values. As discussed in Section 4.1, Air Quality, Impacts 4.1-1 and 4.1-2, the project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation during project construction or operation. In addition, the project would not result in significant health risks. A detailed project-specific health risk assessment was conducted and evaluates the emissions associated with estimated truck trips, vehicle trips, and energy use. The health risk assessment determined that health risks would be less than significant; see Section 4.1, Air Quality, Impact 4.1-4 for additional discussion. Property values are not considered an environmental consideration under CEQA.

COMMENT LETTER: EMILIA ESQUIVEL (ESQUIVEL)

Jan. 18. 18

Dear Mr. Morrissey

My name is Emilia Esquivel
my husband and I have been
residents for more than 30 years.
We have recently found out
my husband is suffering from
not only Asthma but COPD
which is also a respiratory condition.

1 If these Slover Distribution Center
① it may make his condition
worse. Please he is loved by
his family and friend the
stop to these factory can
help add more years to
his life.

Emilia Esquivel

RESPONSE TO EMILIA ESQUIVEL (ESQUIVEL)

Response to Comment ESQUIVEL 1

This comment raises concerns regarding health risks, as the commenter's husband was recently diagnosed with asthma and the project could make his condition worse. A detailed project-specific health risk assessment was conducted and evaluates the emissions associated with estimated truck trips, vehicle trips, and energy use. The health risk assessment determined that health risks would be less than significant; see Section 4.1, Air Quality, Impact 4.1-4 for additional discussion. The project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation during project construction or operation.

COMMENT LETTER: SALVADOR FERNANDEZ (FERNANDEZ)

Dear Mr. Morrissey,

I Salvador Fernandez is opposed to the building of warehouses in Bloomington California. I live in Bloomington and don't want warehouses on trucking companies in Bloomington because of the traffic and pollution on a daily basis. I have ~~asthma~~ or more commercial traffic would be harmful to me. I would not be opposed to building homes or apartments. I don't believe warehouse or having it empty will be helpful or improve the community at all.

RESPONSE TO SALVADOR FERNANDEZ (FERNANDEZ)

Response to Comment FERNANDEZ 1

This comment notes that the resident opposes the project and this type of development, traffic, and air pollution. Traffic and air quality impacts are fully evaluated in the Draft EIR.

Response to Comment FERNANDEZ 2

This comment notes that the commenter has asthma and that more traffic would worsen his condition. A detailed project-specific health risk assessment was conducted and evaluates the emissions associated with estimated truck trips, vehicle trips, and energy use. The health risk assessment determined that health risks would be less than significant; see Section 4.1, Air Quality, Impact 4.1-4 for additional discussion. The project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation during project construction or operation.

Response to Comment FERNANDEZ 3

The comment provides support for residential development at this location. The County appreciates and has taken note of the comments. This comment does not identify a specific concern with the adequacy of the Draft EIR or raise an issue or comment specifically related to the Draft EIR's environmental analysis. Therefore, no further response is warranted. (State CEQA Guidelines Section 15088(a) requires that a lead agency only evaluate and respond to comments raised on environmental issues.)

COMMENT LETTER: ARTURO GALINDO (GALINDO)

Dear Jim Morrissey
my name is Arturo Galindo
I'm property owner and otilla st
is close proximity to high schools -
1 I'm opposed to the Slover
Distribution Center.
2 because children who go to nearby
school will be exposed 24 hours a day
while at school and at home =
more truck traffic will result in
3 more safety issues for student
who walk to school - As more
distribution center proliferate
in our community there will be
a lack of safety routes to
school -
Arturo Galindo

RESPONSE TO ARTURO GALINDO (GALINDO)

Response to Comments GALINDO 1, 2, 3

This comments express opposition to the project because children will be exposed 24 hours a day to problems generated by the project. The comments also express concern about safety related to truck traffic.

The Draft EIR fully evaluates traffic impacts, and the project does not create any unusual or hazardous traffic conditions. The project would also provide sidewalks along the three project frontages. See Section 4.8, Traffic and Circulation, Impact 4.8-1. Additionally, refer to Table 4.8-11, Opening Year (2018) with Ambient Traffic and Cumulative Projects Intersection Conditions, which shows that none of the analyzed intersections are forecast to be deficient. The only impact forecast to occur would be along Cedar Avenue and the I-10 eastbound and westbound ramps.

Bloomington High School is located south of Slover Avenue on Laurel Avenue. Based on the proposed truck ingress and egress, trucks would use Slover Avenue, minimizing conflict with high school–related traffic. Moreover, the traffic impact analysis accounts for traffic generated by the local schools; thus, all existing and project traffic is accounted for in the analysis. Please refer to Exhibit 3.10-9, Truck Ingress, and Exhibit 3.10-10, Truck Egress, showing the ingress and egress points.

COMMENT LETTER: EDUARDO GALVAN (GALVAN)

01/18/18

Dear Jim Morrissey,

My name is Eduardo Galvan. I am a resident of the unincorporated community of Bloomington. I choose to buy my home here because of the proximity of K-12 schools. My children are 4 and 6, attending Zimmerman elementary. A couple of months ago a warehouse started to be created across the street, this is too near our kids. The safety/health issues this brings to are children cant be overlooked.

I am writing this letter to oppose the project coming, 201400241. This community has too many schools for warehouses to come in.

Please listen to our voices as the community is united on this front.

Eduardo Galvan

RESPONSE TO EDUARDO GALVAN (GALVAN)

Response to Comment GALVAN 1

This comment expresses opposition to the project because of health and safety concerns for the resident's young children. A detailed project-specific health risk assessment was conducted and evaluates the emissions associated with estimated truck trips, vehicle trips, and energy use. The health risk assessment determined that health risks would be less than significant; see Section 4.1, Air Quality, Impact 4.1-4 for additional discussion. The project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation during project construction or operation. The Draft EIR fully evaluates traffic impacts, and the project does not create any unusual or hazardous traffic conditions.

COMMENT LETTER: THOMAS HERRERA (HERRERA)

Dear Jim Morrissey

My name is Thomas Herrera
I am resident of the unincorporated
community of Bloomington.

I am opposed to The Slover
Distribution Center because:

I am an asthma suffer and
am living on the purposed Warehouse
property line.

I have been a Bloomington
resident since 1974. I have attended
Bloomington School System and
have worked inside the city limits.

I am opposed to this Warehouse
because of the constant noise &
light action. In addition this
Warehouse will make my property
value decrease and affect my
quality of life, plus the never-
ending Truck Traffic.

No Warehouse's near our schools

Mr. Thomas Herrera

RESPONSE TO THOMAS HERRERA (HERRERA)

Response to Comment HERRERA 1

This comment expresses opposition to the project because the commenter suffers from asthma. He lives near the southern property line and is concerned about the constant noise and light, as well as property values. Analysis in the Draft EIR describes a temporary noise impact from construction activities; however, a permanent noise increase from operations is not forecast to be significant. Please refer to Impact 4.7-2, Permanent Noise Increase, and Impact 4.7-3, Temporary Noise Increase, in Section 4.7, Noise. Mitigation Measure NOI-1 has been imposed to mitigate any temporary noise created. Thus, a less than significant impact from noise activities would occur with mitigation incorporated. For a complete discussion on potential noise, please refer to Section 4.7, Noise.

The Draft EIR also evaluates lighting, traffic, and air quality health impacts. The project would conform to County design standards to restrict light to the project site and prevent light trespass to adjacent residences. Glare and outdoor lighting regulations are found in Chapter 83.07 of the County Development Code. Please refer to Section 6.0, Effects Found Not to Be Significant, Aesthetics, question d, for a full analysis of lighting impacts. Traffic impacts are fully evaluated in Draft EIR Section 4.8, Traffic and Circulation.

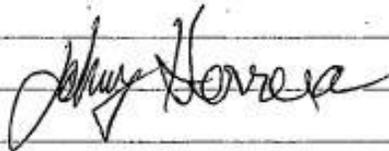
A detailed project-specific health risk assessment was conducted and evaluates the emissions associated with estimated truck trips, vehicle trips, and energy use. The health risk assessment determined that health risks would be less than significant; see Section 4.1, Air Quality, Impact 4.1-4 for additional discussion. The project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation during project construction or operation.

COMMENT LETTER: JOHNNY HERRERA (JOHNNY)

1-18-2018

DEAR, JIM MORRISSEY

MY NAME IS JOHNNY HERRERA
I'M A RESIDENT OF THE UNINCORPORATED
COMMUNITY OF BLOOMINGTON. I'M OPPOSED
TO SLOVER DISTRIBUTION CENTER BECAUSE
RIGHT NOW MY MOTHER HAS CANCER
& WE DONT KNOW IF WHAT CAUSED IT
IF ITS HERITARY OR NOT, BUT SHE NEEDS
) TO BREATHE CLEAN AIR & NOT EXHAUST
FUMES FROM TRUCKS SITTING ON THE
SIDE OF THE ROAD RUNNING. THIS IS
PROBABLY WHY MY FATHER PASSED AWAY
HE LIVED HERE SINCE 1973 AND PASSED
AWAY 12-24-05. HE WAS 35



RESPONSE TO JOHNNY HERRERA (JOHNNY)

Response to Comment JOHNNY 1

This comment expresses opposition to the project because the commenter's mother suffers from cancer. The commenter is also concerned regarding air emissions and health risks from truck traffic. A detailed project-specific health risk assessment was conducted and evaluates the emissions associated with estimated truck trips, vehicle trips, and energy use. The health risk assessment determined that health risks would be less than significant; see Section 4.1, Air Quality, Impact 4.1-4 for additional discussion. The project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation during project construction or operation.

COMMENT LETTER: MARLINA HERRERA (MARLINA)

Jan. 18. 18

Dear Jim,

My name is Marlina
Herrera. I have been a
resident of Bloomington ca
since birth meaning 25 years.

I am writting this letter in
regards of my opinion of the
Slover Distribution Center.

I believe that these factories
will destroy the lives of all of our
upcoming generations. This will
lead to children being pron to
cancer, asthma and other toxins
that are deadly to our community.

If it were you, would you let
your children live in a ^{Death trap} ~~community~~
with factories that surround them
not only at home but their
school as well. These factories
even have the potential of killing
their employees.

Sincerely
Marlina Herrera

RESPONSE TO MARLINA HERRERA (MARLINA)

Response to Comments MARLINA 1, 2

These comments oppose the project because of health risk concerns. A detailed project-specific health risk assessment was conducted and evaluates the emissions associated with estimated truck trips, vehicle trips, and energy use. The health risk assessment determined that health risks would be less than significant; see Section 4.1, Air Quality, Impact 4.1-4 for additional discussion. The project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation during project construction or operation.

COMMENT LETTER: ELEINA HERRERA (ELEINA)

Jan 18, 2018

Dear Jim Morrissey

My name is Eleina Herrera
I'm resident of the unincorporated
community of Bloomington. I'm
opposed to the Slover distribution
center because I am totally
against this being built my
father passed away from cancer
and my mother has had cancer
4 times already! I do not need
her getting cancer again, you
guys are basically saying
fuck us and our health.
I'm sure you guys wouldn't want
one of these in your backyard
and if you do I'll feel bad
for whoever/anyone who lives by
you or next to you because
that's un healthy and people are
going to get sick!



RESPONSE TO ELEINA HERRERA (ELEINA)

Response to Comment ELEINA 1

This comment expresses opposition to the project due to health concerns. A detailed project-specific health risk assessment was conducted and evaluates the emissions associated with estimated truck trips, vehicle trips, and energy use. The health risk assessment determined that health risks would be less than significant; see Section 4.1, Air Quality, Impact 4.1-4 for additional discussion. The project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation during project construction or operation.

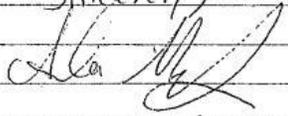
COMMENT LETTER: ARCELIA MENDOZA (MENDOZA)

1-18-18

Dear Jim Morrissey,

My name is Arcelia Mendoza
I'm a resident of the unincorporated
community of Bloomington for
13 years. I'm apposed to the
1 distribution center because my
son and myself have respiratory illness.
The air quality will worsen with
truck traffic.

2 I will not want the value of
my property to diminish as well
as my quality of life.

Sincerely,

Resident of Bloomington

RESPONSE TO ARCELIA MENDOZA (MENDOZA)

Response to Comment MENDOZA 1

This comment expresses opposition to the project due to health concerns. A detailed project-specific health risk assessment was conducted and evaluates the emissions associated with estimated truck trips, vehicle trips, and energy use. The health risk assessment determined that health risks would be less than significant; see Section 4.1, Air Quality, Impact 4.1-4 for additional discussion. The project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation during project construction or operation.

Response to Comment MENDOZA 2

This comment expresses concerns regarding property values. The County appreciates the comment and has taken it into account. This comment does not identify a specific concern with the adequacy of the Draft EIR or raise an issue or comment specifically related to the Draft EIR's environmental analysis. Therefore, no further response is warranted. (State CEQA Guidelines Section 15088(a) requires that a lead agency only evaluate and respond to comments raised on environmental issues.)

COMMENT LETTER: MARIA ORMONDE (ORMONDE)

Dear Jim Mansussey, 1-18-18

My name is Maria Ormonde,
I am a property owner
and resident of the unincorporated
community of Bloomington.

I am oppose to the
Slover Distribution Center because

- 1 • We cannot continue to be
expose to DEADLY POLLUTION
in our community.
- Families, Children, elderly and
animals should NOT be
expose

2 We are good people
living in this community,
we are not a throwaway
town and do not treat
us that way please.

Sincerely,
Maria Ormonde

RESPONSE TO MARIA ORMONDE (ORMONDE)

Response to Comments ORMONDE 1, 2

These comments express opposition to the project due to air pollution and health concerns. A detailed project-specific health risk assessment was conducted and evaluates the emissions associated with estimated truck trips, vehicle trips, and energy use. The health risk assessment determined that health risks would be less than significant; see Section 4.1, Air Quality, Impact 4.1-4 for additional discussion. The project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation during project construction or operation.

COMMENT LETTER: EDUARDO PEREZ (PEREZ)

Dear Jim Morrison

Eduardo Perez

Yo vine a vivir a Bloomington Ase 6 años porque era una ciudad muy tranquila pero ahora con este proyecto de las Bodegas yo y mi hija va a la escuela y en frente van a poner las Bodegas y no las quiero ay

1 y ahora hay mucho tráfico y después mucha contaminación en el aire accidentes y problemas

2 no las quiero a las Bodegas en mi ciudad

RESPONSE TO EDUARDO PEREZ (PEREZ)

Response to Comments PEREZ 1, 2

These comments express opposition to the project because local schools will be next to one of the warehouse projects coming into the community and express concerns regarding traffic and air quality. It is understood that air pollutants do not have boundaries. Regardless of the project location, air pollutants will travel based on weather and wind patterns. Nonetheless, an air quality analysis was conducted to analyze the potential impact on sensitive receptors (i.e., Bloomington High School and other surrounding schools). Please refer to Section 4.1, Air Quality, starting on page 4.1-33, for a complete discussion of sensitive receptors. Additionally, refer to Table 4.1-12, Maximum Operational Health Risk at Project Vicinity Residences, and Table 4.1-13, Maximum Operational Health Risk at Project Vicinity Schools. Table 4.1-13 shows that impacts related to cancer risk and PM_{2.5} concentrations from heavy trucks would be less than significant at these sensitive receptors.

COMMENT LETTER: ANGEL PORCHO (PORCHO)

Jan 18, 2018

Dear Jim Morrissey

My name is Angel Porcho.
I'm a resident of the unincorporated
community of Bloomington. I'm opposed
to the Slover Distribution Center. 1
I am strongly against these
warehouses I've been living in
Bloomington my whole life. I just
had a baby and my main
concern is her health. We
are not being heard about 2
this problem. we can not have
this go through. All the traffic,
all the vibrations.

concerned bloomington resident

RESPONSE TO ANGEL PORCHO (PORCHO)

Response to Comments PORCHO 1, 2

This comment expresses strong opposition to the project because of health and traffic concerns. A detailed project-specific health risk assessment was conducted and evaluates the emissions associated with estimated truck trips, vehicle trips, and energy use. The health risk assessment determined that health risks would be less than significant; see Section 4.1, Air Quality, Impact 4.1-4 for additional discussion. The project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation during project construction or operation.

COMMENT LETTER: RAFAEL RAZO (RAZO)

To Whom it May Concern:

I HAVE BEEN A RESIDENT OF THE TOWN OF Bloomington SINCE 1996. My Wife is a lifelong Resident, as well as my 3 boys. I STRENUOUSLY ~~am~~ OBJECT THE DEVELOPMENT OF any more industrial ZONED LAND, OR RURAL LAND THAT HAS BEEN CONVERTED INTO INDUSTRIAL ZONED PROPERTY. I FEEL WE HAVE MORE THAN ENOUGH BUILDINGS OF INDUSTRY. I BELIEVE THERE'S SO MUCH MORE THAT THIS LAND CAN BE DEVELOPED INTO BESIDES INDUSTRY. PARKS, FARMING, EQUESTRIAN BORDERING, TRAINING, AND KAMES. THESE THINGS WE SHOULD BE FOCUSING ON INSTEAD OF WAREHOUSING. THERE'S HISTORY IN OUR SMALL TOWN THAT THE LUSD DOESN'T REALIZE ~~So~~ WE SHOULD PRESERVE. I'm asking THAT YOU RECONSIDER YOUR PLANS FOR INDUSTRIAL GROWTH. Thank you.

Sincerely,
Rafael L. Razo

RESPONSE TO RAFAEL RAZO (RAZO)

Response to Comment RAZO 1

This comment expresses opposition to the development of an industrial use on rural land in favor of parks, farming, and equestrian uses, as well as the preservation of small-town history. The project would convert vacant land within the area's developing 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. A detailed project-specific health risk assessment was also conducted and evaluates the emissions associated with estimated truck trips, vehicle trips, and energy use. The health risk assessment determined that health risks would be less than significant; see Section 4.1, Air Quality, Impact 4.1-4 for additional discussion. The project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation during project construction or operation. The County appreciates the comment and has taken it into account. This comment does not identify a specific concern with the adequacy of the Draft EIR or raise an issue or comment specifically related to the Draft EIR's environmental analysis. Therefore, no further response is warranted. (State CEQA Guidelines Section 15088(a) requires that a lead agency only evaluate and respond to comments raised on environmental issues.)

COMMENT LETTER: MARGARET RAZO (MARGARET)

Jun 13, 2013

Dear Mr. Morrissey,

I have been a resident of
Bloomington since 1973. I am
opposed to the Slover Dist. Center.
We already have the worst air
quality. Longtime residents have
1 health with illness by the cement company
and certain lead pipe, and the railroad.
Eating warehouse that goes up compounds
the danger. My father died of stomach
2 cancer in 2005. My mother is
battling cancer for the last time.
I myself battled cancer last year.
Others in my family deal with
cancer. A condition worsened by our
air.

Please stop any more construction
of warehouses in our community.

Cancer survivor
Margaret Razo

no on project 201400241

RESPONSE TO MARGARET RAZO (MARGARET)

Response to Comments MARGARET 1, 2

These comments express opposition to the project because of air quality and health concerns. A detailed project-specific health risk assessment was conducted and evaluates the emissions associated with estimated truck trips, vehicle trips, and energy use. The health risk assessment determined that health risks would be less than significant; see Section 4.1, Air Quality, Impact 4.1-4 for additional discussion. The project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation during project construction or operation.

COMMENT LETTER: KIM ROCHA (KIM)

1-17-18

DEAR JIM MORRISSEY

My NAME IS Kim Rocha

I'm A property owner in Bloomington.
I HAVE Lived in Bloomington for 12 years
I Am oposed to the Slover Distribution Center
project # 201400241

I Am A SENIOR citizen and Am vulnerable
to respiratory illness. I dont want
All the extra truck traffic with added
pollution.
I dont want the noise 24 hrs a day it
will ruin my quality of life.

Thank you
Kim Rocha
17944 OTILLA St.
Bloomington CA 92316

RESPONSE TO KIM ROCHA (KIM)

Response to Comment KIM 1

This comment expresses project concerns about air pollution and noise from truck traffic. A detailed project-specific health risk assessment was conducted and evaluates the emissions associated with estimated truck trips, vehicle trips, and energy use. The health risk assessment determined that health risks would be less than significant; see Section 4.1, Air Quality, Impact 4.1-4 for additional discussion. The 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 discussed in Section 4.7, Noise, a permanent noise increase from operations is not forecast to be significant. Please refer to Impact 4.7-2, Permanent Noise Increase.

COMMENT LETTER: THOMAS ROCHA (THOMAS)

JAN 18, 2018
TO: JIM MORRISSEY PLAN# 201400241

DEAR JIM MORRISSEY,

I'VE LIVED IN BLOOMINGTON, SINCE 2006,
ALTHOUGH THE SOUTHSIDE, of Bloomington
HAS BEEN NEGLECTED, & DISINVESTED WE
STILL CALL THIS OUR HOME!!

I AM OPPOSED TO THIS PROJECT BEING
BUILT NEXT TO OUR HOMES & HIGH SCHOOL,
75 FT FROM OUR HOMES! Little League
Home to 1st BASE IS 60 FT.

I HAVE GRANDCHILDREN & A 85 yr old
FATHER - I'M A SENIOR myself I came
HERE to retire, not to shorten
my life -

Please, I ASK you to turn down
THIS PROJECT.

WELLTH BE FOR HEALTH
THANK YOU!


THOMAS M. ROCHA
17944 OTILLA ST.
BLOOMINGTON, CA 92316

RESPONSE TO THOMAS ROCHA (THOMAS)

Response to Comment THOMAS 1

This comment expresses opposition to the project because the warehouse would be located adjacent to homes and near the high school, and because of concerns about project-related health impacts. A detailed project-specific health risk assessment was conducted and evaluates the emissions associated with estimated truck trips, vehicle trips, and energy use. The health risk assessment determined that health risks would be less than significant; see Section 4.1, Air Quality, Impact 4,1-4 for additional discussion. The project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation during project construction or operation.

COMMENT LETTER: CECILIA RODRIGUEZ (RODRIGUEZ)

01.18.2017

Dear Jim Morrissey

My name is Cecilia Rodriguez
I have lived in Bloomington for
over 20 years.

I oppose the slover distribution
center for various reason. The
proximity of this is to close to
homes and schools. My child will soon
be attending Bloomington high school and
will be close to the warehouse on a
daily basis. this will affect our
quality of life

Changing the zoning will also affect
the business I own. I own
a nursery and wish this vacant
land be used for residential property.

RESPONSE TO CECILIA RODRIGUEZ (RODRIGUEZ)

Response to Comments RODRIGUEZ 1, 2

These comments express opposition to the project because the warehouse would be located too close to homes and schools, will impact the quality of life, and will affect the commenter's nursery business. The Draft EIR fully evaluates project operation and construction impacts on a comprehensive range of topics including land use, air quality, noise, and traffic. No specific issue or conflict related to the proximity of the warehouse to homes or the high school was stated. This comment does not identify a specific concern with the adequacy of the Draft EIR or raise an issue or comment specifically related to the Draft EIR's environmental analysis. Therefore, no further response is warranted. (State CEQA Guidelines Section 15088(a) requires that a lead agency only evaluate and respond to comments raised on environmental issues.)

COMMENT LETTER: LAWRENCE SALDANA (SALDANA)

1-18-18 1 of 2

Dear Mr. Jim Morrissey,

I am a long time resident of Bloomington, CA. I live at 10834 Lorch Ave. I used to live on Pomona street. I recall how a developer want to build a card gambling hall on Valley Blvd near Curtis ave. I opposed that project then and vocalized my opposition then (back in the eighties). That field of dirt was instead bought by the Colton school district. The Joe Baca middle school was built on that land. That school is, in my opinion, a much, much better use of the land.

Those of us who opposed the gambling hall back then did not know the future land use. We only knew what was good for Bloomington. Which bring me to current times.

2) The building of warehouses in Bloomington is not going to good use of the land here in Bloomington.

2 of 2

cont'd
2 - The building of warehouses in
Bloomington will bring destruction
- to our roads, will bring diesel
- particulates that will further pollute
our family's lungs. Will cause
- traffic congestion that will restrict
residents ability to travel freely
about our own community. All ready
if so hard to cross over the
freeways.

3 - Bloomington could be a
jewel with the right leadership.
Please stand with Bloomington
residents in opposing the
building of warehouses.

Sincerely,
Lawrence Seldan

RESPONSE TO LAWRENCE SALDANA (SALDANA)

Response to Comment SALDANA 1

This comment notes that in the 1980s, the community opposed a project that would have turned a piece of land into a gambling hall. The land was later purchased by the Colton Unified School District, and a school was constructed. This comment does not identify a specific concern with the adequacy of the Draft EIR or raise an issue or comment specifically related to the Draft EIR's environmental analysis. Therefore, no further response is warranted. (State CEQA Guidelines Section 15088(a) requires that a lead agency only evaluate and respond to comments raised on environmental issues.)

Response to Comment SALDANA 2

This comment opines that the use of land for warehousing is not a good use and will damage roads, exacerbate traffic congestion, and produce diesel particulates (air pollution) and create health risks.

The Draft EIR fully evaluates potential traffic impacts of the project; refer to the discussion of Impact 4.8-1 in Section 4.8 Traffic and Circulation. Additionally, refer to Table 4.8-11, Opening Year (2018) with Ambient Traffic and Cumulative Projects Intersection Conditions, which shows that none of the analyzed intersections are forecast to become deficient due to project implementation. The only impact forecast to occur would be along Cedar Avenue and the I-10 eastbound and westbound ramps, which would not be a direct impact from project-related traffic.

A detailed project-specific health risk assessment was conducted and evaluates the emissions associated with estimated truck trips, vehicle trips, and energy use. The health risk assessment determined that health risks would be less than significant; see Section 4.1, Air Quality, Impact 4.1-4 for additional discussion. The 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 discussed in Section 4.1, ozone, NO_x, VOC, and CO have been decreasing in the South Coast Air 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, NO_x and VOC levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NO_x emissions from electric utilities have also decreased due to use of cleaner fuels and renewable energy.

Response to Comment SALDANA 3

This comment indicates that Bloomington could be a jewel with the appropriate leadership and expresses opposition to the project. This comment does not identify a specific concern with the adequacy of the Draft EIR or raise an issue or comment specifically related to the Draft EIR's environmental analysis. Therefore, no further response is warranted. (State CEQA Guidelines Section 15088(a) requires that a lead agency only evaluate and respond to comments raised on environmental issues.)

COMMENT LETTER: THELMA SMITH (SMITH)

Dear Jim Morrissey
my name is Thelma Smith

I'm a resident of the Unincorporated
Community of Bloomington.
I'm opposed to the Slover Distribution
Center.

1) Because of a lot of trucks already in Bloomington
I am 85+ years the air quality is very bad
2 for my health. I'm opposed to the Slover
Distribution Center because of too many trucks
pollution is very bad for all ages.

Thelma Smith
18921 Paso Fino St.
Bloomington, CA 92316-3443
Jan. 18, 2018

RESPONSE TO THELMA SMITH (SMITH)

Response to Comments SMITH 1, 2

These comments express opposition to the project because of air quality and health concerns. A detailed project-specific health risk assessment was conducted and evaluates the emissions associated with estimated truck trips, vehicle trips, and energy use. The health risk assessment determined that health risks would be less than significant; see Section 4.1, Air Quality, Impact 4.1-4 for additional discussion. The project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation during project construction or operation.

COMMENT LETTER: VARIOUS (PETITION)

Comment letter: PETITION

January 15, 2018
Jim Morrissey – Planner
RE: Draft EIR
Slover Distribution Center
Project No. 2015121102

After reviewing the draft EIR, we the concerned neighbors of Bloomington strongly oppose this project and land zone change.

- We don't want another "high cube warehouse facility"
- We don't want anymore "warehouse clutter" in our neighborhood
- We don't want our children exposed to anymore diesel particulate matter
- We don't want to elevate our risk of cancer
- We don't need any more traffic congestion near our schools or high school
- We don't want any more trucks, traffic noise, late night industry disturbing our quiet neighborhoods
- We don't want any hi-tech security/surveillance cameras peeping into our backyards and bedrooms
- We want houses built on this property as intended
- We need new homes built for new families and children, for our schools, and our future community leaders

Thank You



The Concerned Neighbor of Bloomington
Thomas M Rocha
17944 Otilia St
Bloomington, CA 92316
(951) 836-8354

PLEASE NOTE:
THIS PETITION WERE SIGNED AT OUR CHURCH.
THESE ARE MEMBERS/PARISHIONERS FROM
ST. CHARLES BORROMEO CATHOLIC CHURCH
BLOOMINGTON, CA. 92316
ALSO: KEVIN WHITE/PLANNER SHOULD HAVE SEVERAL
HUNDRAD MORE SIGNATURES- OPPOSING THIS PROJECT

RESPONSE TO COMMENT LETTER: VARIOUS (PETITION)

Response to Comments PETITION 1, 2

These comments express opposition to the project because of concerns regarding warehouse clutter, exposure of children to diesel particulates, health risks, traffic congestion near schools, traffic noise, and operational noise at night, privacy concerns (security cameras); rather, new homes are wanted and supported.

The project would replace an existing dirt lot, subject to trash and dumping, with a cohesive warehouse site, featuring a muted architectural palette, landscaping and sidewalks along the project frontages, and fencing. Also see the discussion of aesthetics discussion in Section 6.0, Effects Found Not to Be Significant. The aesthetic conditions of the project site would be greatly improved, and no clutter is anticipated.

A detailed project-specific health risk assessment was conducted and evaluates the emissions associated with estimated truck trips, vehicle trips, and energy use. The health risk assessment determined that health risks would be less than significant; see Section 4.1, Air Quality, Impact 4.1-4 for additional discussion. The project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation during project construction or operation.

The Draft EIR fully evaluates potential traffic impacts of the project; refer to the discussion of Impact 4.8-1 in Section 4.8, Traffic and Circulation. Additionally, refer to Table 4.8-11, Opening Year (2018) with Ambient Traffic and Cumulative Projects Intersection Conditions, which shows that none of the analyzed intersections are forecast to become deficient due to project implementation. The only impact forecast to occur would be along Cedar Avenue and the I-10 eastbound and westbound ramps, which would not be a direct impact from project-related traffic.

Response to Comment PETITION 3

The comment states that this petition was signed by Bloomington residents at the local church. The County appreciates and has taken note of the comments provided. This comment does not identify a specific concern with the adequacy of the Draft EIR or raise an issue or comment specifically related to the Draft EIR's environmental analysis. Therefore, no further response is warranted. (State CEQA Guidelines Section 15088(a) requires that a lead agency only evaluate and respond to comments raised on environmental issues.)

COMMENT LETTER: VARIOUS FORM LETTER (MEMBERS)

Comment letter: MEMBERS

Name: *Benjamin Granitto*
Address: *10976 Laurel Av.*
Bloomington CA, 92316

FISCAL ADMIN
2018 JAN 30 AM 9: 31

January 18, 2018

San Bernardino County
Land Use Services Department
ATTN: Jim Morrissey
385 N. Arrowhead Ave.
First Floor
San Bernardino, CA 92415

RE: Slover Distribution Center (State Clearinghouse No. 2015121102)

Dear Mr. Morrissey

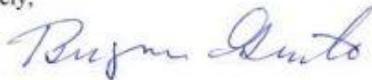
I am writing this letter in opposition to the proposed Slover Distribution Center located on the south side of Slover Avenue extending from Laurel Avenue east to Locust Avenue.

As a member of the community of Bloomington I oppose the location of this project. The projects location would greatly impact our standard of living. The development's proximity to Bloomington High School is also troubling.

The Inland Empire already suffers from some of the worst air quality in the nation. Our children are developing asthma at an alarming rate and bringing *more* diesel emissions this close the residents and Bloomington High School is highly inappropriate. The rezoning of this lot is incompatible with the surrounding community.

We as residents do not believe we are being heard by the County. We keep getting these projects pushed on us and enough is enough! We demand that our voices are heard as we are the residents that will be affected by these emissions, noise pollution and the increase in truck traffic on our community.

Sincerely,



Community Member of the Community of Bloomington

1

2

3

RESPONSE TO VARIOUS FORM LETTER (MEMBERS)

Response to Comments MEMBERS 1, 2, 3

These comments express opposition to the project due to its proximity to Bloomington High School, and concerns about existing air quality (and presumably exacerbation of air quality conditions). As discussed in Section 4.1, Air Quality, of the Draft EIR, the air quality analysis found that the project would not expose sensitive receptors to substantial pollutant concentrations. As shown in the discussion of Impact 4.1-4 in the Draft EIR, noncarcinogenic hazards resulting from the proposed project are calculated to be within acceptable limits. Additionally, impacts related to cancer risk from heavy trucks would be less than significant at the nearest sensitive receptors (i.e., residential neighborhoods and a 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 and in relatively close proximity. 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 diesel particulate matter (PM). Mitigation Measure AIR-1 requires that the project 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.

Additionally, as discussed in Section 4.1, Air Quality, ozone, NO_x, VOC, and CO have been decreasing in the South Coast Air 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, NO_x and VOC levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NO_x emissions from electric utilities have also decreased with the use of cleaner fuels and renewable energy.

COMMENT LETTER: VARIOUS FORM LETTER (NEIGHBORS)

Comment letters: NEIGHBORS

January 15, 2018
Jim Morrissey – Planner
County of San Bernardino
Land Use Services Department – Planning Division
385 No. Arrowhead Avenue, First Floor
San Bernardino, CA 92415-0187

RE: Project No. 2015121102
Slover Distribution Center
(Also known as Project #P201400241)
Comments Regarding the Draft EIR.

Based on the analysis in the draft EIR, the project would have significant and unavoidable impacts to air quality, traffic, and our quality of life.

1

This project is also incompatible with our community plan, as this property is zoned residential and close proximity to home and schools.

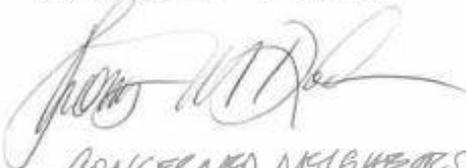
2

We as the concerned neighbors of Bloomington oppose this project in its entirety.

"We find it unreasonable for developer to request the guidelines under which the countless residents who purchased and/or built their homes completely disregarded in order to accommodate their singular vision."

3

Attached are 80 letters with signatures in opposition to this project.

THOMAS M ROCHA

CONCERNED NEIGHBORS of BLOOMINGTON
17944 OTILLA ST.
BLOOMINGTON, CA. 92316
951-836-8354

JIM MORRISSEY/PLANNER
Kevin White, Senior Planner
County of San Bernardino
Land Use Services Department- Planning Division
385 N. Arrowhead Ave., First Floor
San Bernardino, Ca 92415

Su: Bloomington residents/homeowners NOT in support of Land Use change of zoning for the Proposed Warehouse Project in the corner of Laurel and Slover Avenue—Project No.: P201400241/2015121102

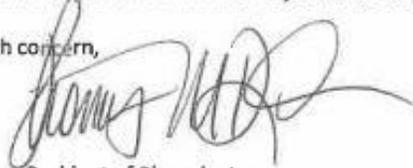
Dear Mr. White,

January 24th, 2016

My name is THOMAS M. ROCHE and I live near the location of the proposed 334,000 square foot "high cube" warehouse facility. I am against this proposal and do NOT support the zoning to be change to accommodate yet another industrial facility coming near our homes. Industrial facilities inevitably introduce heavy diesel trucks and higher traffic near our homes, streets and most importantly, near our children. Our community of Bloomington already experiences significant exposure to diesel emissions and other toxic air pollution, causing many health problems including cancer, asthma, cardiovascular disease, low birth weight and premature babies. The city of Bloomington, and our surrounding neighboring cities, are overburdened with industrial facilities that diminish the quality of life by producing loud and constant noise, heavy lighting at night, industrial blight, and public safety risks. These negative impacts must be assessed in an Environmental Impact Report per the environmental protections of the California Environmental Quality Act (CEQA).

This project would negatively impact and exacerbate public health and safety of our already vulnerable community as under the California Environmental Protection Agency (CalEPA) the CalEnviroScreen identifies the area of Bloomington in the pollution burden of 100 percentile. Responsible industry projects, such as warehouse proposals, should not cause further harm to environmental justice communities like ours. Again, as a resident of Bloomington, I urge you to not approve the Proposed Warehouse Project in the corner of Laurel and Slover Ave.

With high concern,



Concerned Resident of Bloomington

Address: 17944 OTILLA ST. Bloomington, CA 92316

4
5
6
7

RESPONSE TO VARIOUS FORM LETTER (NEIGHBORS)

Response to Comment NEIGHBORS 1

This comment summarizes the findings in the Draft EIR regarding the significant and unavoidable impacts on air quality and traffic. This comment also notes that quality of life would be affected significantly. Responses to specific comments are provided below; no further response is required. This comment does not identify a specific concern with the adequacy of the Draft EIR or raise an issue or comment specifically related to the Draft EIR's environmental analysis. Therefore, no further response is warranted. (State CEQA Guidelines Section 15088(a) requires that a lead agency only evaluate and respond to comments raised on environmental issues.)

Response to Comment NEIGHBORS 2

This comment notes that the project is incompatible with the Bloomington Community Plan because the site is zoned residential and also because it would be located next to residential units and schools. As discussed on page 4.6-1 of the Draft EIR, "The County recognizes that 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." Additionally, an air quality analysis was conducted to analyze the potential impact on sensitive receptors (i.e., Bloomington High School and other surrounding schools). Please refer to Section 4.1, Air Quality, starting on page 4.1-33, for a complete discussion of sensitive receptors. Additionally, refer to Table 4.1-12, Maximum Operational Health Risk at Project Vicinity Residences, and Table 4.1-13, Maximum Operational Health Risk at Project Vicinity Schools. Table 4.1-13 shows that impacts related to cancer risk and PM_{2.5} concentrations from heavy trucks would be less than significant at these sensitive receptors.

Additionally, as shown in the discussion of Impact 4.1-4 in the Draft EIR, noncarcinogenic hazards resulting from the proposed project are calculated to be within acceptable limits. Impacts related to cancer risk from heavy trucks would be less than significant at the nearest sensitive receptors (i.e., residential neighborhoods and a 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 and in relatively close proximity. While the increased cancer risk from heavy trucks would be below the applicable significance threshold, Mitigation Measure AIR-1 is required to enforce existing regulation and reduce the generation of diesel particulate matter (PM).

Response to Comment NEIGHBORS 3

This comment notes that it is unreasonable for the developer to request that the community guidelines be changed to accommodate the proposed project while disregarding the neighbors who purchased their homes in a residential area. As discussed in Section 4.6, Land Use and Planning, 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.

Response to Comments NEIGHBORS 4, 5

This comment states that these types of projects diminish the quality of life by producing loud noises, heavy lighting at night, industrial blight, and public safety risks.

As discussed in Section 4.7, Noise, the noise study shows that although a temporary noise impact would occur from construction activities, a permanent noise increase from operations is not forecast to be significant. Please refer to Impact 4.7-2, Permanent Noise Increase, and Impact 4.7-3, Temporary Noise Increase. Additionally, Mitigation Measure NOI-1 has been imposed to mitigate temporary noise. Thus, a less than significant impact from noise activities would occur with mitigation incorporated.

Project lighting would be in accordance with County standards, designed to minimize light pollution and trespass. San Bernardino County Chapter 83.07 Development Code regulates glare, outdoor lighting, and night sky protection. Please refer to Section 6.0, Effects Found Not to Be Significant, Aesthetics, question d, for a full discussion of lighting impacts.

The project would replace an existing dirt lot, subject to trash and dumping, with a cohesive warehouse site, featuring a muted architectural palette, landscaping and sidewalks along the project frontages, and fencing. Also see the discussion of aesthetics in Section 6.0. The aesthetic conditions of the project site would be greatly improved.

The comment does not provide any explanation or substantial evidence to indicate how the project would create any public safety risks. Traffic impacts have been fully evaluated in the Draft EIR, and the project would not create any unusual conditions that would create a hazard.

Response to Comment NEIGHBORS 6

This comment notes that the concerns previously mentioned in comment 5 must be analyzed in an EIR, according to CEQA. The Draft EIR was made public for 45 days from December 12, 2017, to January 26, 2018, and all of the topics mentioned in Response to Comment NEIGHBORS 5 were analyzed. Please refer to the Draft EIR again for a review of the topics analyzed.

Response to Comment NEIGHBORS 7

This comment expresses opposition to the project and concern about public health and safety given the existing pollution burden of the community. As discussed in Section 4.1, Air Quality, of the Draft EIR, the air quality analysis found that the project would not expose sensitive receptors to substantial pollutant concentrations. As shown in the discussion of Impact 4.1-4, noncarcinogenic hazards resulting from the proposed project are calculated to be within acceptable limits. Additionally, impacts related to cancer risk from heavy trucks would be less than significant at the nearest sensitive receptors (i.e., residential neighborhoods and a 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 and in relatively close proximity. 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 diesel PM. Mitigation Measure AIR-1 requires that the project 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.

Additionally, as discussed in Section 4.1, ozone, NO_x, VOC, and CO have been decreasing in the South Coast Air 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, NO_x and VOC levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NO_x emissions from electric utilities have also decreased with the use of cleaner fuels and renewable energy.

COMMENT LETTER: VARIOUS FORM LETTER (RESIDENTS)

Comment letter: RESIDENTS FORM D

January 18, 2018

FISCAL ADMIN

2018 JAN 30 AM 10: 19

VIA US MAIL AND EMAIL

Mr. Jim Morrissey
Senior Planner
County of San Bernardino
Land Use Services Department-Planning Division
385 N. Arrowhead Avenue, First Floor
San Bernardino, CA 92415-0187

~~kwhite@lusd.sbcounty.gov~~ PROJECT NO. 2014-00241

RE: Residents/homeowners in Bloomington- wholly inadequate analysis in the Draft Environmental Impact Report (DEIR) for Bloomington Business Center (Slover Distribution Center)

Dear Mr. Jim Morrissey;

My name is Martina Chavez and I live in the unincorporated community of Bloomington, in close proximity to the proposed Project Site. I am greatly concerned with the analysis presented in the DEIR (Draft, Document) and do not think the document presents an adequate analysis to ensure compliance with California Environmental Quality Act ("CEQA") Guidelines § 15072 and CEQA's procedural requirements. I am against this project and do not think the DEIR meets the basic requirements to approve completing this project. I do not think the DEIR presents an adequate analysis of the negative project impacts.

The negative impacts of this project must be adequately and holistically analyzed and the proper environmental consideration must be considered in the DEIR. I do not feel the DEIR was inadequate. My overarching concerns with analysis presented in DEIR are as follows:

- Industrial facilities, such as the project proposed in the DEIR, inevitably introduce heavy diesel trucks and higher traffic near our homes, streets and near our children. Our community is already home to more than its fair share of logistics distribution centers and we already experience the highest rates of dangerous ozone levels in California and the Nation and the worst traffic congestion in the region. Yet, the DEIR completely fails to consider existing conditions and unconvincingly excludes a cumulative Air Quality analysis. Without a sufficient analysis of cumulative impacts the DEIR is inadequate at best.

- The DEIR does not adequately analyze idling and only considers idling at docking station. As a resident of Bloomington I know trucks idle at every traffic light, stop sign and even speed bumps in the community, idling is prolific in our community and failing to capture the true nature of the problem renders the analysis in the DEIR inadequate.

3

I am also extremely concerned that the County failed to meet Public Participation requirements under CEQA:

- The DEIR is difficult to understand. As a community member I rely on documents that are accessible and relatively straight forward. There were many confusing typos in the DEIR, specifically in the section comparing project alternatives, often times the numbering of the alternatives was inconsistent. It was hard to clearly understand the different alternatives presented. The quality of the document makes it difficult for the public to participate the the DEIR process.
- I was not adequately notified about the DEIR. I received notification by neighbors and community based organizations, the County of San Bernardino failed to provide a notice. I did not have enough time to truly review the documents and at minimum ***the county should extend the comment period deadline an additional 45 days.***

4

5

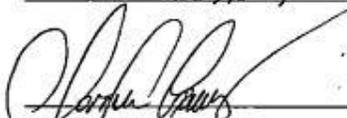
The project presented in the DEIR would negatively and substantially impact public health and safety of San Bernardino's most vulnerable residents. Responsible County Planning should not increase detrimental pollution burdens to already overburdened communities like ours. Again, as a resident of Bloomington, I urge you not to approve the DEIR and reject the further development of the project proposed in the DEIR. ***We urge you chose the No project alternative scenarios,*** although they do not meet all the project objective the harm of the project on the disadvantaged community of Bloomington outweighs any benefit or project objective compliance.

6

Concerned Residents of Bloomington

Address:

17888 Otella St
Bloomington, CA 92316


Signature

RESPONSE TO VARIOUS FORM LETTER (RESIDENTS)

Response to Comment RESIDENTS 1

This comment expresses opposition to the project and a general concern about the adequacy of the Draft EIR analysis. This comment does not identify a specific concern with the adequacy of the Draft EIR or raise an issue or comment specifically related to the Draft EIR's environmental analysis. Responses to specific comments are provided below; no further response is required. Therefore, no further response is warranted. (State CEQA Guidelines Section 15088(a) requires that a lead agency only evaluate and respond to comments raised on environmental issues.)

Response to Comment RESIDENTS 2

This comment states that the negative impacts of heavy diesel trucks and traffic must be adequately analyzed in the Draft EIR and indicates that the Draft EIR fails to consider existing conditions and excludes a cumulative air quality analysis. Contrary to these assertions, the Draft EIR includes all of these items, as required by CEQA. Project-specific evaluations were conducted to evaluate traffic (see Section 4.8, Traffic and Circulation) and traffic-related air quality (see Section 4.1, Air Quality) and noise impacts (see Section 4.7, Noise). A health risk assessment was conducted to evaluate the concentration of diesel emissions and potential health impacts of the project (see Section 4.1). As explained in Section 4.0, Environmental Analysis, each of the topical analysis sections includes a description of the environmental setting (existing conditions) related to these topics, as well as a discussion of project impacts, including cumulative impacts.

Response to Comment RESIDENTS 3

This comment notes that the Draft EIR does not adequately analyze idling because it only considers idling at docking stations and not at stop signs, speed humps, and/or traffic signals. The project analysis does consider idling. Please refer to Section 4.1, Air Quality, Impacts 4.1-2, Violate Air Quality Standards (Operation); 4.1-3, Conflict with Air Quality Plan; and 4.1-4, Expose Sensitive Receptors, for a discussion of air quality impacts, including idling. Also, refer to Table 4.1-11, Localized Significance of Operational Emissions in Maximum Pounds per Day, which shows that the maximum daily emissions of the pollutants analyzed during project operations would not result in significant concentrations of pollutants at nearby sensitive receptors.

Response to Comment RESIDENTS 4

This comment notes that the Draft EIR is difficult to understand and that there are numbering inconsistencies with the alternatives analysis. However, no specific inconsistencies were identified by the commenters. A review was conducted of Section 8.0, Alternatives to the Proposed Project, and no numbering inconsistencies were identified. This comment does not identify a specific concern with the adequacy of the Draft EIR or raise an issue or comment specifically related to the Draft EIR's environmental analysis. Therefore, no further response is warranted. (State CEQA Guidelines Section 15088(a) requires that a lead agency only evaluate and respond to comments raised on environmental issues.)

Response to Comment RESIDENTS 5

This comment indicates that the County did not provide appropriate notification regarding the Draft EIR review period and requests an additional 45 days.

The County published a Notice of Availability on December 14, 2017, stating that the Draft EIR and its technical studies were available for review for 45 days from December 14, 2017, to January 26, 2018, at the locations listed below. The notice was published in the newspaper and distributed to adjacent property owners, those who had previously requested notification, and relevant agencies.

The Draft EIR was available to be accessed on the County of San Bernardino Land Use Services website at: <http://cms.sbcounty.gov/lus/Planning/Environmental/Valley.aspx>

Copies of the Draft EIR were also made available for review at the following locations during regular business hours:

County of San Bernardino Land Use Services Department, 385 North Arrowhead Avenue, San Bernardino, CA 92415; between the hours of 8:00 a.m. and 4:30 p.m., Monday through Friday

Bloomington Branch Library, 18028 Valley Boulevard, Bloomington, CA 92316; (909) 820-0533; Library Hours: Monday–Wednesday 11:00 a.m. to 7:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 9:00 a.m. to 5:00 p.m.

For a detailed description of the noticing requirements under CEQA, please refer to CEQA Guidelines Section 15087, Public Review of Draft EIR; also see Appendix A to the Draft EIR.

Response to Comment RESIDENTS 6

This comment expresses opposition to the project because of negative impacts of public health and safety to vulnerable residents, in favor of the no project alternative scenarios.

Section 3.0 Errata to the Draft EIR

The Draft EIR for the project is hereby incorporated by reference as part of the Final EIR. Changes to the Draft EIR are further detailed below.

- The changes to the Draft EIR do not affect the overall conclusions of the environmental document. Instead, they represent changes to the Draft EIR that provide clarification, amplification, and/or insignificant modifications, as needed as a result of public comments on the Draft EIR or due to additional information received during the public review period. These clarifications and corrections do not warrant Draft EIR recirculation pursuant to CEQA Guidelines Section 15088.5. None of the changes or information provided in the comments reflects a new significant environmental impact, a substantial increase in the severity of an environmental impact for which mitigation is not proposed, or a new feasible alternative or mitigation measure that would clearly lessen significant environmental impacts but is not adopted. In addition, the changes do not reflect a fundamentally flawed or conclusory Draft EIR.

Changes to the Draft EIR are listed by section, page, paragraph, etc., to best guide the reader to the revision. Changes are identified as follows:

- Deletions are indicated by ~~strikeout text~~
- Additions are indicated by underline text

3.1 CHANGES TO THE DRAFT EIR

1.0 EXECUTIVE SUMMARY

Project Under Review on page 1.0-2, second to last paragraph is revised as follows:

The project would include the construction of a single ~~4536~~-foot-high, 344,000-square-foot high cube distribution building on an approximately 17.34-acre property...

Alternative 3, Description of Alternative on page 1.0-8 of the Draft EIR, second paragraph, is deleted:

~~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, 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.~~

Environmentally Superior Alternative on page 1.0-10, second paragraph is revised as follows:

Alternative 1, the No Project Alternative, is the environmentally superior alternative. However, in accordance with CEQA Guidelines Section 15126(e)(2), a secondary alternative must be chosen if the No Project Alternative is environmentally superior. Therefore, Alternative 2, the General Plan Commercial Use Alternative, is the environmentally superior alternative. Alternative 2 reduces or avoids most of the impacts associated with the proposed project regarding GHG emissions, and traffic and circulation. While, Alternative 2 would also result in reduced GHG emissions and traffic impacts from trips compared to the proposed project, ~~but~~ it would place residential uses in an industrial corridor and near existing sources of air emissions. In addition, Alternative ~~2~~ 3 would meet only 3 out of 7 of all the project objectives.

Table 1.0-3 Environmental Impact Summary

Mitigation Measure BIO-1 on page 4.2-14 is revised as follows:

BIO-1

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

Mitigation Measure TCR-1, on page 1.0-17 of the Draft EIR is revised as follows:

TCR-1

Archaeological monitoring will be conducted during ground disturbing 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...

Mitigation Measure GHG-1 on page 1.0-19 of the Draft EIR is revised as follows:

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 Industrial Commercial Development that achieves 100 or more points shall be employed. All features shall be...

Mitigation Measure TR-2 on pages 1.0-26 and -27 of the Draft EIR is revised as follows:

MM 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.
- Include construction coordination with the high school/school district to minimize construction material delivery conflicts during peak school ingress/egress times.

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.

2.0 INTRODUCTION

Project Background on page 2.0-2 of the Draft EIR is revised as follows:

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.); see Appendix A. Although the...

Environmental Review Process contact information on page 2.0-5 of the Draft EIR is revised as follows:

Email: Jim.Morrissey@lus.sbcounty.gov ~~Jim.Morrissey@lusc.sbcounty.net~~

4.1 AIR QUALITY

Table 4.1-2, Ambient Air Quality Monitoring Data, on page 4.1-4 of the Draft EIR is revised as follows:

Pollutant Standards	2013 ¹	2014 ¹	2015 ¹	2016 ¹
Ozone				
Max 1-hour concentration (ppm)	0.151	0.127	0.133	<u>0.139</u>
Max 8-hour concentration (ppm) (state/federal)	0.123 / 0.122	0.106 / 0.105	0.111 / 0.111	<u>0.105 / 0.105</u>
Number of days above state 1-hour standard	34	31	36	<u>34</u>
Number of days above state/federal 8-hour standard	68 / 66	52 / 52	59 / 57	<u>52 / 49</u>
Coarse Particulate Matter				
Max 24-hour concentration (µg/m ³) (state/federal)	86.0 / 90.0	65.0 / 68.0	92.0 / 96.0	<u>* / 94.0</u>
Number of days above state/federal standard	90.2 / 0	* / 0	* / *	<u>* / 0</u>
Fine Particulate Matter				
Max 24-hour concentration (µg/m ³) (state/federal)	43.6 / 43.6	34.9 / 34.9	50.5 / 50.5	<u>58.8 / 58.8</u>
Number of days above federal standard	3.0	*	10.4	<u>3.2</u>
Nitrogen Dioxide				
Max 1-hour concentration (ppb) (state/federal)	<u>84.0 / 85.9</u>	<u>74.0 / 74.1</u>	<u>118.0 / 118.1</u>	<u>223.0 / 223.1</u>
Number of days above state/federal standard	<u>0 / 0</u>	<u>0 / 0</u>	<u>0 / 2</u>	<u>2 / 4</u>
µg/m ³ = micrograms per cubic meter; ppm = parts per million; ppb = parts per billion; * = No data is currently available to determine the value.				
Source: CARB 2015a				
Note: 1. Measurements taken at the Fontana-Arrow Highway Monitoring Station located at 14360 Arrow Highway, Fontana CA 92335.				

Secondary TACS on page 4.1-18 of the Draft EIR, first paragraph, is revised as follows:

Between 1996 and 2012, ambient concentrations....

Table 4.1-9, Localized Significance of Emission, on page 4.1-28 of the Draft EIR is revised as follows:

LST 5.0 <u>4.0</u> 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)	52.28 <u>59.52</u>	10.60 <u>10.30</u>	6.90 <u>6.61</u>	23.46 <u>35.08</u>
SCAQMD Localized Threshold	270 <u>236.67</u>	14 <u>11.67</u>	8 <u>6.67</u>	1,746 <u>1,483.00</u>
Significant?	No	No	No	No
Source: CalEEMod version 2016.3.1 <u>2016.3.2</u> . 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.				

Expose Sensitive Receptors, Impact 4.1-4 on page 4.1-33 of the Draft EIR, second paragraph, is revised as follows:

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. In addition, Bloomington High School is located approximately 547 feet from the southwest corner of the project site, ~~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.

Cancer Risk on page 4.1-36 of the Draft EIR, second paragraph, is revised as follows:

As noted previously, there is also a public school in the project vicinity. Bloomington High School is located approximately 547 feet to the southwest of the southwest corner of the project site, across Laurel Avenue, at the nearest point, ~~1,000~~. Based on the outputs...

4.2 BIOLOGICAL RESOURCES

Mitigation Measure BIO-1 on page 4.2-16 of the Draft EIR is revised as follows:

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

Cumulative Impacts, Impact 4.4-7, on page 4.2-19 of the Draft EIR, third paragraph, is revised as follows:

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 directly impact nesting birds or burrowing owls, if present. Due to the limited...

4.3 CULTURAL RESOURCES

Environmental Setting on page 4.3-1 of the Draft EIR, second paragraph, is revised as follows:

The project site has been subject to surface erosion, weed abatement, and excavation related to adjacent roads and industrial and adjoining resident developments. The project site is covered with Holocene alluvial fan deposits derived from the San Gabriel Mountains. This slightly dissected alluvial fan deposits derived from the San Gabriel Mountain. This slightly dissected alluvium dominates the region. The project-specific cultural ~~current~~ study has not yielded any evidence that sediments have produced raw materials used in prehistoric...

Human Remains, Impact 4.3-4 on page 4.3-19 of the Draft EIR is revised as follows:

The MLD has 48 hours from the time access to the site has been granted to provide recommendations ~~complete the inspection within 48 hours of notification by the Native American Heritage Commission~~ (Public Resources Code Section 5097.98).

Mitigation Measure TCR-1, on page 4.3-20 of the Draft EIR is revised as follows:

TCR-1 Archaeological monitoring will be conducted during ground disturbing 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...

4.4 GREENHOUSE GAS EMISSIONS

Mitigation Measure GHG-1 on page 4.4-22 of the Draft EIR is revised as follows:

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 Industrial Commercial Development that achieves 100 or more points shall be employed. All features shall be...

4.5 HYDROLOGY AND WATER QUALITY

Mudflow on page 4.5-2 of the Draft EIR is revised as follows:

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. The project site is in an area of gentle topography and is not located near any streambed areas of concern.

Violation of Water Quality Standards, the Impact number on page 4.5-17 of the Draft EIR is revised as follows:

Impact 4.5-1 ~~4.6-1~~

Ground Water Supplies, the Impact number on page 4.5-20 of the Draft EIR is revised as follows:

Impact 4.5-2 ~~4.6-2~~

Erosion or Siltation, the Impact number on page 4.5-21 of the Draft EIR is revised as follows:

Impact 4.5-3 ~~4.6-3~~

On- or Off-Site Flooding, the Impact number on page 4.5-22 of the Draft EIR is revised as follows:

Impact 4.5-4 ~~4.6-4~~

Stormwater Drainage Systems and Polluted Runoff, the Impact number on page 4.5-23 of the Draft EIR is revised as follows:

Impact 4.5-5 ~~4.6-5~~

Water Quality, the Impact number on page 4.5-23 of the Draft EIR is revised as follows:

Impact 4.5-6 ~~4.6-6~~

Housing within a 100-Year Floodplain, the Impact number on page 4.5-25 of the Draft EIR is revised as follows:

Impact 4.5-7 ~~4.6-7~~

Structures within a 100-Year Floodplain, the Impact number on page 4.5-25 of the Draft EIR is revised as follows:

Impact ~~4.5-8~~ 4.6-8

Inundation by Seiche, Tsunami, or Mudflow, the Impact number on page 4.5-26 of the Draft EIR is revised as follows:

Impact ~~4.5-9~~ 4.6-9

Cumulative Impacts, the Impact number on page 4.5-27 of the Draft EIR is revised as follows:

Impact ~~4.5-10~~ 4.6-9

4.6 LAND USE

Conflict with an Applicable Plan, Impact 4.6-2 on page 4.6-6 of the Draft EIR, first paragraph, is revised as follows:

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~~ 0.1 mile southwest of the project site, and Bloomington Junior High School located about 1.0 miles northeast of the project site.

Conflict with an Applicable Plan, Impact 4.6-2, on page 4.6-6 of the Draft EIR, third paragraph, is revised as follows:

Table 4.6-2, *Land Use 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 maintain consistency with the character of the community because the project is located with the Plan area's industrial corridor and is bordered on two sides by industrial uses. ... 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 total residential ~~residentially~~ zoned property, 493 acres zoned industrial, and 1,251 total acres in non-residential zones.¹ As a result, amending ...

¹ Total residential acreage is inclusive of BL/RS-20M-AA; total non-residential acreage includes all non-residential zones (e.g. industrial, commercial, etc.).

Table 4.6-2, Land Use Consistency Analysis

Goal BL/LU1, Consistency Analysis on page p. 4.6-9 of the Draft EIR is revised as follows:

...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, Consistency Analysis on page p. 4.6-9 of the Draft EIR is revised as follows:

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...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...

Policy BL/LU 1.3, Consistency Analysis on page p. 4.6-10 of the Draft EIR is revised as follows:

Consistent: The project site would convert vacant land within the Plan area's industrial corridor (bordered on two sides by industrial uses) to an industrial use through a GPA; this is a logical transition from the nearby non-industrial uses to the nearby, contiguous industrial uses. ...

Policy BL/LU 2.2, Consistency Analysis on page p. 4.6-10 and -11 of the Draft EIR is revised as follows:

... 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.

Goal BL/LU 3, Consistency Analysis on page p. 4.6-12 of the Draft EIR is revised as follows:

Consistent: The project would develop largely vacant, underutilized, and blighted land, creating both temporary and permanent employment opportunities for area residents, and 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 neighborhood industrial use south of Slover Avenue, making the project site a logical location for the limited expansion of industrial uses. Further, the project would...

Policy BL/LU 3.1, Consistency Analysis on page p. 4.6-12 of the Draft EIR is revised as follows:

Mostly 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 ... The

project would not result in any significant local air quality, ~~or 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, ~~and 4.7, and 4.8~~ for further discussion. The project would result in significant and unavoidable impacts on traffic; see Section 4.8 for further discussion. The project also...

Goal BL/C1, 1 Consistency Analysis on page p. 4.6-14 and -15 of the Draft EIR is revised as follows:

...As noted above, the project preserves the character 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.

Goal BL/C1 2.2, Consistency Analysis on page p. 4.6-17 of the Draft EIR is revised as follows:

~~Consistent/not applicable:~~ The project would add ...

Policy BL/OS 1, Consistency Analysis on page p. 4.6-20 of the Draft EIR is revised as follows:

~~Consistent/not~~ Not applicable: The demand for parks ...

Policy BL/OS 2.3 on page p. 4.6-21 of the Draft EIR is revised as follows:

Priorities for consideration during the development of a ~~Trials~~ Trails Plan as of the date of adoption of this plan ...

Goal BL/S 2, Consistency Analysis on page p. 4.6-24 of the Draft EIR is revised as follows:

... 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~~ significantly impact emergency access ...

Policy BL/S 3, Consistency Analysis on page p. 4.6-24 of the Draft EIR is revised as follows:

... 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~~ significantly impact emergency access ...

Cumulative Impacts

Impact 4.6-4 page 4.6-29 of the Draft EIR, first complete paragraph, is revised as follows:

... There are currently 695 acres in the Plan area with the project site's BL/RS-20M-AA zoning, 3,069 acres of total residential residentially zoned property, 493 acres zoned industrial, and 1,251 total acres in non-residential zones.² As a result ...

4.7 NOISE

Health Effects of Noise on page 4.7-5 of the Draft EIR, second full paragraph, is revised as follows:

...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 prolonged periods. Noise can...

Sensitive Receptors on page 4.7-6 of the Draft EIR, last paragraph, is revised as follows:

Bloomington High School is located approximately ~~1,000~~ 547 feet to the southwest of the project site, and a church is located directly across the street, approximately 175 feet to the east.

4.8 TRAFFIC AND CIRCULATION

Mitigation Measure TR-2 on page 4.8-27 of the Draft EIR is revised as follows:

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.
- Include construction coordination with the High School/School District to minimize construction material delivery conflicts during peak school ingress/egress times.

²Total residential acreage is inclusive of BL/RS-20M-AA; total non-residential acreage includes all non-residential zones (e.g. industrial, commercial, etc.).

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.

Conflict with a Congestion Management Program, Impact 4.8-2 on page 4.8-29 is revised as follows:

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 result in less than significant impacts at the intersection of Slover Avenue and Sierra Avenue, and significant and unavoidable impacts to the intersection of Slover Avenue and Linden Avenue ~~two study intersections, Slover Avenue/Sierra Avenue and Slover Avenue/Linden Avenue~~, with the mitigation identified as part of Mitigation Measure TR-1. In addition, short-term impacts to east and westbound ramps at Cedar Avenue ramps with I-10 would be significant and unavoidable....

Level of Significance: ~~Less than significant with mitigation, and temporary significant and unavoidable impact (operation)~~ Short- and long-term significant and unavoidable impacts (operation); less than significant with mitigation (construction).

Impact 4.8-4 on page 4.8-30 of the Draft EIR is revised as follows in the first paragraph discussing the impact:

The classification of Slover Avenue from Tamarind Avenue to Sierra Avenue in Fontana is a Secondary ~~classified as a Major~~ Highway, Sierra Avenue is classified as a Major Highway, Locust Avenue is classified as a Secondary Highway, and Laurel Avenue is a local roadway.

Also, refer to Attachment 2 herein for a copy of the City of Fontana Circulation Element.

7.0 GROWTH-INDUCING IMPACTS

Removal of a Barrier to Growth on page 7.0-2 of the Draft EIR, third paragraph, is revised as follows:

A 26,000-square foot ... infiltration basin. A total of 224 automobile parking stalls for employees would be located ~~in the north, east, and west portions of~~ on the project site. Approximately 49 dock doors...

Encroach on Open Space on page 7.0-4 of the Draft EIR is revised as follows:

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~~0.1 mile southwest of the project site, and Bloomington Junior High School is located about 1.0-mile northeast of the project site.

8.0 ALTERNATIVES TO THE PROPOSED PROJECT

Alternative 1, Description of Alternative on page 8.0-4 of the Draft EIR, second paragraph, is revised as follows:

It should be noted that in reviewing Alternative 1, it was determined that the ~~topics~~~~resource~~~~areas~~ eliminated from further analysis during the Initial Study process were also not considered to be impacted significantly under Alternative 1. Therefore, the alternatives analysis focuses on the ~~topics~~~~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~~recreation, and utilities and service systems.

Alternative 2, Description of Alternative on page 8.0-7 of the Draft EIR, third paragraph, is revised as follows:

During the analysis of Alternative 2, it was determined that the ~~topics~~~~resource~~~~areas~~ eliminated from further analysis during the Initial Study process were also not considered to be impacted significantly under Alternative 2. Therefore, the alternatives analysis focuses on the ~~topics~~~~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~~recreation, and utilities and service systems.

Alternative 3, Description of Alternative on page 8.0-13 of the Draft EIR, first paragraph, is revised as follows:

In reviewing Alternative 3, it was determined that the ~~topics~~~~resource~~~~areas~~ eliminated from further analysis during the Initial Study process were also not considered to be impacted significantly under Alternative 3. Therefore, the alternatives analysis focuses on the ~~topics~~~~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~~recreation, and utilities and service systems.

Alternative 4, Description of Alternative on page 8.0-18 of the Draft EIR, first paragraph, is revised as follows:

In reviewing Alternative 4, it was determined that the ~~topics~~~~resource~~~~areas~~ eliminated from further analysis during the Initial Study process were also not considered to be impacted significantly under Alternative 4. Therefore, the alternatives analysis focuses on the ~~topics~~~~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~~recreation, and utilities and service systems.

Alternative 4, Noise on page 8.0-22 of the Draft EIR, last sentence is revised as follows:

...Therefore, implementation of Alternative 4 would result in slightly ~~greater~~great noise impacts when compared to the proposed project.

Environmentally Superior Alternative on page 8.0-23 of the Draft EIR, second paragraph, is revised as follows:

Alternative 1, the No Project Alternative, is the environmentally superior alternative. However, in accordance with CEQA Guidelines Section 15126(e)(2), a secondary alternative must be chosen if the No Project Alternative is environmentally superior. Therefore, Alternative 2, the General Plan Commercial Use ~~Commercial Use~~ Alternative, is the environmentally superior alternative. Alternative 2 reduces or avoids most of the impacts associated with the proposed project regarding, GHG emissions, and traffic and circulation. While, Alternative 2 would also result in reduced GHG emissions and traffic impacts from trips compared to the proposed project, ~~but it~~ would place residential uses in an industrial corridor and near existing sources of air emissions. In addition, Alternative ~~2~~ 3 would meet only 3 out of 7 of ~~all~~ the project objectives.

APPENDIX A, SCOPING DOCUMENTS

The 2015 Initial Study prepared for the project by the County is added to Attachment A of the Final EIR.

APPENDIX B, AIR QUALITY IMPACT ANALYSIS

Table 2 on page 11 is revised as follows:

Table 2: Ambient Air Quality Monitoring Data

Pollutant Standards	2013 ¹	2014 ¹	2015 ¹	2016 ¹
Ozone				
Max 1-hour concentration (ppm)	0.151	0.127	0.133	<u>0.139</u>
Max 8-hour concentration (ppm) (state/federal)	0.123 / 0.122	0.106 / 0.105	0.111 / 0.111	<u>0.105 / 0.105</u>
Number of days above state 1-hour standard	34	31	36	<u>34</u>
Number of days above state/federal 8-hour standard	68 / 66	52 / 52	59 / 57	<u>52 / 49</u>
Coarse Particulate Matter				
Max 24-hour concentration (µg/m ³) (state/federal)	86.0 / 90.0	65.0 / 68.0	92.0 / 96.0	<u>* / 94.0</u>
Number of days above state/federal standard	90.2 / 0	* / 0	* / *	<u>* / 0</u>
Fine Particulate Matter				
Max 24-hour concentration (µg/m ³) (state/federal)	43.6 / 43.6	34.9 / 34.9	50.5 / 50.5	<u>58.8 / 58.8</u>
Number of days above federal standard	3.0	*	10.4	<u>3.2</u>
Nitrogen Dioxide				
Max 1-hour concentration (ppb) (state/federal)	<u>84.0 / 85.9</u>	<u>74.0 / 74.1</u>	<u>118.0 / 118.1</u>	<u>223.0 / 223.1</u>
Number of days above state/federal standard	<u>0 / 0</u>	<u>0 / 0</u>	<u>0 / 2</u>	<u>2 / 4</u>

µg/m³ = micrograms per cubic meter; ppm = parts per million; ppb = parts per billion; * = No data is currently available to determine the value.

Notes:

1. Measurements taken at the Fontana-Arrow Highway Monitoring Station located at 14360 Arrow Highway, Fontana CA 92335.

Source: California Air Resources Board, Aerometric Data Analysis and Management System (ADAM) Air Quality Data Statistics, 2015, <http://www.arb.ca.gov/adam/index.html>, accessed January 31, 2017.

Page 12, first paragraph, is revised as follows:

Additionally, Bloomington High School is located approximately ~~1,000~~ 547 feet to the southwest of the southwest corner of the project site at the nearest point.

Table 9 on page 27 is revised as follows:

TABLE 9: LOCALIZED SIGNIFICANCE OF EMISSIONS

LST 5.0 <u>4.0</u> 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)	52.28 <u>59.52</u>	10.60 <u>10.30</u>	6.90 <u>6.61</u>	23.46 <u>35.08</u>
SCAQMD Localized Threshold	270 <u>236.67</u>	14 <u>11.67</u>	8 <u>6.67</u>	1,746 <u>1,483.00</u>
Significant?	No	No	No	No

Source: CalEEMod version ~~2016.3.1~~ 2016.3.2. Notes: Emissions projections account for adherence to various components of SCAQMD Rule 403, including application of water on the project site, employment of wheel washing systems, replacement of ground cover in disturbed areas, sweeping adjacent streets daily, and reestablishing vegetation on inactive portions of the site.

Page 31, fourth paragraph is revised as follows:

In addition, Bloomington High School is located approximately ~~1,000~~ 547 feet to the southwest of the project site at the nearest and Bloomington Junior High School is located about 1.0-mile northeast of the project site.

Page 34, first paragraph is revised as follows:

Bloomington High School is located approximately ~~1,000~~ 547 feet to the southwest of the southwest corner of the project site, across Laurel Avenue.

Appendix H, Traffic Impact Assessment

The Table of Contents is revised as follows:

Opening Year 2018 With Ambient Traffic With Cumulative Projects ~~Conditions~~ – Without and With Project

The List of Exhibits is revised as follows:

Exhibit 1: Regional ~~Vicinity Map~~ Project Location.....12

Exhibit 3: ~~Project Study Area and Intersection Key~~.....14

Exhibit 22: Cumulative Projects Only AM/PM Peak Hour Volumes (2 pages)57

Exhibit 23: Opening Year 2018 With Ambient Traffic With Cumulative Projects Without Project Daily Traffic.....61

Exhibit 24: Opening Year 2018 With Ambient Traffic With Cumulative Projects ~~Without Project~~ AM/PM Peak Hour Volumes (2 pages)62

Page 1, second paragraph, is revised as follows:

The project is expected to generate approximately 1,604 trips per day, which includes approximately 137 (107 inbound and 30 outbound) AM peak hour trips and approximately 143 (~~35~~ 36 inbound and 108 outbound) PM peak hour trips.

Page 1, second paragraph, is revised to add the following text:

The project trip generation was calculated in terms of passenger car equivalents.

Page 11, second paragraph, is revised as follows:

The project is expected to generate approximately 1,604 trips per day, which includes approximately 137 (107 inbound and 30 outbound) AM peak hour trips and approximately 143 (~~35~~ 36 inbound and 107 ~~108~~ outbound) PM peak hour trips.

Page 11, list of intersections, is revised as follows:

4) Slover Avenue/TamarindAvenue

Page 22 is revised as follows:

4) Slover Avenue/TamarindAvenue

Pages 30, fourth paragraph, is revised as follows:

As summarized in **Table 6**, the proposed project is expected to generate approximately 1,604 trips per day, which includes approximately 137 AM (107 inbound and 30 outbound) peak hour trips and approximately 143 (~~35~~ 36 inbound and 108 outbound) PM peak hour trips.

Page 31, note 1 for Table 6, is revised as follows:

¹ PCE Factor Source: San Bernardino County CMP, ~~2005~~ 2016 Update

Exhibit 4 is revised as follows:

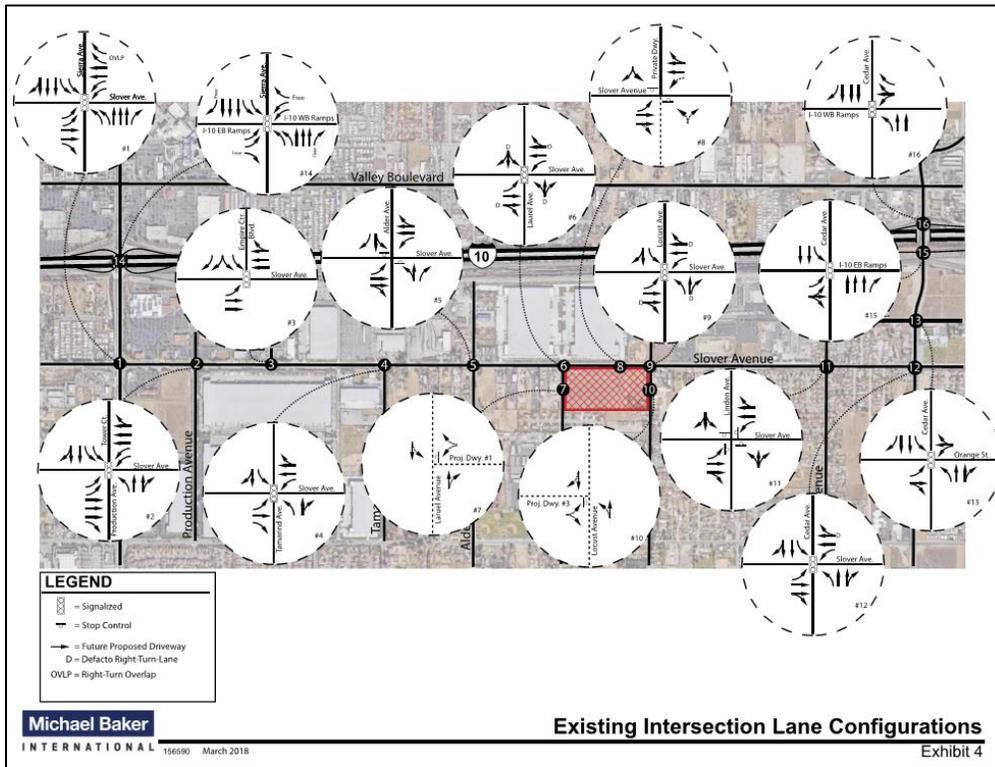


Exhibit 11 is revised as follows:

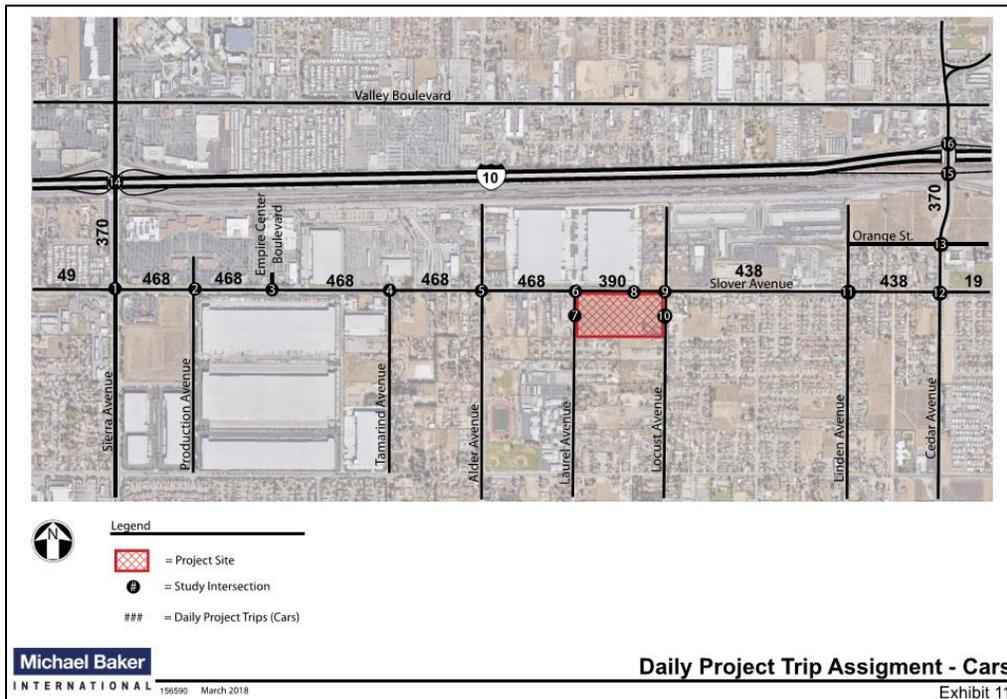


Exhibit 12 is revised as follows:

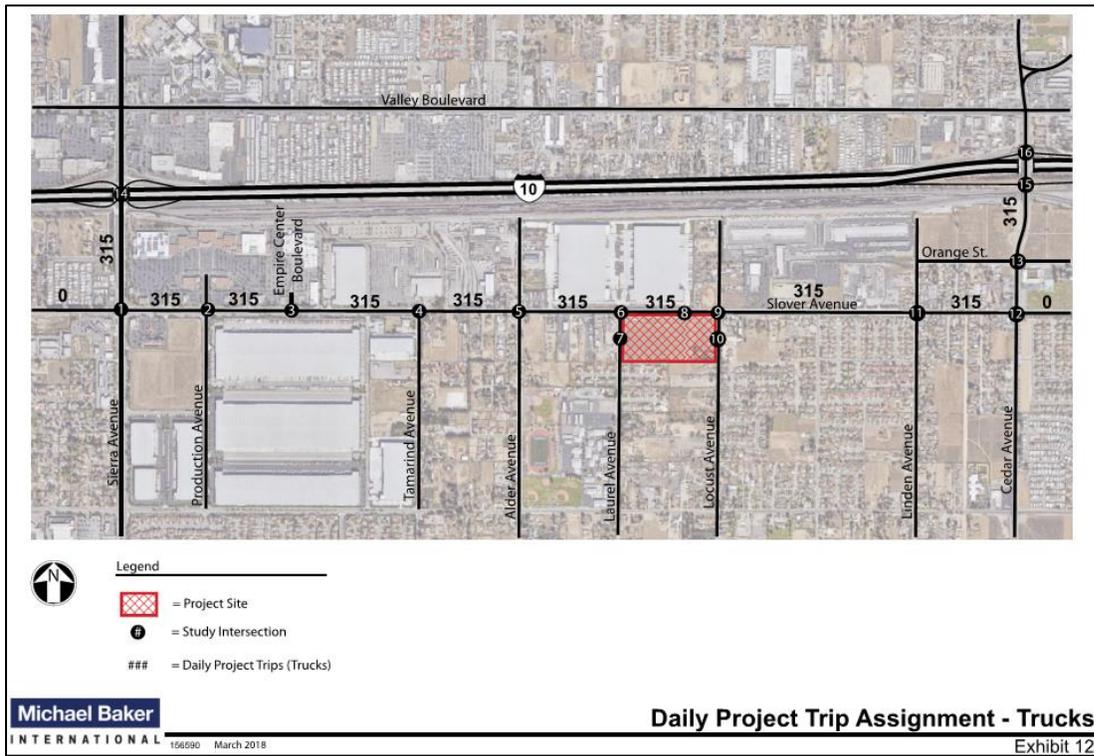


Exhibit 14 is revised as follows:

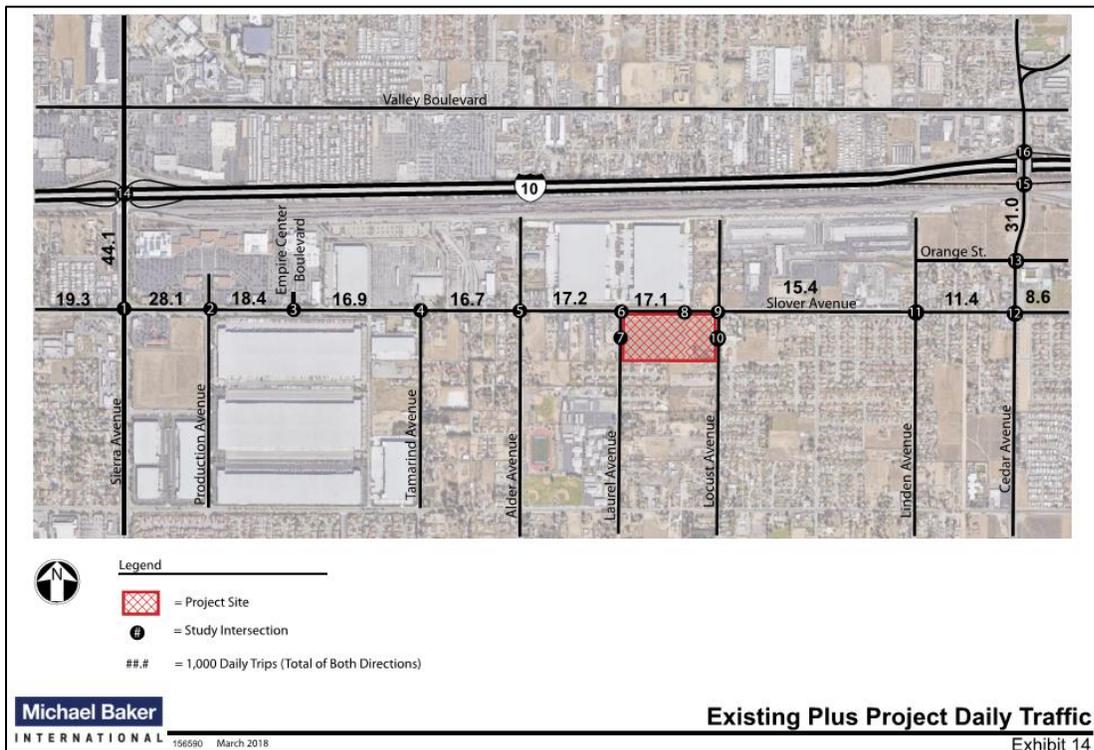


Exhibit 18 is revised as follows:

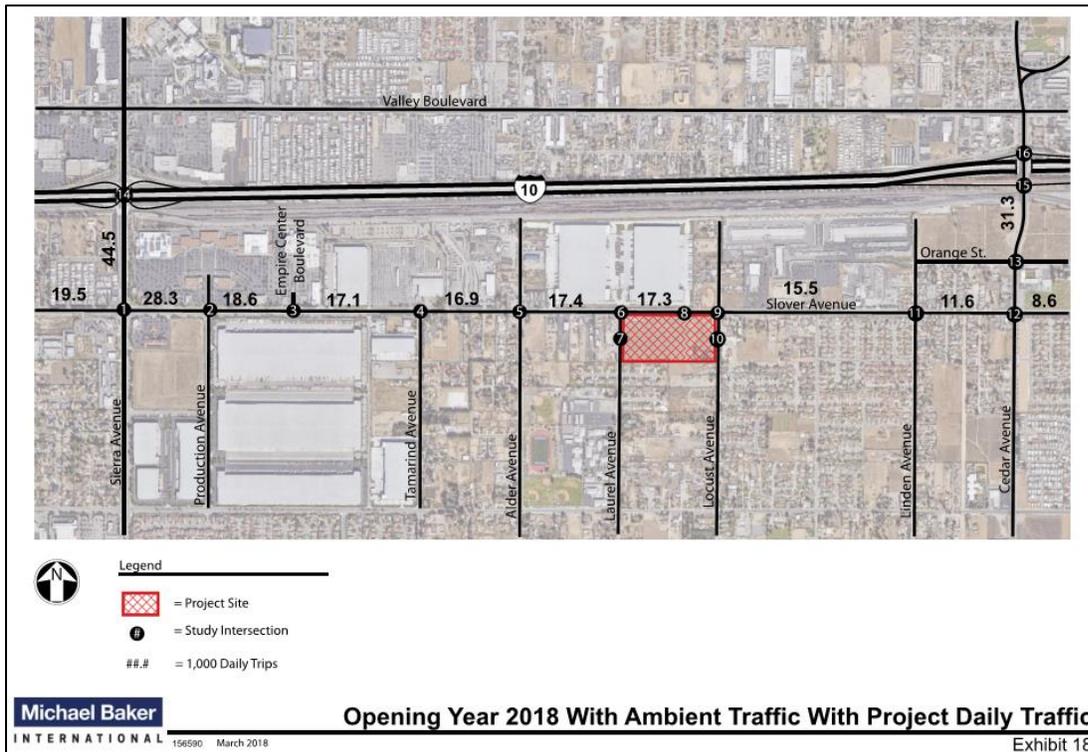


Exhibit 23 is revised as follows:

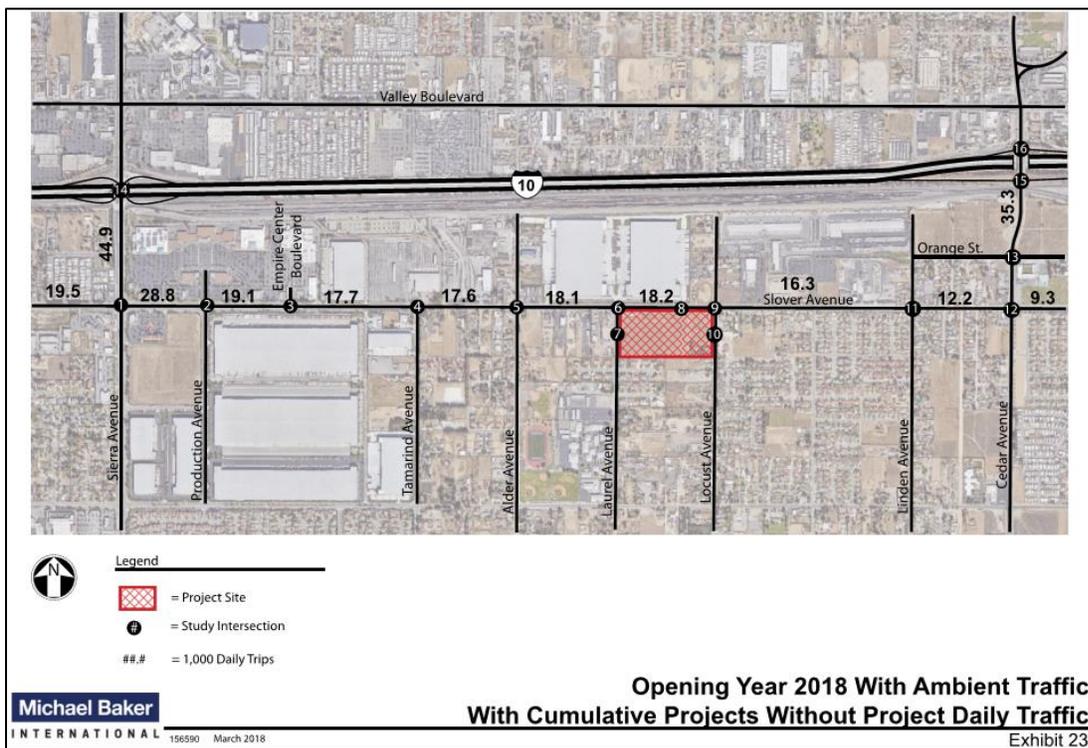


Exhibit 25 is revised as follows:

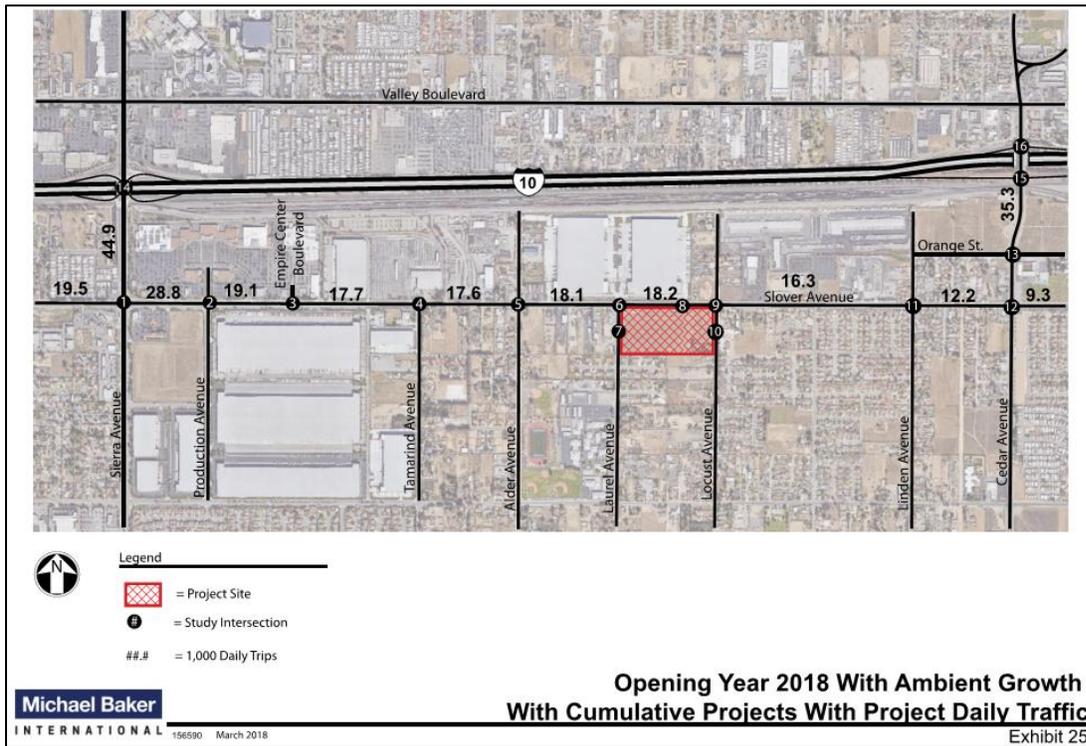


Exhibit 27 is revised as follows:

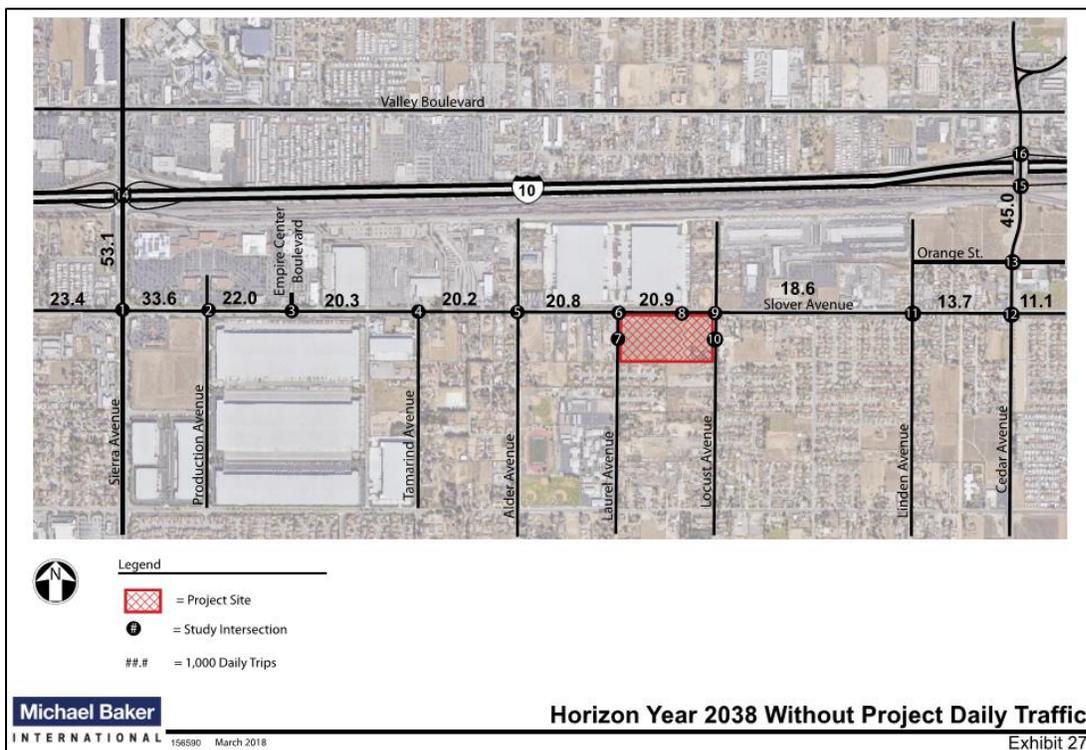
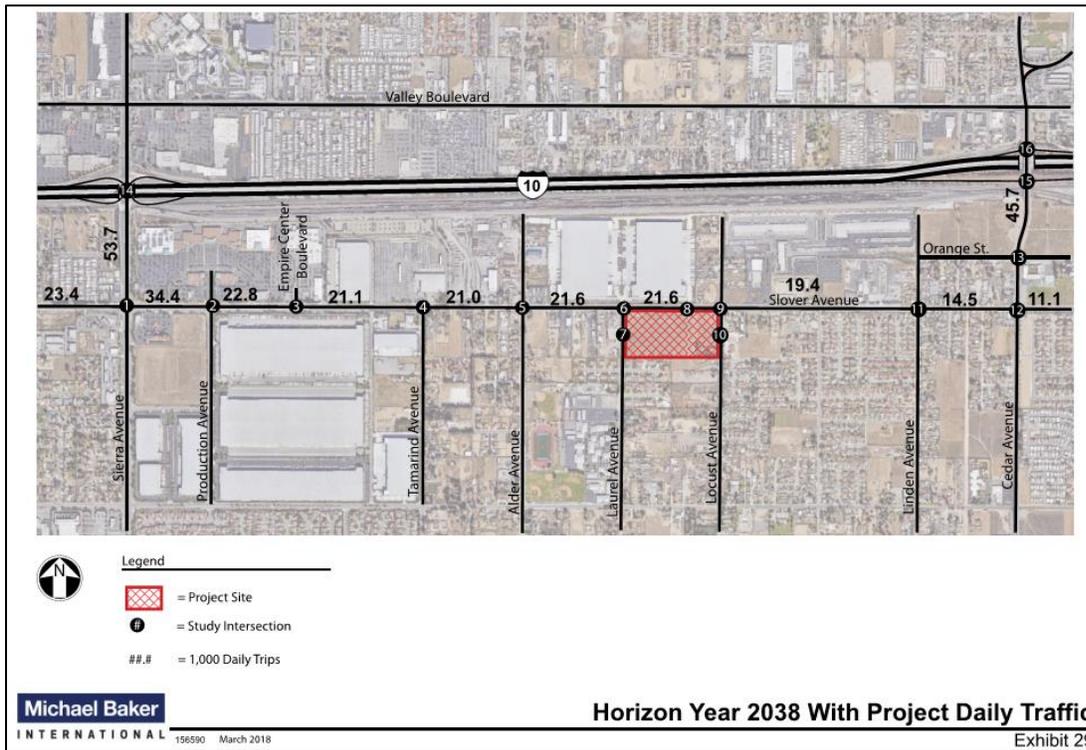


Exhibit 29 is revised as follows:



Appendix B of Draft EIR Appendix H is revised to include the following:

Dietrich, Carla

From: Kathy Raasch <kraasch@fontana.org>
Sent: Thursday, January 05, 2017 4:55 PM
To: Dietrich, Carla
Subject: RE: Bloomington Business Center - Draft Scope for Traffic Study - For Your Review

Carla,

We reviewed the scoping agreement and do not have any comments.

Kathy Raasch
Senior Engineer • Engineering
kraasch@fontana.org • Office: (909) 428-8814

Appendix D of Draft EIR Appendix H is revised to include the following (2 pages):

HCM 2010 AWSC
11: Linden Ave. & Slover Ave.

Existing AM
3/19/2018

Intersection				
Intersection Delay, s/veh				
Intersection LOS				
Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	0	40	321
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	43	349
Number of Lanes	0	0	1	0
Approach		SB		
Opposing Approach		NB		
Opposing Lanes		1		
Conflicting Approach Left		WB		
Conflicting Lanes Left		3		
Conflicting Approach Right		EB		
Conflicting Lanes Right		3		
HCM Control Delay		35.4		
HCM LOS		E		
Lane				

HCM 2010 AWSC
11: Linden Ave. & Slover Ave.

Existing PM
3/19/2018

Intersection				
Intersection Delay, s/veh				
Intersection LOS				
Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	7	74	158
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	8	80	172
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	3
HCM Control Delay	19.7
HCM LOS	C

Lane

Appendix F of Draft EIR Appendix H is revised to include the following (2 pages):

HCM 2010 AWSC

Existing Plus Project AM

11: Linden Ave. & Slover Ave.

3/19/2018

Intersection				
Intersection Delay, s/veh				
Intersection LOS				
Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	0	40	321
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	43	349
Number of Lanes	0	0	1	0
Approach		SB		
Opposing Approach		NB		
Opposing Lanes		1		
Conflicting Approach Left		WB		
Conflicting Lanes Left		3		
Conflicting Approach Right		EB		
Conflicting Lanes Right		3		
HCM Control Delay		40.8		
HCM LOS		E		
Lane				

HCM 2010 AWSC
11: Linden Ave. & Slover Ave.

Existing Plus Project PM
3/19/2018

Intersection				
Intersection Delay, s/veh				
Intersection LOS				
Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	7	74	158
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	8	80	172
Number of Lanes	0	0	1	0
Approach		SB		
Opposing Approach		NB		
Opposing Lanes		1		
Conflicting Approach Left		WB		
Conflicting Lanes Left		3		
Conflicting Approach Right		EB		
Conflicting Lanes Right		3		
HCM Control Delay		20.3		
HCM LOS		C		
Lane				

Appendix G of Draft EIR Appendix H is revised to include the following (2 pages):

HCM 2010 AWSC

Opening Year + Ambient AM

11: Linden Ave. & Slover Ave.

3/19/2018

Intersection				
Intersection Delay, s/veh				
Intersection LOS				
Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	0	40	324
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	43	352
Number of Lanes	0	0	1	0
Approach			SB	
Opposing Approach			NB	
Opposing Lanes			1	
Conflicting Approach Left			WB	
Conflicting Lanes Left			3	
Conflicting Approach Right			EB	
Conflicting Lanes Right			3	
HCM Control Delay			37.1	
HCM LOS			E	
Lane				

HCM 2010 AWSC
11: Linden Ave. & Slover Ave.

Opening Year + Ambient PM
3/19/2018

Intersection				
Intersection Delay, s/veh				
Intersection LOS				
Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	7	75	160
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	8	82	174
Number of Lanes	0	0	1	0
Approach		SB		
Opposing Approach		NB		
Opposing Lanes		1		
Conflicting Approach Left		WB		
Conflicting Lanes Left		3		
Conflicting Approach Right		EB		
Conflicting Lanes Right		3		
HCM Control Delay		20.1		
HCM LOS		C		
Lane				

Appendix I of Draft EIR Appendix H is revised to include the following (4 pages):

HCM 2010 AWSC

OY+AT+Cum Proj W/O Project AM

11: Linden Ave. & Slover Ave.

3/19/2018

Intersection				
Intersection Delay, s/veh				
Intersection LOS				
Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	0	40	324
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	43	352
Number of Lanes	0	0	1	0
Approach		SB		
Opposing Approach		NB		
Opposing Lanes		1		
Conflicting Approach Left		WB		
Conflicting Lanes Left		3		
Conflicting Approach Right		EB		
Conflicting Lanes Right		3		
HCM Control Delay		45.6		
HCM LOS		E		
Lane				

HCM 2010 AWSC
11: Linden Ave. & Slover Ave.

OY+AT+Cum Proj W/O Project PM
3/19/2018

Intersection				
Intersection Delay, s/veh				
Intersection LOS				
Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	7	75	160
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	8	82	174
Number of Lanes	0	0	1	0
Approach		SB		
Opposing Approach		NB		
Opposing Lanes		1		
Conflicting Approach Left		WB		
Conflicting Lanes Left		3		
Conflicting Approach Right		EB		
Conflicting Lanes Right		3		
HCM Control Delay		20.9		
HCM LOS		C		
Lane				

HCM 2010 AWSC
11: Linden Ave. & Slover Ave.

OY2018+AT+Cum Proj With Project AM
3/19/2018

Intersection				
Intersection Delay, s/veh				
Intersection LOS				
Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	0	40	324
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	43	352
Number of Lanes	0	0	1	0
Approach			SB	
Opposing Approach			NB	
Opposing Lanes			1	
Conflicting Approach Left			WB	
Conflicting Lanes Left			3	
Conflicting Approach Right			EB	
Conflicting Lanes Right			3	
HCM Control Delay			50.7	
HCM LOS			F	
Lane				

HCM 2010 AWSC
11: Linden Ave. & Slover Ave.

OY 2018+AT+Cum Proj With Project PM
3/19/2018

Intersection				
Intersection Delay, s/veh				
Intersection LOS				
Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	7	75	160
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	8	82	174
Number of Lanes	0	0	1	0

Approach		SB
Opposing Approach		NB
Opposing Lanes		1
Conflicting Approach Left		WB
Conflicting Lanes Left		3
Conflicting Approach Right		EB
Conflicting Lanes Right		3
HCM Control Delay		21.5
HCM LOS		C

Lane

Appendix K of Draft EIR Appendix H is revised to include the following (2 pages):

HCM 2010 AWSC

Year 2038 Without Project AM

11: Linden Ave. & Slover Ave.

3/19/2018

Intersection				
Intersection Delay, s/veh				
Intersection LOS				
Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	0	48	389
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	52	423
Number of Lanes	0	0	1	0
Approach		SB		
Opposing Approach		NB		
Opposing Lanes		1		
Conflicting Approach Left		WB		
Conflicting Lanes Left		3		
Conflicting Approach Right		EB		
Conflicting Lanes Right		3		
HCM Control Delay		74.8		
HCM LOS		F		
Lane				

HCM 2010 AWSC
11: Linden Ave. & Slover Ave.

Horizon Year 2038 Without Project PM
3/19/2018

Intersection				
Intersection Delay, s/veh				
Intersection LOS				
Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	8	90	192
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	9	98	209
Number of Lanes	0	0	1	0
Approach		SB		
Opposing Approach		NB		
Opposing Lanes		1		
Conflicting Approach Left		WB		
Conflicting Lanes Left		3		
Conflicting Approach Right		EB		
Conflicting Lanes Right		3		
HCM Control Delay		32.9		
HCM LOS		D		
Lane				

HCM 2010 AWSC
11: Linden Ave. & Slover Ave.

Horizon Year 2038 With Project AM
3/19/2018

Intersection				
Intersection Delay, s/veh				
Intersection LOS				
Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	0	48	389
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	52	423
Number of Lanes	0	0	1	0
Approach			SB	
Opposing Approach			NB	
Opposing Lanes			1	
Conflicting Approach Left			WB	
Conflicting Lanes Left			3	
Conflicting Approach Right			EB	
Conflicting Lanes Right			3	
HCM Control Delay			74.5	
HCM LOS			F	
Lane				

HCM 2010 AWSC
11: Linden Ave. & Slover Ave.

Horizon Year 2038 With Project PM
3/19/2018

Intersection				
Intersection Delay, s/veh				
Intersection LOS				
Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	8	90	192
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	9	98	209
Number of Lanes	0	0	1	0
Approach		SB		
Opposing Approach		NB		
Opposing Lanes		1		
Conflicting Approach Left		WB		
Conflicting Lanes Left		3		
Conflicting Approach Right		EB		
Conflicting Lanes Right		3		
HCM Control Delay		33.8		
HCM LOS		D		
Lane				

REFERENCES

- ITE (Institute of Transportation Engineers). 2016. *High-Cube Warehouse Vehicle Trip Generation Analysis*.
- . 2017. *Trip Generation Manual*, 10th ed.
- SCAG (Southern California Association of Governments). 2001. *The New Economy and Jobs/Housing Balance in Southern California*.
<http://www.scag.ca.gov/Documents/NewEconomyJobsHousingBalance.pdf>.
- SCAQMD (South Coast Air Quality Management District). 2003. Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis.
<http://www.aqmd.gov/docs/default-source/ceqa/handbook/mobile-source-toxics-analysis.doc>.
- . 2017. Risk Assessment Procedures for Rules 1401, 1401.1 and 212.
<http://www.aqmd.gov/docs/default-source/permitting/rule-1401-risk-assessment/riskassessproc-v8-1.pdf?sfvrsn=12>.
- Urban Crossroads. 2018. Supplemental traffic analysis.

This page is intentionally left blank.

Attachment 1

Scoping Documents

SLOVER DISTRIBUTION CENTER
State Clearinghouse No. 2015121102
FINAL ENVIRONMENTAL IMPACT REPORT

Attachment 1.1
2015 Initial Study

SLOVER DISTRIBUTION CENTER
State Clearinghouse No. 2015121102
FINAL ENVIRONMENTAL IMPACT REPORT



San Bernardino County Land Use Services Department, Current Planning Division

DRAFT MITIGATED NEGATIVE DECLARATION

385 North Arrowhead Avenue, First Floor, San Bernardino, CA 92415-0187

Project Description

APNs: 0256-041-01, -02, -03, -47, -48
Applicant: JM Realty Group, LLC
3535 Inland Empire Blvd.
Ontario, CA 91764
Project No: P201400241
Staff: Kevin White, Planner
Rep: Gil Saenz, Inland Empire Development Services
Location: Slover Avenue, extending between Laurel Avenue and Locust Avenue.
Proposal: A) General Plan Amendment to change the official land use zoning district from Bloomington/Single Residential with a 20,000 minimum lot size, additional agricultural overlay (BL/RS-20M-AA) & Bloomington/Single Residential with a one acre minimum lot size – additional agriculture overlay (BL/RS-1-AA) to Bloomington/Community Industrial on 17.34 acres.
B) Conditional Use Permit to establish a 344,000 square foot "high cube" warehouse facility on 17.34 acres.

Vicinity Map ↑ N



Effective date of Mitigated Negative Declaration

(10 Days after Planning Commission Hearing)

Plans and specifications for the referenced project are available for public inspection in the San Bernardino County Land Use Services Department, Planning Division.

Pursuant to provisions of the California Environmental Quality Act and the San Bernardino County Environmental Review Guidelines, the above referenced project has been determined not to have a significant effect upon the environment. An Environmental Impact Report will not be required.

Reasons to support this finding are included in the written Initial Study prepared by the San Bernardino County Land Use Services Department, Planning Division.

The decision may be appealed by any aggrieved person, organization or agency to the Board of Supervisors. Appeals shall be filed before the effective date of the Mitigated Negative Declaration listed above. The Notice of Appeal shall be in writing and shall be filed with the appropriate fee at the San Bernardino County Government Center Public Information Counter during normal business hours.

Date of Action

SAN BERNARDINO COUNTY INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

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

PROJECT LABEL:

APNs:	0256-041-01, -02, -03, -47, -48
Applicant:	JM Realty Group, LLC 3535 Inland Empire Blvd. Ontario, CA 91764
Project No:	P201400241
Staff:	Kevin White, Planner
Rep	Gil Saenz, Inland Empire Development Services
Proposal:	A) General Plan Amendment to change the official land use zoning district from Bloomington/Single Residential with a 20,000 minimum lot size, additional agricultural overlay (BL/RS-20M-AA) & Bloomington/Single Residential with a one acre minimum lot size – additional agriculture overlay (BL/RS-1-AA) to Bloomington/Community Industrial on 17.34 acres. B) Conditional Use Permit to establish a 344,000 square foot "high cube" warehouse facility on 17.34 acres.

USGS Quad: Bloomington
Lat/Long: 34°04'15.20"N/117°24'01.22"W
T, R, Section: T01S R05W Sec. 28

Community Plan: Bloomington
LUZD: BL/RS-20M-AA
Overlays: Biotic Overlay

PROJECT CONTACT INFORMATION:

Lead agency: County of San Bernardino
Land Use Services Department
385 N. Arrowhead Avenue, 1st Floor
San Bernardino, CA 92415-0182

Contact person: Kevin White, Planner
Phone No: (909) 387-3067 **Fax No:** (909) 387-3223
E-mail: Kevin.White@lus.sbcounty.gov

PROJECT DESCRIPTION:

Summary

The project is General Plan Amendment to change the zoning on a split zoned property from Bloomington Community Plan/Single Residential with a 20,000 square foot minimum lot size and Additional Agriculture Overlay (BL/RS-20m-AA) and Bloomington Community Plan/Single Residential 1 acre minimum lot size, Additional Agriculture Overlay (BL/RS-1-AA) to Bloomington Community Plan/Community Industrial designation (BL/IC). The project also includes a Conditional Use Permit to establish a 344,000 square foot "high cube" warehouse facility on 17.34 acres. Additionally, the project includes truck and passenger vehicle parking, fences, gates, hardscape areas, as well as some ornamental trees and vegetation. The proposed project is located on the south east corner of Slover Avenue and Laurel Avenue, and extends to the south west corner of Slover Avenue and Locust Avenue.

Existing General Plan Land Use Zoning Designations

Land uses on the project site and surrounding parcels are governed by the County's Zoning Code. The site's current land use zoning designation is Single Residential (BL/RS-20m-AA and BL/RS-1-AA).

Existing Land Use and Land Use Zoning Districts		
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 Residences	Single Residential (BL/RS-20M-AA; RS-1-AA)
East	Church, Single Family Residence	Single Residential (BL/RS-1-AA)
West	Industrial, Single Family Residence	Community Industrial (BL/IC)

Project Site Location, Existing Site Land Uses and Conditions

The site consist of five parcels, four of which are vacant and one which has an existing single family residence that is proposed to be demolished. (APN: 0256-041-48). The five parcels are basically flat with a slight fall in elevation from the north side of the parcel at 1077amsl to the southern edge of the parcel at 1071amsl.



Project site looking Southeast from the intersection of Slover Avenue and Laurel Avenue.

Exhibit 1: Vicinity Map



EVALUATION FORMAT

This initial study is prepared in compliance with the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21000, et seq. and the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.). Specifically, the preparation of an Initial Study is guided by Section 15063 of the State CEQA Guidelines. This format of the study is presented as follows. The project is evaluated based on its effect on 18 major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant	No Impact
--------------------------------	--	-----------------------	-----------

Substantiation is then provided to justify each determination. One of the four following conclusions is then provided as a summary of the analysis for each of the major environmental factors.

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

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation, the following finding is made:

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


 Signature (prepared by Kevin White, Planner)

12/18/15
 Date


 Signature: (David Prusch, Supervising Planner)
 Land Use Services Department/Planning Division

12/18/2015
 Date

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
I. AESTHETICS - Will the project				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which will adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

- a) **No Impact.** The proposed project is not located within a Scenic Corridor. The site is also not located in the proximity of a scenic vista. The proposed project is located within an area where surrounding lands are already substantially developed with industrial and residential uses.
- b) **No Impact.** The site is not adjacent to a state scenic highway. There are no protected trees, rock outcroppings, or historic buildings on the project site; therefore, the proposed project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings.
- c) **Less than Significant Impact.** The proposed project would not substantially degrade the existing visual character of the site and its surroundings. The site is within an urbanized area with improved roadways, electrical poles and lines, and ornamental landscaping (e.g., groundcover, shrubs and trees). The proposed project would allow the development of the site with a warehouse use which would be at a similar scale and character as existing uses and improvements near the site. To ensure that the proposed development is an aesthetic enhancement to the area, the conditions of approval include the requirement to submit exterior architectural elevations of the proposed development for review and approval by the Planning Division prior to issuance of building permits. Landscaping in compliance with the State Water Model Ordinance and the County Development Code is also a requirement in the conditions of approval. The project would have a less than significant impact on the existing visual character and quality of the site and its surroundings.

- d) **Less than Significant Impact.** The proposed project will create a new source of significant light in the area. Any proposed on site lighting must comply with the Glare and Outdoor Lighting requirements in the Valley Region, which includes shielding. Therefore, the project would result in less than substantial impacts relative to light and glare.

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

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

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

- a) **No Impact.** The California Department of Conservation, Farmland Mapping and Monitoring Program, is responsible with mapping Prime Farmland, Unique Farmland, Farmland of Statewide Importance, and Farmland of Local Importance (Farmland) across the state. This site is designated as Urban/Built up land. The project would not convert Farmland to non-agricultural use, since the project site is not designated as such.
- b) **No Impact.** The proposed project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. The proposed project area is not under a Williamson Act contract. There is no impact and no further analysis is warranted.
- c) **No Impact.** The proposed project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. The proposed project area has never been designated as forest land or timberland because the site is within the valley region which does not contain forested lands.
- d) **No Impact.** The proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. The proposed project site is within the valley region of the county and does not contain forested lands. There is no impact and no further analysis is warranted.
- e) **No Impact.** The proposed project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use. The proposed project site is within the valley region of the county, an urbanized area, and does not contain forested lands. There is no impact and no further analysis is warranted.

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

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
III. AIR QUALITY - Where available, the significance criteria established by the applicable air quality management or air pollution control district might be relied upon to make the following determinations. Will the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

The information contained in this section is based in part on an Air Quality Analysis that was prepared by LSA Associates.

- a) **Less Than Significant Impact.** A project is consistent with the regional Air Quality Management Plan (AQMP) if it does not exceed the SCAQMD daily threshold or cause a significant impact on air quality, or if the project is already included in the AQMP projection. The conclusion of the air quality analysis was that the project does not exceed the thresholds of concern.
- b) **Less Than Significant Impact.** The proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Air quality impacts would include construction exhaust emissions generated from diesel- and gasoline-powered construction equipment, vegetation clearing, grading, fugitive dust, construction worker commuting, construction material deliveries, and operational activities upon project completion.

Construction Phase

Dust is a concern during construction. Fugitive dust emissions include particulate matter and are a potential concern because the project is in a non-attainment area for PM-10 and PM-2.5, as well as ozone. Emission rates vary as a function of many parameters (soil silt,

soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). These parameters are not known with any reasonable certainty prior to project development and may change from day to day. Any assignment of specific parameters to an unknown future date is speculative and conjectural.

Construction Emissions were calculated using CalEEMod

Peak daily construction activity emissions are estimated to be below SCAQMD CEQA thresholds without the need for added mitigation.

**Construction Activity Emissions
 Maximum Daily Emissions (pounds/day)**

Maximal Construction Emissions	ROG	NOx	CO	SO₂	PM-10	PM-2.5
Peak Daily	71.1	82.1	63.2	0.1	7.8	5.1
SCAQMD Thresholds	75	100	550	150	150	55

Operational Impacts

Project uses would generate 758 daily trips according to trip generation estimates provided in the project traffic impact analysis.

The project would not cause any operational emissions to exceed their respective SCAQMD CEQA significance thresholds. Based on the modeling analysis, operational emission impacts are less than significant.

Project operations would neither violate any air quality standard nor contribute substantially to an existing or projected air quality violation. Impacts are less than significant; nonetheless mitigation measures AQ-1 through AQ-3 are incorporated to facilitate monitoring and compliance with SCAQMD's Rule 403.

Table 4: Daily Operational Impacts

	Operational Emissions (lbs/day)					
Source	ROG	NOx	CO	SO₂	PM-10	PM-2.5
Total	19.8	9.6	34	.01	5.4	1.5
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

- c) **Less than Significant Impact with Mitigations Incorporated.** As discussed in Response III.b, the project would not exceed SCAQMD criteria pollutant emission thresholds. Cumulative emissions are part of the emission inventory included in the AQMP for the project area. Therefore, there would be no cumulatively considerable net increase of the criteria pollutants that are in nonattainment status in the South Coast Air Basin.
- d) **Less than Significant Impact.** The proposed project would not expose sensitive receptors to substantial pollutant concentrations (see Items III.a through III.c regarding criteria pollutants). The project's construction and operations would not result in any significant air pollutant emissions, and nearby sensitive receptors (consisting of residences) would not be significantly impacted by such emissions.

With regard to potentially hazardous air emissions, small amounts of hazardous air pollutants are contained in the diesel exhaust of the construction equipment to be used to prepare the site and develop the property. Resident exposure to construction equipment exhaust emissions would only be for several months. The combination of limited exhaust particulate emissions, brief resident exposure and generally high dispersal rates during the daytime renders hazardous emissions impacts as less-than-significant.

For those reasons, impacts are less than significant and an assessment of potential human health risks attributable to emissions of hazardous air pollutants is not required.

- e) **Less than Significant Impact.** The project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities, and the temporary storage of typical solid waste (refuse) associated with the project's (long-term operational) uses. Standard AQMD construction requirements would minimize odor impacts resulting from construction activity. Any construction odor emissions generated would be temporary, short-term, and intermittent in nature and would cease upon completion of construction activity and is thus considered less than significant. Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the County's solid waste regulations. The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed Project construction and operations would be less than significant and no mitigation is required.

SIGNIFICANCE: Possible significant adverse impacts have been identified or are anticipated and the following mitigation measures are required as conditions of project approval to reduce these impacts to a level considered less than significant:

AIR QUALITY MITIGATION MEASURES:

AQ-1 AQ/Operational Mitigation. The “developer” shall implement the following air quality mitigation measures, during operation of the approved land use: All on-site equipment and vehicles (off-road/ on-road), shall comply with the following:

- a) County Diesel Exhaust Control Measures [SBCC §83.01.040 (c)]
- b) Signs shall be posted requiring all vehicle drivers and equipment operators to turn off engines when not in use.
- c) All engines shall not idle more than five minutes in any one-hour period on the project site. This includes all equipment and vehicles.
- d) Engines shall be maintained in good working order to reduce emissions.
- e) Ultra low-sulfur diesel fuel shall be utilized.
- f) Electric, CNG and gasoline-powered equipment shall be substituted for diesel-powered equipment, where feasible.
- g) On-site electrical power connections shall be made available, where feasible.
- h) All transportation refrigeration units (TRU’s) shall be provided electric connections, when parked on-site.

[Mitigation Measure III-1] General Requirements/Planning

AQ-2 AQ-Dust Control Plan. The “developer” shall prepare, submit for review and obtain approval from County Planning of both a Dust Control Plan (DCP) consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/ subcontracts a requirement that project contractors adhere to the requirements of the DCP. The DCP shall include the following requirements:

- a) Exposed soil shall be kept continually moist to reduce fugitive dust during all grading and construction activities, through application of water sprayed a minimum of two times each day.
- b) During high wind conditions (i.e., wind speeds exceeding 25 mph), areas with disturbed soil shall be watered hourly and activities on unpaved surfaces shall cease until wind speeds no longer exceed 25 mph.
- c) Storage piles that are to be left in place for more than three working days shall be sprayed with a non-toxic soil binder, covered with plastic or revegetated.
- d) Storm water control systems shall be installed to prevent off-site mud deposition.
- e) All trucks hauling dirt away from the site shall be covered.
- f) Construction vehicle tires shall be washed, prior to leaving the project site.
- g) Rumble plates shall be installed at construction exits from dirt driveways.
- h) Paved access driveways and streets shall be washed and swept daily when there are visible signs of dirt track-out.
- i) Street sweeping shall be conducted daily when visible soil accumulations occur along site access roadways to remove dirt dropped or tracked-out by construction vehicles. Site access driveways and adjacent streets shall be washed daily, if there are visible signs of any dirt track-out at the conclusion of any workday and after street sweeping.

[Mitigation Measure III-2] Grading Permits/Planning

AQ-3 AQ - Construction Mitigation. The “developer” shall submit for review and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce vehicle and equipment emissions and other impacts to air quality by implementing the following measures and submitting documentation of compliance: The developer/construction contractors shall do the following:

- a) Provide documentation prior to beginning construction demonstrating that the project will comply with all SCAQMD regulations including 402, 403, 431.1, 431.2, 1113 and 1403.
- b) Each contractor shall certify to the developer prior to construction-use that all equipment engines are properly maintained and have been tuned-up within last 6 months.
- c) Each contractor shall minimize the use of diesel-powered vehicles and equipment through the use of electric, gasoline or CNG-powered equipment. All diesel engines shall have aqueous diesel filters and diesel particulate filters.
- d) All gasoline-powered equipment shall have catalytic converters.
- e) Provide onsite electrical power to encourage use of electric tools.
- f) Minimize concurrent use of equipment through equipment phasing.
- g) Provide traffic control during construction to reduce wait times.
- h) Provide on-site food service for construction workers to reduce offsite trips.
- i) Implement the County approved Dust Control Plan (DCP)
- j) Suspend use of all construction equipment operations during second stage smog alerts. NOTE: For daily forecast, call (800) 367-4710 (San Bernardino and Riverside counties).

[Mitigation Measure III-3] Grading Permits/Planning

AQ-4 AQ - Coating Restriction Plan. The developer shall submit for review and obtain approval from County Planning of a Coating Restriction Plan (CRP), consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/subcontracts a condition that the contractors adhere to the requirements of the CRP. The CRP measures shall be following implemented to the satisfaction of County Building and Safety:

- a) Architectural coatings with Reactive Organic Compounds (ROC) shall not have content greater than 100 g/l.
- b) Architectural coating volume shall not exceed the significance threshold for ROC, which is 75 lbs. /day and the combined daily ROC volume of architectural coatings and asphalt paving shall not exceed the significance threshold for ROC of 75 lbs. per day.
- c) High-Volume, Low Pressure (HVLP) spray guns shall be used to apply coatings.
- d) Precoated/natural colored building materials, water-based or low volatile organic compound (VOC) coatings shall be used, if practical.
- e) Comply with SCAQMD Rule 1113 on the use or architectural coatings.

[Mitigation Measure III-4] Building Permits/Planning

- AQ-5** *AQ – Installation. The developer shall submit for review and obtain approval from County Planning of evidence that all air quality mitigation measures have been installed, implemented properly and that specified performance objectives are being met to the satisfaction of County Planning and County Building and Safety. These installations/procedures include the following:*
- a) Dust Control Plan (DCP)*
 - b) Coating Restriction Plan (CRP)*
- [Mitigation Measure III-5] Final Inspection/Planning*

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
IV. BIOLOGICAL RESOURCES - Will the project:				
a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc...) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Figure 1

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

- a) **Less than significant Impact.** A 16.32 –acre portion of the project site contains open fields of annual grassland. The site is highly disturbed due to a history of disking. This area also has piles of refuse and soils. The other portion of the site (1.02 acres) includes a single family residence, trees, ornamental landscaping and a fenced yard with numerous dogs.

A focused survey (Nesting Season Survey) was prepared for the Burrowing Owl, with field work occurring between May 2, 2015 and June 18, 2015. The burrowing owl survey followed the protocol recommended the California Department of Fish and Wildlife. The

Burrowing Owl was not observed in the course of the nesting season survey and it was concluded that the species is absent from the site. No sign of the species, including pellets, plumage, insect parts, or tracks were observed.

A Delhi Sands Flower Loving Fly survey was also conducted on the site per the guidelines suggested by the United States Fish and Wildlife Service by Osborne Biological Consulting. The survey concluded the site consists of moderately clean, regularly disturbed Delhi sand layer. Although the site was characterized highly disturbed, the site was rated as being moderate to high quality for habitat. However the species was absent from the site, which the report stated is not uncommon. It should also be noted the site was previously surveyed from 2003 to 2004 and the species was also absent from the site at that time.

- b) **No Impact.** The site does not contain any riparian habitat. Vegetation on the site consists of predominantly annual grasses. Therefore there is no impact.
- c) **No Impact.** No waters and/or wetlands under the jurisdiction of the federal government, through the U.S. Army Corps of Engineers (USACE) were identified on the site. The project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act, and no mitigation measures are required. There is no impact to federally protected wetlands.
- d) **Less than Significant impact.** The site does not have native wildlife species and the likelihood for such species to breed on the site is low because the site surrounded by residential and industrial uses, with roadways to the north, east, and west. No native wildlife have established nursery or breeding colonies on the site. No naturally occurring native fish populations are present within the project site because the project site has no standing water or significant hydrological drainages where water would be present for an extended period of time.
- e) **No Impact.** The project does not conflict with local policies or ordinances protecting biological resources that are applicable to the proposed project site.
- f) **No Impact.** The project site is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. The project would have no significant impact relating to Habitat Conservation Plans, Natural Community Conservation Plans, and Recovery Plans. There would be no take of critical habitat and, therefore, no land use conflict with existing management plans would occur.

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

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
V. CULTURAL RESOURCES - Will the project				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Cause a substantial adverse change in the significance of a tribal cultural resource pursuant to PRC 21073 et seq?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

- a) **Less than Significant Impact.** The project will not cause a substantial adverse change in the significance of a historical resource, because no resources have been identified on the site.
- b) **Less than Significant Impact.** This project will not cause a substantial adverse change in the significance of an archeological resource, because no resources have been identified on the site. To further reduce the potential for impacts, a condition shall be added to the project, which requires the developer to contact the South Central Coastal Information Center at Cal State University - Fullerton for determination of appropriate mitigation measures, if any finds are made during project construction.
- c) **Less than Significant Impact.** This project will not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, because no resources have been identified on the site. To further reduce the potential for impacts, a condition shall be added to the project which requires the developer to contact the County Museum for determination of appropriate mitigation measures, if any finds are made during project construction.

- d) **Less than Significant Impact.** This project will not disturb any human remains, including those interred outside of formal cemeteries, because no such burials grounds are identified on this project site. If any human remains are discovered, during construction of this project, the developer is required to contact the County Coroner, the South Central Coastal Information Center at Cal State University – Fullerton for determination of appropriate mitigation measures and a Native American representative, if the remains are determined to be of Native American origin.
- e) **Less than significant Impact with mitigation.** A Cultural Resources Assessment was prepared by David Brunzell, MA, RPA with BCR Consulting. Tasks completed for the scope of work include a cultural resources records search, a reconnaissance-level pedestrian cultural resources survey, technical report, and Native American Heritage Commission Sacred Lands File Search (Appendix A). These tasks were performed in partial fulfillment of California Environmental Quality Act (CEQA) requirements. The records search revealed that no cultural resources studies have taken place and no cultural resources have been previously recorded within one half-mile of the project site.

During the field survey, BCR Consulting archaeologists did not discover any cultural resources, including prehistoric or historic archaeological sites or historic buildings, within the project boundaries. As a result BCR Consulting recommends that no additional cultural resources work or monitoring is necessary for proposed project activities. The San Manuel Tribe indicated that tribal resources have been found previously in the project vicinity, which increases the chance of resources being located on the site. Therefore a mitigation measure will be required to monitor the ground disturbance activities.

SIGNIFICANCE: Possible significant adverse impacts have been identified or are anticipated and the following mitigation measures are required as conditions of project approval to reduce these impacts to a level considered less than significant:

CULTURAL MITIGATION MEASURES:

- C-1. Archaeological monitoring during any ground disturbing activities is required until such time that the archaeologist deems sufficient, in concurrence with San Manuel and the County of San Bernardino. The archaeological monitoring should be done past the previous ground disturbance depth to watch for any buried tribal cultural resources. Should tribal cultural resources be exposed, the project archaeologist would contact San Manuel Band for consultation compliance. An archaeological monitoring report is required to be submitted to the County of San Bernardino prior to the issuance of Building Permit, with a Copy submitted to the San Manuel Tribe.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
VI. GEOLOGY AND SOILS - Will the project:				
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 181-B of the California Building Code (2001) creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

- a) i) **Less than Significant Impact.** The proposed project site is not located within an Alquist-Priolo Earthquake Fault Zone. While the potential for onsite ground rupture cannot be totally discounted (e.g., unmapped faults could conceivably underlie the project site), the likelihood of such an occurrence is considered low due to the absence of known faults within the site. There is no impact related to the exposure of persons or structures to rupture of a known earthquake fault.

ii) **Less than Significant Impact.** The project site is within a seismically active region and is potentially subject to strong ground acceleration from earthquake events along major regional faults in southern California. The known regional active and potentially active faults that could produce the most significant ground shaking at the site include the Cucamonga, Sierra Madre, Puente Hills, San Jacinto, and San Andreas faults.

The design of any structures on-site would incorporate measures to accommodate projected seismic loading, pursuant to existing California Building Code (CBC) and local building regulations. Specific measures that may be used for the proposed project include proper fill composition and compaction; anchoring (or other means of for securing applicable structures); and the use of appropriate materials, dimensions, and flexible joints. Based on the incorporation of applicable measures into project design and construction to comply with CBC, potential project impacts associated with strong seismic ground shaking would be less than significant.

iii) **Less than Significant Impact.** Liquefaction is the phenomenon whereby soils lose shear strength and exhibit fluid-like flow behavior. The project site is not located in a Geologic Hazard Overlay, nor is it located on soils known to expose people or structures to liquefaction.

iv) **No Impact.** The proposed project would not have any risks associated with landslides. Landslides are the downslope movement of geologic materials. The stability of slopes is related to a variety of factors, including the slope's steepness, the strength of geologic materials, and the characteristics of bedding planes, joints, faults, vegetation, surface water, and groundwater conditions. The project area is relatively flat terrain where landslides have not historically been an issue; therefore, no significant impacts are anticipated with respect to seismic-related (or other) landslide hazards, and no further analysis is warranted.

b) **Less than Significant Impact.** Construction activities could result in substantial soil erosion if the sites are not properly designed. The potential impacts of soil erosion would be minimized through implementation of Development Code requirements. Specifically, the applicant would prepare a Stormwater Pollution Prevention Plan (SWPPP) in compliance with the requirements of the National Pollutant Discharge Elimination System (NPDES) General Construction Permit. The SWPPP would prescribe temporary Best Management Practices (BMPs) to control wind and water erosion during and shortly after construction of the project. A preliminary Water Quality Management Plan has been prepared, which specifies permanent BMPs to control erosion and sedimentation once construction is complete. A final WQMP is required prior to building permits, which will affirm the proposed BMPs on the construction plans. The impact on soil erosion is less than significant and no further analysis is warranted.

- c) **Less than Significant Impact with Mitigation Incorporated.** The site is not expected to be prone to adverse effects of: slope instability or adverse differential settlement from cut/fill transition).

During construction, the geotechnical engineer would provide on-site observation of site preparation and grading, fill placement and foundation installation, thus ensuring that geotechnical conditions are as anticipated and that the contractor's work meets with the criteria in the approved plans and specifications. Any underground obstructions should be removed, as should large trees and their root systems. Resulting cavities should be properly backfilled and compacted. Efforts should be made to locate existing utility lines. Those lines should be removed or rerouted if they interfere with the proposed construction, and the resulting cavities should be properly backfilled and compacted.

- d) **Less than Significant.** Expansive (or shrink-swell) behavior is attributable to the water-holding capacity of clay minerals and can adversely affect the structural integrity of facilities. In general, compliance with Building Code requirements would minimize potential impacts to project facilities. Site soils are determined by the Geotechnical Investigation to be typically stiff or medium dense, are deemed to be low expansive potential. Prior to placing any fills or constructing any overlying improvements, loose surface soils would be scarified and compacted according to Geotechnical Investigation specifications. Impacts would be less than significant and no further analysis is warranted.
- e) **Less than Significant Impact.** The project will be served by a proposed on-site system via permit through the Environmental Health Services Division of the County and review by the Regional Water Quality Control Board.

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

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

SUBSTANTIATION:

- a) **Less than Significant Impact.** The County's Greenhouse Gas Emissions Reduction Plan (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 2007 emissions. The plan is consistent with AB 32 and sets the County on a path to achieve more substantial long-term reductions in the post-2020 period. Achieving this level of emissions will ensure that the contribution to greenhouse gas emissions from activities covered by the GHG Plan will not be cumulatively considerable.

In 2007, the California State Legislature adopted Senate Bill 97 (SB97) requiring that the CEQA Guidelines be amended to include provisions addressing the effects and mitigation of GHG emissions. New CEQA Guidelines have been adopted that require: inclusion of a GHG analyses in CEQA documents; quantification of GHG emissions; a determination of significance for GHG emissions; and, adoption of feasible mitigation to address significant impacts. The CEQA Guidelines [Cal. Code of Regulations Section 15083.5 (b)] also provide that the environmental analysis of specific projects may be tiered from a programmatic GHG plan that substantially lessens the cumulative effect of GHG emissions. If a public agency adopts such a programmatic GHG Plan, the environmental review of subsequent projects may be streamlined. A project's incremental contribution of GHG emissions will not be considered cumulatively significant if the project is consistent with the adopted GHG plan.

Implementation of the County's GHG Plan is achieved through the Development Review Process by applying appropriate reduction requirements to projects, which reduce GHG emissions. All new development is required to quantify the project's GHG emissions and adopt feasible mitigation to reduce project emissions below a level of significance. A review standard of 3,000 metric tons of carbon dioxide equivalent (MTCO₂e) per year is used to identify and mitigate project emissions. Based on a CalEEMod statistical analysis, warehouse projects that exceed 53,000 square feet typically generate more than 3,000 MTCO₂e. For projects exceeding 3,000 MTCO₂e per year of GHG emissions, the developer may use the GHG Plan Screening Tables as a tool to assist with calculating GHG reduction measures and the determination of a significance finding. Projects that garner

100 or more points in 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, will allow the County to meet its 2020 target and support longer-term reductions in GHG emissions beyond 2020. Consistent with the CEQA Guidelines, such projects are consistent with the Plan and therefore will be determined to have a less than significant individual and cumulative impact for GHG emissions.

The proposed project garnered 102 points on the Screening Tables and as a result, the project is considered to be consistent with the GHG Plan. The GHG reduction measures proposed by the developer through the Screening Tables Review Process have been included in the project design or will be included as Conditions of Approval for the project. Therefore, no significant adverse impacts related to individual and cumulative impact for GHG emissions are anticipated and no mitigation measures are required.

- b) **Less than Significant Impact.** The proposed project is not anticipated to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. In January of 2012, the County of San Bernardino adopted a Greenhouse Gas Emissions Reduction Plan (GHG Plan). The proposed project is consistent with the GHG Plan with the inclusion in that more than 100 points were garnered through the Screening Table Analysis as described in Section a) above. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.

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

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

SUBSTANTIATION:

- a) **Less than Significant Impact.** The proposed project is not expected to result in impacts from hazards and hazardous materials with respect to creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. This is because the proposed project would not involve the routine transport, use,

or disposal of significant amounts of hazardous materials as defined by the Hazardous Materials Transportation Uniform Safety Act. During construction, the proposed project would involve the transport of general construction materials (i.e., concrete, wood, metal, fuel, etc.) as well as the materials necessary to construct the proposed project.

Construction activities would involve the use of hazardous materials such as fuels and greases for the fueling and servicing of construction equipment. Such substances may be stored in temporary storage tanks/sheds that would be located on the project site. Although these types of materials are not acutely hazardous, they are classified as hazardous materials and create the potential for accidental spillage, which could expose workers. The use, storage, transport, and disposal of hazardous materials used in construction of the facility would be carried out accordance with federal, state, and County regulations. No extremely hazardous substances (i.e., governed under Title 40, Part 335 of the Code of Federal Regulations) are anticipated to be produced, used, stored, transported, or disposed of as a result of project construction.

The project would be required to comply with federal, state, and county laws, ordinances, and regulations; therefore, the project would result in less-than-significant impacts related to the creation of significant hazards through the routine transport, use, or disposal of hazardous materials.

- b) **Less than Significant Impact.** The proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. With the exception of construction-related materials such as fuels, lubricants, adhesives, and solvents, the proposed project would not generate or require the use or storage of significant quantities of hazardous substances. Additionally, any proposed use or construction activity that might use hazardous materials is subject to permit and inspection by the Hazardous Materials Division of the County Fire Department. Compliance with regulations and standard protocols during the storage, transportation, and usage of any hazardous materials would ensure no substantial impacts would occur. As such, there is a less-than significant impact associated with creating a significant hazard to the public or the environment.
- c) **No Impact.** The future occupants of the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing school because the project does not propose the use of hazardous materials.
- d) **No Impact.** The project site is not located on a known site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The proposed project would not create a significant hazard to the public or the environment. Therefore, the project would result in no significant impact associated with hazardous materials sites.

- e) **No Impact.** The proposed project area is not located in the vicinity of an Airport. The site is not within the boundaries of the airport land use plan and would not impose safety hazards for people residing or working in the project area as a result of proximity to an airport.
- f) **No Impact.** The proposed project area is not located within the vicinity of a private airstrip; therefore, it would not result in a safety hazard for people residing or working in the project area.
- g) **No Impact.** Activities associated with the proposed project would not impede existing emergency response plans for the project site and/or other land uses in the project vicinity. The project would not result in any significant closures of existing roadways that might have an effect on emergency response or evacuation plans in the vicinity of the project site. In addition, all vehicles and stationary equipment would be staged off public roads and would not block emergency access routes. Accordingly, implementation of the proposed project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. There is no impact and no further analysis is warranted.
- h) **No Impact.** The project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, because there are no wildlands adjacent to this site. The project site is in an urban area and is not located in a fire safety overlay district. Therefore, it is not adjacent to wildlands or near the wildlands/urban interface, and would not expose people, structures or infrastructure to risks of wildland fires. There would be no impact and no further analysis is warranted.

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

	<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
IX	HYDROLOGY AND WATER QUALITY - Will the project:				
a)	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there will be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level, which will not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that will result in substantial erosion or siltation on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which will result in flooding on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f)	Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g)	Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h)	Place within a 100-year flood hazard area structure which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j)	Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:

- a) **Less than Significant Impact.** The project would not violate any water quality standards or waste discharge requirements, because a final WQMP would be required to be prepared and approved by the Land Development Division as part of the building permit(s) process. As detailed in the Preliminary WQMP, an infiltration basin is proposed to be installed on the south east portion of the project site to reduce flows to pre-development levels and to treat the storm water.

The project will not violate any water quality standards or waste discharge requirements, because the project will be served by the West Valley Water District, an established water purveyor that is subject to independent regulation by local and state agencies that ensure compliance with water quality requirements. The project will be served by a proposed septic system via permit through the Environmental Health Services Division of the County and review by the Regional Water Quality Control Board.

- b) **Less than Significant Impact.** The project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Groundwater infiltration will still occur as discussed in section IX. a) above. Potable water would be provided by the West Valley Water District, not from groundwater.
- c) **Less than Significant Impact.** The project would not substantially alter the existing drainage pattern of the site or area, including 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. The project does not propose any substantial alteration to a drainage pattern. Drainage will continue to leave the site on Locust Avenue. The proposed development will decrease all flow events from their pre-development conditions for flow and volume. There is no stream or river on the site or in the vicinity that would be affected by construction of the project. The project is required to submit and implement an erosion control plan, and construction would be subject to a Storm Water Pollution Protection Plan (SWPPP) to prevent erosion or sedimentation during project construction.
- d) **Less than Significant Impact.** As described in c.), above, the project would not impact any drainages, and the project would not otherwise result in any noteworthy change in the drainage pattern of the site or area. As shown on the hydrology plan, the project would not result in a substantial alteration to the drainage pattern of the site or area, nor would it result in any substantial increase in runoff that could cause flooding on-or off-site. The site is currently relatively flat and would remain flat after construction is completed.
- e) **Less than Significant Impact.** Refer to response IX. a) above. The project would not create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff, because County

has reviewed the proposed project Post-Developed Hydrology Map and has determined that the proposed on-site storm water retention systems are adequate to handle the anticipated flows. All necessary drainage improvements both on and off site would be required as conditions of the construction of the project, and would be subject to the same dust control measures, Best Management Practices for water quality and other standards and requirements that apply to on-site construction. There would be adequate capacity in the local and regional drainage systems so that downstream properties are not negatively impacted by any increases or changes in volume, velocity or direction of storm water flows originating from or altered by the project. Less than significant impacts would result and no further analysis is warranted.

- f) **Less than Significant Impact.** Refer responses to IX. a) – e). The proposed project would not otherwise substantially degrade water quality because appropriate measures relating to water quality protection, including erosion control measures have been required. No further analysis is warranted.
- g) **No Impact.** 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, because the subject property is not mapped as occurring within that flood hazard zone. No further analysis is warranted.
- h) **No Impact.** The project would not place structures within a 100-year flood hazard area which would impede or redirect flood flows, because the site is not located within a 100-year flood hazard area and any area identified as being potentially affected by a 100-year storm. The structures would be subject to a flood hazard review and would be required to be elevated a minimum of one foot above the base flood elevation.
- i) **No Impact.** 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, because the project site is not within any identified path of a potential inundation flow that might result in the event of a dam or levee failure or that might occur from a river, stream, lake or sheet flow situation. There is no impact and no further analysis is warranted.
- j) **No Impact.** The project site would not be subject to inundation by seiche, tsunami, or mudflow. A tsunami is a series of ocean waves generated in the ocean by an impulsive disturbance. Due to the inland location of the proposed project, tsunamis are not considered a threat. A seiche is an oscillating surface wave in a restricted or enclosed body of water generated by ground motion, usually during an earthquake. Inundation from a seiche can occur if the wave overflows a containment wall or the banks of a water body. No impacts are expected to occur because the project is not adjacent to any marine or inland water bodies. The soils in the project area are well-drained, the terrain is relatively flat, and mudflows have not historically been an issue in the proposed project area. No further analysis is warranted.

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

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
X. LAND USE AND PLANNING - Will the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:

- a) **No Impact.** The proposed project would not physically divide an established community, because the proposed project is an extension of industrial land uses that occur north of the project site.
- b) **Less Than Significant Impact.** The project would not conflict with the County General Plan because the project includes a General Plan Amendment to change the official land use zoning district from residential (RS-20M-AA) to industrial (BL/IC). BL/IC is also the zoning district across Slover Avenue and Laurel Avenue, to the north and west of the project site. The Bloomington Community Plan (BL/LU 3.1) indicates the Industrial development shall generally be located south of HWY 10 and north of Slover Avenue to protect the character of the surrounding uses. However, in accordance with BL/LU 3.1, the warehouse facility has been designed to minimize conflicts between this proposed industrial use, and surrounding non-industrial uses. The project will be screened from all surrounding land uses with a 25 foot landscaping buffer. From the southern property line, the building setback has been reduced to 70 feet. In addition, truck parking areas and driveways are designed to be located away from the residential uses to the south of the project site.
- c) **No Impact.** The proposed project does not conflict with any applicable habitat conservation plans or natural community conservation plans. No such plan exists in the area.

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

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

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

- a) **No Impact.** The project would not result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state, because there are no identified important mineral resources on the project site and the site is not within a Mineral Resource Zone Overlay. No further analysis is warranted.
- b) **No Impact.** The proposed project would not 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 (see discussion in Item XI.a). There is no impact and no further analysis is warranted.

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

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XII. NOISE - Will the project result in:				
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, will the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, will the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

- a) **Less than Significant Impact.** The project site is adjacent to residential development which occurs primarily to the south, but also to the east and west. The project has been designed so that the all truck parking areas and dock doors are adjacent to Slover Avenue on the north side of the property. This design means the truck parking portion of the project site will be more than 300 feet away from the nearest residence. Furthermore, with the exception of the three driveways providing ingress and egress to the truck parking area, a 12 foot high screen wall will be constructed. With the distance to the nearest residence and proposed screen wall, operational impacts will be less than significant.

- b) **Less than Significant Impact.** Groundborne vibration and groundborne noise could originate from earth movement during the construction phase of the proposed project. Construction activities may result in short term impacts to the noise environment including groundbourne vibration and noise. Potential impacts to noise would be short term during construction and would end once the project is operational. At buildout the project is not expected to generate groundbourne vibration or noise that is excessive. Short-term impacts associated with construction would be limited to the greatest extent practicable with the implementation of the mitigation measures outlined below.
- c) **Less than Significant Impact.** As discussed in section A above, the project as designed would not cause off-site noise impacts to surrounding off-site noise-sensitive uses. The project would not create a substantial permanent increase in traffic-related noise levels or expose persons to noise levels in excess of the exterior noise level standards established by the County of San Bernardino. No further analysis is warranted.
- d) **Less than Significant Impact with Mitigation Incorporated.** Construction of the proposed project would result in a temporary increase to the noise environment on site and immediately adjacent to the project. The San Bernardino County Development Code Section 83.01(g) allows construction related noise between 7:00 am and 6:00 pm Monday through Saturday excluding holidays. Short-term impacts associated with construction would be limited to the greatest extent practical with the implementation of Mitigation Measure N-1. The project would also be conditioned to comply with the noise performance standards of the County Development Code, which requires a maximum interior noise level of 45 dBA. Therefore, with implementation of Mitigation Measure N-1, temporary or periodic noise impacts would be less-than-significant.
- e) **No Impact.** The proposed project area is not located within the boundaries of an airport land use plan or within 2 miles of an airport.
- f) **No Impact.** The proposed project area is not located within the vicinity of a private airstrip.

SIGNIFICANCE: Possible significant adverse impacts have been identified or anticipated and the following mitigation measure is required as a condition of project approval to reduce these impacts to a level below significant:

NOISE MITIGATION MEASURE:

N-1 *Noise Mitigation.* The developer will submit for review and obtain approval of an agreement letter that stipulates that all construction contracts/subcontracts contain as a requirement that the following noise attenuation measures be implemented:

- a) *Noise levels of any project use or activity will be maintained at or below adopted County noise standards (SBCC 83.01.080). The use of noise-producing signals, including horns, whistles, alarms, and bells, will be for safety warning purposes only.*

- b) Exterior construction activities will be limited between 7 a.m. and 7 p.m. There will be no exterior construction activities on Sundays or National Holidays.*
- c) Construction equipment will be muffled per manufacturer's specifications. Electrically powered equipment will be used instead of pneumatic or internal combustion powered equipment, where feasible.*
- d) All stationary construction equipment will be placed in a manner so that emitted noise is directed away from sensitive receptors nearest the project site.*

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XIII. POPULATION AND HOUSING - Will the project:				
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:

a) **Less than Significant Impact.** The project will not induce substantial population growth in an area either directly or indirectly. The project will generate several new jobs and employment opportunities. This may generate a need for housing for new employees. However, considering the unemployment rate for the area, the existing and currently developing housing stock should accommodate the housing needs for those employed by the type of jobs generated by the project.

The project proposes a new warehouse facility, however no tenant has been proposed so the number of employees cannot be determined. Typically, new uses such as the proposed use generate 50-100 jobs including warehouse employees and drivers that will be on site in shifts. Employees could be full-time or part-time depending on the ultimate tenant. The Inland Empire has been considered to be housing rich with employees having to travel out of the area to work.

b,c) **No Impact.** The proposed project would not displace substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere because the project site only contains one single family residence which will be purchased by the developer.

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

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

SUBSTANTIATION:

- a) **Less than Significant Impact.** The proposed project will not result 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, including fire and police protection, schools, parks or other public facilities. Construction of the project will 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, no significant adverse impacts are anticipated and no mitigation measures are required.

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

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

SUBSTANTIATION:

- a) **Less than Significant Impact.** This project will not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, because the project will not generate any new residential units and the impacts to parks generated by the employees of this project will be minimal. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.
- b) **Less than Significant Impact.** This project does not include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment, because the type of project proposed, will not result in an increased demand for recreational facilities. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.

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

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XVI. TRANSPORTATION/TRAFFIC – Will the project:				
a) 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 greenways, pedestrian and bicycle paths, and mass transit.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

- a) **Less than Significant Impact.** The project includes three new commercial driveways that are located on Slover Avenue, Laurel Avenue and Locust Avenue. The roads do not meet current county standards and the project will be conditioned to improve all three streets with curb, gutter and sidewalks. Signals have been installed on Slover Avenue, at Laurel and Locust Avenue. The future roadways would provide a right-of-way (ROW) width of 104 feet for Slover Avenue, 88 feet for Locust Avenue and a 66 foot ROW for Laurel Avenue. Driveways will installed on each of the three streets, with truck access on Slover Avenue and passenger trips on Locust and Laurel Avenue. Given that the internal circulation and access have been designed to meet the County's standards (i.e., street ROW, curb-to-curb width, turn radii, etc.), no impacts to circulation or emergency vehicles is anticipated.

This project falls within the Regional Transportation Development Mitigation Fee Plan for the Rialto Subarea. The Plan fees shall be computed in accordance with the Plan fees in effect as of the date that the building plans are submitted and building permits are paid.

b) Less than Significant Impact with mitigation.

A traffic study was prepared by Translutions Inc, dated May 2014. The traffic analysis examines the following scenarios:

- Existing traffic conditions;
- Existing with project traffic conditions;
- Opening year without project traffic conditions;
- Opening year with project traffic conditions;
- Year 2035 without project conditions; and
- Year 2035 with project traffic conditions.

The project is expected to generate a total of 758 daily passenger car equivalent trips, with 50 trips occurring during the a.m. peak hour and 54 trips occurring during the p.m. peak hour.

A Level of service analysis was conducted to evaluate existing with project a.m. and p.m. peak hour traffic operations at study area intersections. All study area intersections are projected to operate at satisfactory levels of service with the exception of Alder Avenue/Slover Avenue in the a.m. and p.m. peak hours and Slover Avenue/Linden Avenue in the p.m. peak hour.

An analysis was conducted for opening year without and with project conditions. Under opening year conditions also, the intersection of Alder Avenue/Slover Avenue is forecast to operate at unsatisfactory conditions. This is an existing deficiency and the project does not have a direct impact at this intersection.

An analysis was also conducted for year 2035 without and with project conditions. Under year 2035 without project conditions, all intersections are forecast to operate at satisfactory conditions with the exception of Alder Avenue/Slover Avenue (during the a.m. and p.m. peak hours) and the intersection of Linden Avenue/Slover Avenue (during the p.m. peak hour). These intersections are also forecast to operate at unsatisfactory conditions under year 2035 with project conditions. Therefore, the project does not have a direct impact but contributes cumulatively to unsatisfactory traffic operations.

At intersections where the level of service is forecast to be unsatisfactory or where the project would have an impact, the County requires that improvements be identified to maintain conformance with County level of service standards or pre-project level of service conditions. Therefore, the following improvements have been recommended.

- Alder Avenue/Slover Avenue: The widening of the west leg of the intersection to four lanes and installation of stop signs on Slover Avenue to convert this intersection to an All-Way Stop Controlled intersection will restore satisfactory operations at this intersection.
- Linden Avenue/Slover Avenue: The widening of the east leg of the intersection to four lanes will restore satisfactory operations at this intersection.

The widening of Alder Avenue is included in the County’s Regional Transportation Development Mitigation Plan, and payment of fees will contribute towards the projects mitigation for this cumulative impact. In addition, the project will pay a fair share towards installation of traffic signals at this location.

Fair-share calculations were developed based on project traffic as a percentage of total growth from existing traffic volumes to year 2035 with project. The Year 2035 volumes include the 2035 without project traffic volumes. The table below presents the project fair-share calculation. As shown in table, the project fair share at Alder Avenue/Slover Avenue is 5 percent. For the intersection of Slover Avenue/Linden Avenue the project fair share at the intersection of Slover Avenue/Linden Avenue is 7 percent.

In addition, cost estimates for installing a signal at the intersections of Alder Avenue/Slover and Slover Avenue/Linden Avenue are based on costs provided by County staff, which shows that a new signal costs approximately \$598,400. Therefore, the project’s fair-share contribution to the new signal at Alder Avenue/Slover Avenue would be \$28,447. In addition, the project’s fair-share contribution to the new signal at Slover Avenue/Linden Avenue would be \$41,888.

Fair Share Table

INTERSECTION	ESTIMATED COST	FAIR SHARE PERCENTAGE	ESTIMATED CONTRIBUTION
Slover Avenue at Alder Avenue • Traffic Signal	\$598,400	5.00%	\$28,447
Slover Avenue at Linden Avenue • Traffic Signal	\$598,400	7.00%	\$41,888
Total			\$70,335

- c) **No Impact.** The proposed project would not affect air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks, because there is no anticipated notable impact on air traffic volumes by passengers or freight generated by the proposed uses and no new air traffic facilities are proposed.
- d) **Less than Significant Impact.** The project would not substantially increase hazards due to a design feature or incompatible uses because there are no incompatible uses proposed by the project that would impact surrounding land uses. Design of driveways will be based on County Code, which sets the standard for such design. It is not anticipated that traffic hazards will increase. Therefore, less than significant impacts related to roadway design features or incompatible uses would result from implementation of the project and no further analysis is warranted.
- e) **Less than Significant Impact.** The proposed project would not result in inadequate emergency access to the project area. During project construction, public roads would remain open and available for use by emergency vehicles and other traffic. The proposed project would not result in any roadway closures in the vicinity of the project site. The project site will have three access paths. Less than significant impacts would result from implementation of the project and no further analysis is warranted.
- f) **Less than Significant Impact.** The project would not conflict with adopted policies, plans, or programs regarding public transit and alternative or non-motorized transportation (e.g., transit amenities) because all alternative transportation improvements have been included in the project design or would be addressed through standard conditions of approval regarding pedestrian access improvements. Less than significant impacts would result from implementation of the project and no further analysis is warranted.

SIGNIFICANCE: Possible significant adverse impacts have been identified or anticipated and the following mitigation measure is required as a condition of project approval to reduce these impacts to a level below significant:

T-1) Fair Share Contribution. A fair share contribution for this project is required and will be based on the fair share percentages calculated in the revised traffic study dated February 20, 2015. The study concluded that the additional traffic generated by this project will have an impact at the following intersections for the Buildout Year (2035) traffic conditions: Slover Avenue at Alder Avenue, and Slover Avenue at Linden Avenue

The total fair share contribution shall be paid to the Department of Public Works - Traffic Division. At the present time, the total estimated fair share contribution

is \$70,335 as detailed in the table below. When an application for a building permit is filed, this amount will be adjusted to reflect actual construction costs incurred, if available, or will be adjusted to account for future construction costs using the Caltrans Construction Cost Index.

- T-2) Regional Transportation Fee. This project falls within the Regional Transportation Development Mitigation Fee Plan for the Rialto Subarea. This fee shall be paid by a cashier's check to the Department of Public Works Business Office. The Plan fees shall be computed in accordance with the Plan fees in effect as of the date that the building plans are submitted and the building permit is applied for. These fees are subject to change periodically. Currently, the fee is \$1.82 per square foot for High Cube use. The building is 344,000 square feet per the approved traffic study dated February 20, 2015. Therefore, the estimated Regional Transportation Fees for the high cube warehouse building is \$626,080 (\$1.82 per sq. ft. x 344,000 sq. ft.). The current Regional Transportation Development Mitigation Plan can be found at the following website:

http://www.sbcounty.gov/dpw/transportation/transportation_planning.asp

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS - Will the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded, entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill(s) with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:

- a) **Less than Significant Impact.** The proposed project does not exceed wastewater treatment requirements of the Regional Water Quality Control Board, Santa Ana Region, as determined by County Public Health – Environmental Health Services. The project will be served by a proposed septic system via permit through the Environmental Health Services Division of the County and review by the Regional Water Quality Control Board.
- b) **Less than Significant Impact.** Refer response to IX. a). The proposed project would not require or result in a need for new water or wastewater treatment facilities or expansion of existing facilities. There is sufficient capacity in the existing system for the proposed use. The proposed project would be served by water lines in close proximity to the project, provided by the West Valley Water District.

- c) **Less than Significant Impact.** The proposed project will not require or result in the construction of new storm water drainage facilities or expansion of existing facilities that cause significant environmental effects. A Preliminary Water Quality Management Plan (WQMP), is currently under review by the San Bernardino County Land Development Division. The site design includes on-site infiltration/retention basins within the landscape areas, as well as a vegetated swale, and all drainage is directed towards these areas. As a result of the use of Best Management Practices (BMPs) as described in the WQMP, it is not expected that there will be any run-off entering the storm drain system during post construction operation.
- d) **Less than Significant Impact.** The proposed project will have sufficient water supplies available to serve the project from existing entitlements and resources as the local water purveyor (West Valley Water District) has given assurance that it has adequate water service capacity to serve the projected demand for the project, in addition to the provider's existing commitments.
- e) **Less than Significant Impact.** The proposed project will utilize an on-site septic system.
- f) **No Impact.** The County of San Bernardino Solid Waste Management Division (SWMD) is responsible for the operation and management of the County of San Bernardino's solid waste disposal system which consists of five regional landfills and nine transfer stations. According to the 2007 San Bernardino Countywide Integrated Waste Management Plan, the County of San Bernardino continues to have disposal capacity available for solid waste generated, but not diverted, in excess of 15 years as required under Public Resources Code Section 41701. The system wide characteristics indicate that the County has an estimated site-life capacity of 38 years; however, the projected site life is calculated at 26 years of refuse capacity. Existing landfills serving the project area are the Mid-Valley Landfill in Rialto. The Mid-Valley Landfill has a maximum permitted capacity of 20,400,000 cubic yards and 7,500.00 tons per day of throughput with approximately 13,605,488 cubic yards of remaining capacity. The SWMD has assumed build out of the project site as a residential use and planed for the associated solid waste generation in the existing sufficient permitted capacity to accommodate the project's solid waste disposal needs. Due to the relatively small amount of waste generated by the project compared with the capacity in the system the project would result in less than significant impacts
- g) **Less than Significant Impact.** The proposed project would comply with all federal, state, and local statutes and regulation related to solid waste. The project would consist of short-term construction activities (with short-term waste generation limited to minor quantities of construction debris). Solid waste produced during the construction phase of this project would be disposed of in accordance with all applicable regulations, including the County construction and demolition debris reduction ordinance.

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

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

SUBSTANTIATION:

- a) **Less than Significant Impact.** The project would not significantly degrade the overall quality of the region's environment, or substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population or drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. No potential impact on rare or endangered species or other species of plants or animals or habitat identified by the California Natural Diversity Database (CNDDB) has been identified in the analysis of the proposed project, based on the disturbed condition of the project site. There are no identified historic or prehistoric resources identified on this site.
- b) **Less than Significant Impact.** Cumulative impacts are defined as two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period.

The project would not have impacts that are individually limited, but cumulatively considerable. Special studies prepared to analyze impacts of the proposed project consider

and evaluate existing and planned conditions of the surrounding area and the region. Existing and planned infrastructure in the surrounding area has been planned to accommodate planned build out of the area, including the project site with the planned uses.

- c) **Less than Significant Impact.** The design of the project, with application of County policies, standards, and design guidelines ensure that there would be no substantial adverse effects on human beings, either directly or indirectly. Impacts of the proposed project would be less than significant.

Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as conditions of project approval to reduce these impacts to a level below significant:

XVIII. MITIGATION MEASURES:

(Any mitigation measures which are not "self-monitoring" will have a Mitigation Monitoring and Reporting Program prepared and adopted at time of project approval. Condition compliance will be verified by existing procedure [CCRF].)

AIR QUALITY MITIGATION MEASURES:

AQ-1 AQ/Operational Mitigation. The "developer" shall implement the following air quality measures, during operation of the approved land use: All on-site equipment and vehicles (off-road/ on-road), shall comply with the following:

- i) County Diesel Exhaust Control Measures [SBCC §83.01.040 (c)]*
- j) Signs shall be posted requiring all vehicle drivers and equipment operators to turn off engines when not in use.*
- k) All engines shall not idle more than five minutes in any one-hour period on the project site. This includes all equipment and vehicles.*
- l) Engines shall be maintained in good working order to reduce emissions.*
- m) Ultra low-sulfur diesel fuel shall be utilized.*
- n) Electric, CNG and gasoline-powered equipment shall be substituted for diesel-powered equipment, where feasible.*
- o) On-site electrical power connections shall be made available, where feasible.*
- p) All transportation refrigeration units (TRU's) shall be provided electric connections when parked on-site.*

[Mitigation Measure III-1] General Requirements/Planning

AQ-2 AQ-Dust Control Plan. The "developer" shall prepare, submit for review and obtain approval from County Planning of both a Dust Control Plan (DCP) consistent with SCAQMD requirements and a signed letter agreeing to include in any construction contracts/ subcontracts a requirement that project contractors adhere to the requirements of the DCP. The DCP shall include the following requirements:

- j) Exposed soil shall be kept continually moist to reduce fugitive dust during a construction activities, through application of water sprayed a minimum of 1*

each day.

- k) During high wind conditions (i.e., wind speeds exceeding 25 mph), areas with disturbed soil shall be watered hourly and activities on unpaved surfaces shall cease until wind speeds no longer exceed 25 mph.
- l) Storage piles that are to be left in place for more than three working days shall be sprayed with a non-toxic soil binder, covered with plastic or revegetated.
- m) Storm water control systems shall be installed to prevent off-site mud deposition.
- n) All trucks hauling dirt away from the site shall be covered.
- o) Construction vehicle tires shall be washed, prior to leaving the project site.
- p) Rumble plates shall be installed at construction exits from dirt driveways.
- q) Paved access driveways and streets shall be washed and swept daily when there are visible signs of dirt track-out.
- r) Street sweeping shall be conducted daily when visible soil accumulations occur along site access roadways to remove dirt dropped or tracked-out by construction vehicles. Site access driveways and adjacent streets shall be washed daily, if there are visible signs of any dirt track-out at the conclusion of any workday and after street sweeping.

[Mitigation Measure III-2] Grading Permits/Planning

AQ-3 AQ - Construction Mitigation. The "developer" shall submit for review and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce vehicle and equipment emissions and their impacts to air quality by implementing the following measures and submitting documentation of compliance: The developer/construction contractors shall do the following:

- k) Provide documentation prior to beginning construction demonstrating that the project will comply with all SCAQMD regulations including 402, 403, 431.1, 431.2, 1113 and 1403.
- l) Each contractor shall certify to the developer prior to construction-use that all equipment engines are properly maintained and have been tuned-up within last 6 months.
- m) Each contractor shall minimize the use of diesel-powered vehicles and equipment through the use of electric, gasoline or CNG-powered equipment. All diesel engines shall have aqueous diesel filters and diesel particulate filters.
- n) All gasoline-powered equipment shall have catalytic converters.
- o) Provide onsite electrical power to encourage use of electric tools.
- p) Minimize concurrent use of equipment through equipment phasing.
- q) Provide traffic control during construction to reduce wait times.
- r) Provide on-site food service for construction workers to reduce offsite trips.
- s) Implement the County approved Dust Control Plan (DCP)
- t) Suspend use of all construction equipment operations during second stage smog alerts. NOTE: For daily forecast, call (800) 367-4710 (San Bernardino and River counties).

[Mitigation Measure III-3] Grading Permits/Planning

AQ-4 AQ - Coating Restriction Plan. The developer shall submit for review and obtain approval

from County Planning of a Coating Restriction Plan (CRP), consistent with SCAG guidelines and a signed letter agreeing to include in any construction contracts/subcontract condition that the contractors adhere to the requirements of the CRP. The CRP measures shall be following implemented to the satisfaction of County Building and Safety:

- f) Architectural coatings with Reactive Organic Compounds (ROC) shall not have content greater than 100 g/l.
 - g) Architectural coating volume shall not exceed the significance threshold for ROC, which is 75 lbs. /day and the combined daily ROC volume of architectural coatings and asphalt paving shall not exceed the significance threshold for ROC of 75 lbs. per day.
 - h) High-Volume, Low Pressure (HVLP) spray guns shall be used to apply coatings.
 - i) Precoated/natural colored building materials, water-based or low volatile organic compound (VOC) coatings shall be used, if practical.
 - j) Comply with SCAQMD Rule 1113 on the use of architectural coatings.
- [Mitigation Measure III-4] Building Permits/Planning

- AQ-5 AQ – Installation. The developer shall submit for review and obtain approval from County Planning of evidence that all air quality mitigation measures have been installed and implemented properly and that specified performance objectives are being met to the satisfaction of County Planning and County Building and Safety. These installation procedures include the following:
- c) Dust Control Plan (DCP)
 - d) Coating Restriction Plan (CRP)
- [Mitigation Measure III-5] Final Inspection/Planning

CULTURAL RESOURCES

CULTURAL RESOURCES MITIGATION MEASURES:

- C-1. Archaeological monitoring during any ground disturbing activities is required until such time that the archaeologist deems sufficient, in concurrence with San Manuel and the County of San Bernardino. The archaeological monitoring should be done past the previous ground disturbance depth to watch for any buried tribal cultural resources. Should tribal cultural resources be exposed, the project archaeologist would contact San Manuel Band for consultation compliance. An archaeological monitoring report is required to be submitted to the County of San Bernardino prior to the issuance of Building Permit, with a Copy submitted to the San Manuel Tribe. .

NOISE

NOISE MITIGATION MEASURE:

N-1 Noise Mitigation. *The developer will submit for review and obtain approval of an agreement letter that stipulates that all construction contracts/subcontracts contain as a requirement that the following noise attenuation measures be implemented:*

- a) *Noise levels of any project use or activity will be maintained at or below adopted County noise standards (SBCC 83.01.080). The use of noise-producing signals, including horns, whistles, alarms, and bells, will be for safety warning purposes only.*
- b) *Exterior construction activities will be limited between 7 a.m. and 7 p.m. There will be no exterior construction activities on Sundays or National Holidays.*
- c) *Construction equipment will be muffled per manufacturer's specifications. Electrically powered equipment will be used instead of pneumatic or internal combustion powered equipment, where feasible.*

All stationary construction equipment will be placed in a manner so that emitted noise is directed away from sensitive receptors nearest the project site.

TRAFFIC MITIGATION MEASURE

SIGNIFICANCE: Possible significant adverse impacts have been identified or anticipated and the following mitigation measure is required as a condition of project approval to reduce these impacts to a level below significant:

T-1) Fair Share Contribution. A fair share contribution for this project is required and will be based on the fair share percentages calculated in the revised traffic study dated February 20, 2015. The study concluded that the additional traffic generated by this project will have an impact at the following intersections for the Buildout Year (2035) traffic conditions: Slover Avenue at Alder Avenue, and Slover Avenue at Linden Avenue

The total fair share contribution shall be paid to the Department of Public Works - Traffic Division. At the present time, the total estimated fair share contribution is \$70,335 as detailed in the table below. When an application for a building permit is filed, this amount will be adjusted to reflect actual construction costs incurred, if available, or will be adjusted to account for future construction costs using the Caltrans Construction Cost Index.

T-2) Regional Transportation Fee. This project falls within the Regional Transportation Development Mitigation Fee Plan for the Rialto Subarea. This fee shall be paid by a cashier's check to the Department of Public Works Business Office. The Plan fees shall be computed in accordance with the Plan fees in effect as of the date that the building plans are submitted and the building permit is applied for. These fees are

subject to change periodically. Currently, the fee is \$1.82 per square foot for High Cube use. The building is 344,000 square feet per the approved traffic study dated February 20, 2015. Therefore, the estimated Regional Transportation Fees for the high cube warehouse building is \$626,080 (\$1.82 per sq. ft. x 344,000 sq. ft.). The current Regional Transportation Development Mitigation Plan can be found at the following website:

http://www.sbcounty.gov/dpw/transportation/transportation_planning.asp

GENERAL REFERENCES

California Department of Resources Recycling and Recovery (CalRecycle) website. Accessed January 27, 2014. <http://www.calrecycle.ca.gov/>

CEQA Guidelines, Appendix G.

The Community Foundation. County of San Bernardino 2012 Community Indicators Report. Available at: http://www.sbcounty.gov/uploads/cao/feature/content/2012_cir_sb.pdf

County of San Bernardino. (2007, March 13). *County of San Bernardino 2007 Development Code*. Amended July 25, 2013. Available at <http://cms.sbcounty.gov/lus/Planning/DevelopmentCode.aspx>

County of San Bernardino. (2007, March 13). *County of San Bernardino 2007 General Plan*. Amended July 18, 2013. http://www.co.san-bernardino.ca.us/landuseservices/general_plan/Default.asp.

County of San Bernardino Geologic Hazards Overlays Map

County of San Bernardino Hazard Overlay Map

County of San Bernardino Identified Hazardous Materials Waste Sites List, April 1998.

County of San Bernardino, Countywide Integrated Waste Management Plan, March 1995.

County of San Bernardino, Greenhouse Gas Emissions Reduction Plan, January 6, 2012.

County of San Bernardino, *San Bernardino County Storm Water Program, Model Water Quality Management Plan Guidance*.

County of San Bernardino Road Planning and Design Standards.

Environmental Impact Report, San Bernardino County General Plan, 2007.

Federal Emergency Management Agency Flood Insurance Rate Map and Flood Boundary Map.

Initial Study
JM Realty Group, LLC
December 2015
P201400241
APN: 0256-041-01, 02, 03, 47&48

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

U.S. Department of Agriculture, Natural Resources Conservation Service. Web Soil Survey. Available at <http://websoilsurvey.nrcs.usda.gov/>.

Air Quality and Greenhouse Gas Emissions Impact Analysis

Acoustical Study

Cultural Resources Assessment

West Valley Water District Will-serve letter

Preliminary Water Quality Management Plan

Pre- and Post-Developed Hydrology Map

Attachment 1.2 Notice of Availability

SLOVER DISTRIBUTION CENTER
State Clearinghouse No. 2015121102
FINAL ENVIRONMENTAL IMPACT REPORT



NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT

385 North Arrowhead Avenue, 1st Floor, San Bernardino, CA 92415
Phone: (909) 387-8311 | Fax: (909) 387-3223

NOTICE IS HEREBY GIVEN that the County of San Bernardino has prepared a Draft Environmental Impact Report (EIR), which is being distributed for public review pursuant to the California Public Resources Code and the California Environmental Quality Act Guidelines (CEQA Guidelines). The County of San Bernardino is the Lead Agency for the proposed project.

Date: December 14, 2017
Project Title: Slover Distribution Center, State Clearinghouse No. 2015121102
To: Responsible Agencies and Interested Parties
Subject: Notice of Availability of a Draft Environmental Impact Report (DEIR)

Project Location: The project site is located in San Bernardino County in the unincorporated community of Bloomington. Bloomington is located north and south of Interstate 10 (I-10), between the City of Fontana to the west, City of Rialto to the north and east, and Riverside County to the south. The project site is located on the south side of Slover Avenue, extending from Laurel Avenue east to Locust Avenue.

Project Description: The project comprises the following elements:

1. General Plan Amendment to change the existing land use designation from Bloomington/Single Residential with a 20,000 sq. ft. 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 sq. ft. 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 would include development of a 344,000 square foot high-cube concrete tilt-up warehouse facility shell building, with no current tenant. The building would feature up to two offices of approximately 4,000 square feet each, for a total of 8,000 square feet. The project would include associated improvements such as landscaping and an infiltration basin. The project would also include associated truck and passenger vehicle parking, fences, gates, and hardscape areas. Automobile access would be via Laurel and Locust Avenues, with truck access would be limited to Slover Avenue. 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. Project construction is anticipated to commence in 2018 and the facility would be operational in 2019.

Government Code Section 65962.5: The Department of Toxic Substances Control (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. Other sites outside of the project site identified by EnviroStor are labeled as not needing further investigation. The project site is not located on a site which is included in a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

Environmental Topics Evaluated: The Draft EIR examines the potential impacts generated by the proposed project in relation to the following environmental topics: air quality, biological resources, cultural resources, greenhouse gas emissions, hydrology and water quality, land use, noise, transportation and circulation, growth inducing impacts, cumulative impacts and alternatives to the proposed project.

Significant Environmental Impacts: Based on the analysis in the Draft EIR, 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.
- 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.

Reviewing Locations: The Draft EIR can be accessed on the County of San Bernardino Land Use Services website at: <http://cms.sbcounty.gov/lus/Planning/Environmental/Valley.aspx>

Copies of the Draft EIR are available for review at the following locations during regular business hours:

- County of San Bernardino Land Use Services Department, 385 North Arrowhead Avenue, San Bernardino, CA 92415; between the hours of 8:00 a.m. and 4:30 p.m., Monday through Friday.
- Bloomington Branch Library, 18028 Valley Boulevard, Bloomington, CA 92316; (909) 820-0533; Library Hours: Monday – Wednesday 11:00 a.m. to 7:00 p.m., Thursday 10:00 a.m. to 6:00 p.m., Saturday 9:00 a.m. to 5:00 p.m. This branch is closed Friday and Sunday.

Public Comment Period: The Draft EIR and its technical studies are available for the CEQA required 45-day public review and comment period from **December 14, 2017 through January 30, 2018.**

Written comments on the Draft EIR and technical studies must be received no later than 4:30 pm on Friday, **January 30, 2018.** Please submit comments to:

Jim Morrissey, Planner
County of San Bernardino
Land Use Services Department - Planning Division
385 North Arrowhead Avenue, First Floor
San Bernardino, CA 92415-0187

Jim.Morrissey@lus.sbcounty.gov

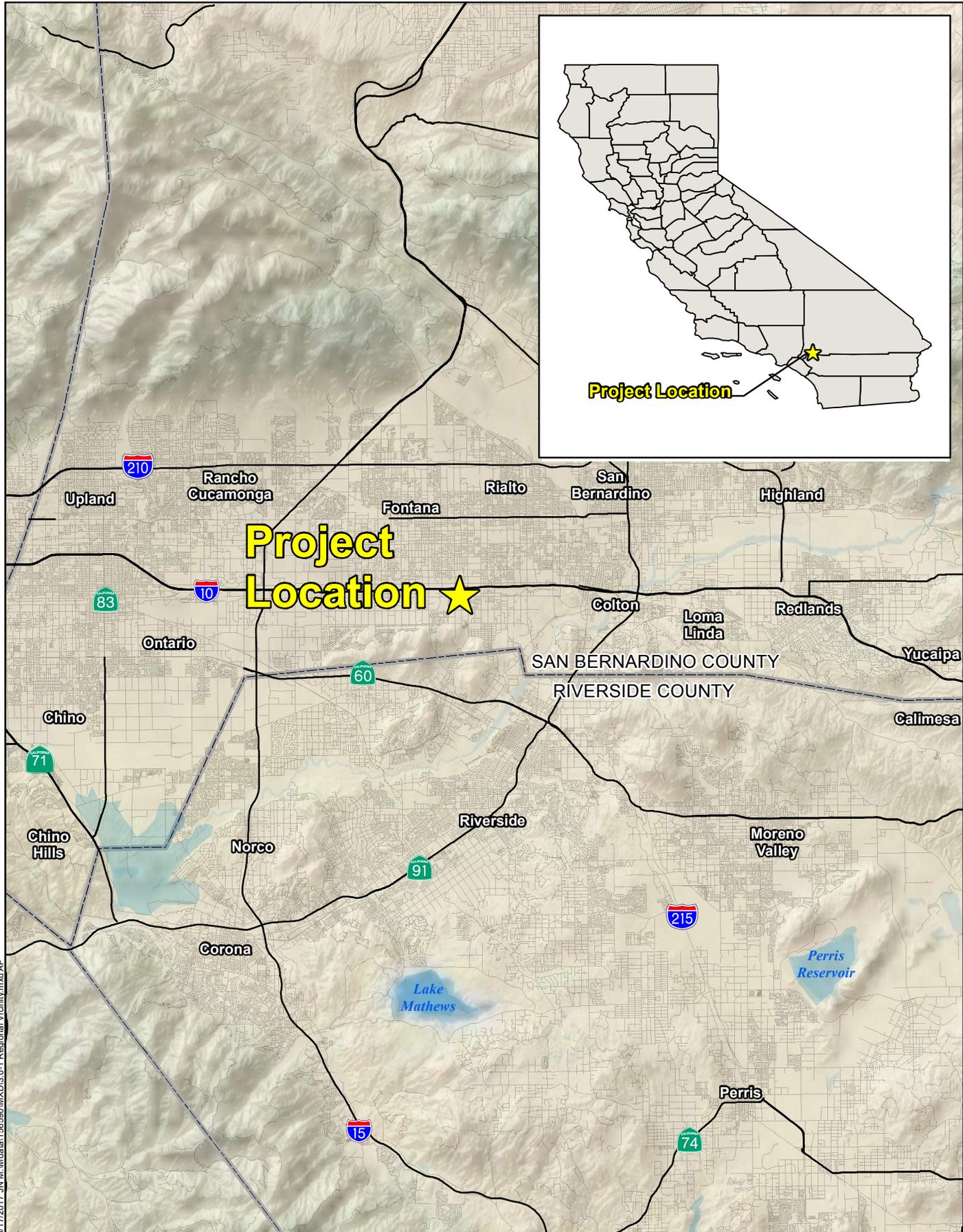
Please include the name, phone number, and address of the contact person in your response.

If you require additional information please contact Jim Morrissey, Planner, at (909) 387-4234.

Sincerely,



Jim Morrissey
Planner



3/17/2017 J:\M:\data\156590\MXD\3_0-1_Regional_Vicinity.mxd AP

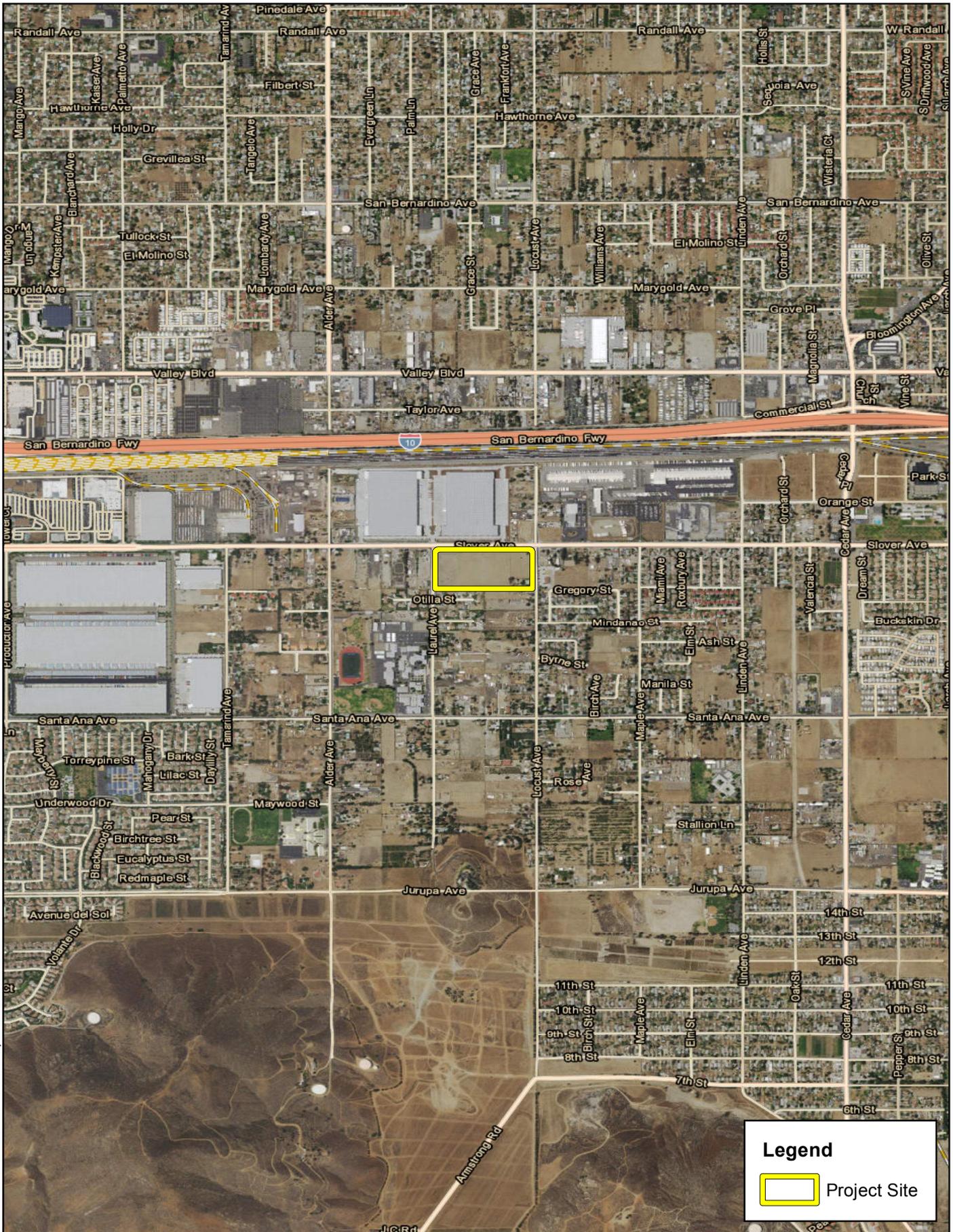
SLOVER DISTRIBUTION CENTER
NOTICE OF AVAILABILITY OF DRAFT EIR

Regional Vicinity Map



Source: ESRI Relief Map, National Highway Planning Network

3/2/2017 JN M:\data\156590\WXD\3.0-2 Project Location.mxd



Legend

Project Site



Attachment 2
City of Fontana Circulation Element

SLOVER DISTRIBUTION CENTER
State Clearinghouse No. 2015121102
FINAL ENVIRONMENTAL IMPACT REPORT



TABLE OF CONTENTS

Chapter 4. Circulation Element..... 4-1

INTRODUCTION 4-1

 Relationship to Other General Plan Elements 4-1

COMPONENTS OF THE PLAN 4-2

 Major Thoroughfares and Transportation Routes 4-2

 Public Transit 4-3

 Commuter Rail 4-5

 Terminals – Intercity Transportation..... 4-5

 Rail 4-6

EXISTING CONDITIONS 4-6

 Existing Roadway Systems 4-6

 Analysis of Current Conditions 4-7

 Current Deficiencies..... 4-10

 Trucks..... 4-11

 Railroads..... 4-15

PROJECTED TRAFFIC VOLUMES..... 4-16

 Focused Travel Demand Model 4-16

 Buildout Traffic Forecasts and Operating Conditions..... 4-16

RECOMMENDED SYSTEM IMPROVEMENTS 4-18

 General Policies..... 4-18

 System Improvements 4-18

ISSUES, GOALS, POLICIES & ACTIONS 4-19

IMPLEMENTING THE CIRCULATION ELEMENT..... 4-28

 Police Powers 4-28

 Specific Plans 4-28

 Zoning 4-28

 Other Implementation Methods..... 4-29

LIST OF FIGURES

Figure 4-1 Designated Truck Routes..... 4-13

Figure 4-2 Circulation Master Plan..... 4-21



This page intentionally left blank



Chapter 4. Circulation Element

INTRODUCTION

The Circulation element is one of seven mandated elements of the General Plan and is intended to guide the development of the City's circulation system in a manner that is compatible with the Land Use Element. Due to the importance of a well planned circulation system, the State of California has mandated the adoption of a citywide Circulation Element since 1955. The current State mandate for a Circulation Element is found in Government Code section 65302(b), which states that the General Plan shall include:

"... a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan."

The anticipated level and pattern of development as identified by the buildout of the Land Use Element will generate traffic demands on the City's infrastructure system that must be accommodated by the circulation system, transportation terminals, public utilities and facilities. To help meet these demands and achieve balanced growth, the City has adopted specific goals and policies, which serve as the basis for the Circulation Element.

A Circulation element must take into account that increasing population, energy shortages and the continued degradation of air quality are producing profound changes in how we view both transportation requirements and land development patterns.

Relationship to Other General Plan Elements

The Circulation and Land Use Elements mutually affect one another. The nature, routing and design of circulation facilities are among the major determinants of the form of human settlement and of the uses of the land.



Conversely, land uses create a demand for circulation facilities. The goals and policies of the Circulation Element also have a direct relationship with the housing, open-space, noise and safety elements. State law requires consistency among all the elements of the General Plan.

COMPONENTS OF THE PLAN

Major Thoroughfares and Transportation Routes

Classification of Streets

For the purposes of analysis and evaluation of roadway needs, a roadway functional classification system has been established for the City of Fontana. These classifications are divided into Standard and Modified categories. Typical cross-section elements associated with each standard classification are shown in the City's adopted Street Design Guidelines on file with the City Engineer. Street cross-sections that require deviation from the typical cross-sections are also shown in the City's adopted Street Design Guidelines on file with the City Engineer. Modified cross-sections shall only be applicable to infill areas where substantial development exists with existing physical constraints, including street improvements. In no case shall the modified cross-section be less than the existing adjacent cross-section or the previously adopted cross-section for the street on this General Plan.

Additional right-of-way dedication beyond the approved typical cross-section may be required in order to accommodate additional turn lanes in order to maintain acceptable levels of service per City requirements. The City has adopted Standard Intersection Geometry Layouts which are on file in the adopted Street Design Guidelines.

The six roadway classifications are briefly described in the following paragraphs:

Major Highways

These roadways can accommodate six or eight travel lanes and may have raised medians. These facilities carry high traffic volumes and are the primary thoroughfares linking Fontana with adjacent cities and the regional highway system. Driveway access to these roadways is typically limited to provide efficient high volume traffic flow. Right of way (including sidewalks) on these facilities varies between 132 and 156 feet depending on the number of lanes. See the City's adopted Street Design Guidelines on file with the City Engineer.

Primary Highways

These roadways are designed to accommodate four travel lanes with a median, within a typical 104-foot right of way, carry high traffic volumes and provide limited access. Their primary function is to link the major highways to the secondary highways as well as to carry vehicles entering and exiting the City from neighboring areas. Driveway access is also typically limited on these facilities,



where feasible. See the City's adopted Street Design Guidelines on file with the City Engineer.

Secondary Highways

These roadways are typically four-lane streets, providing two lanes in each direction. These highways carry traffic along the perimeters of major developments, provide support to the major and primary highways, and are also through streets enabling traffic to travel uninterrupted for longer distances through the City. Secondary highways have a 92-foot wide right of way, which includes sidewalks. See the City's adopted Street Design Guidelines on file with the City Engineer.

Collector Streets

These roadways are typically two-lane streets that connect the local streets with the secondary highways allowing local traffic to access the regional transportation facilities. Collector streets have a 68-foot wide right of way. See the City's adopted Street Design Guidelines on file with the City Engineer.

Industrial Collectors

These roadways are typically two-lane streets, which are designed to accommodate industrial traffic. Industrial collectors also have an 80-foot wide right of way, which includes sidewalks. See the City's adopted Street Design Guidelines on file with the City Engineer.

Local Streets

These roadways are typically two-lane streets that designed to serve neighborhoods within residential areas. There are several variations on local streets depending on location, length of the street, and type of land use. These are illustrated in the City's adopted Street Design Guidelines on file with the City Engineer.

Public Transit

Bus Service

Public transportation in the Fontana area is provided by Omnitrans, the regional Public Transit operator for San Bernardino County. Omnitrans functions as a joint powers agency supported by the County of San Bernardino and all the cities in the east and west San Bernardino Valley. The City of Fontana is represented on the Omnitrans Board. Omnitrans is financed through the State Transit Development Act and Urban Mass Transit Funds.



Omnitrans service in Fontana is primarily oriented in the east-west direction, connecting the City to the adjacent communities of Rialto, San Bernardino and Colton to the east and Rancho Cucamonga, Ontario, Montclair, and Pomona to the west. A north-south connection across the I-10 freeway is provided on Sierra Avenue. A map of Omnitrans' current services is provided in the Appendix C. Currently, Omnitrans provides service on 13 fixed routes in Fontana. Detailed descriptions of these routes and their major service areas are also listed and described in Appendix C.

Demand/Response System

Omnitrans provides Fontana residents that qualify for service under the Americans with Disabilities Act with a demand/response transportation system known as "Access." A resident may call and request a pick-up and delivery to a requested destination on a space-available basis with a reservation made 24 hours in advance.

Short Range Transit Plan

Omnitrans periodically updates its serviced plan through the preparation of a Short Range Transit Plan (SRTP), which evaluates service for a five-year period. A map of service proposals by Omnitrans in the SRTP is provided in Appendix C. The SRTP for the years 2004-2009 established the following routes within Fontana:

- ◆ **Route 10** – The Route extends direct service from Fontana Metrolink station along Baseline Avenue to the 4th Street Transit Mall in San Bernardino.
- ◆ **Route 14** – The Route extends direct service from Fontana Metrolink station along Foothill Boulevard to the east side of the City of San Bernardino.
- ◆ **Route 15** – This route extends from the Fontana Metrolink station to Rialto, San Bernardino to Redlands Boulevard in Redlands.
- ◆ **Route 19** – This route connects Fontana, Colton, Loma Linda, and Redlands.
- ◆ **Route 20** – This route connects the Fontana Metrolink station and Kaiser Permanente hospital.
- ◆ **Route 28** – This route connects the Kaiser hospital to other Kaiser facilities in southwest Fontana in Southridge Village.
- ◆ **Route 29** – This route connects Fontana and Bloomington.
- ◆ **Route 61** – This route connects Fontana, Ontario, and Pomona.
- ◆ **Route 66** – This route connects Fontana and Montclair.
- ◆ **Route 67** – The modified route will connect the Fontana Metrolink Station to the Ontario Civic Center and no longer serve Chaffey College.
- ◆ **Route 71** – This route connects Fontana to the Ontario Mills Mall and other areas in the City of Ontario.



Commuter Rail

Commuter Rail service is provided by the Southern California Regional Rail Authority (SCRRA), which operates the Metrolink train service.

In June 1990, the California Legislature enacted Senate Bill 1402, Chapter four of Division 12 of the Public Utilities Code. The bill required the transportation commissions of the counties of Los Angeles, Orange, Riverside and San Bernardino to develop jointly a plan for regional transit services within the multi-county region.

In August 1991, the Southern California Regional Rail Authority (SCRRA), a Joint Powers Agency (JPA), was formed. The purpose of the newly formed SCRRA was to plan, design, construct and administer the operation of regional passenger rail lines serving the counties of Los Angeles, Orange, Riverside, San Bernardino and Ventura. The SCRRA named the regional commuter rail system "Metrolink."

Today in 2007, Metrolink, in its 15th year of operation, serves over 44,000 passengers daily. There are seven lines in the Metrolink train network; the Ventura County Line, Antelope Valley Line, San Bernardino Line, Riverside Line, Orange County Line, Inland Empire-Orange County Line and 91 Line (Riverside-Fullerton-Downtown LA). All but the Inland Empire-Orange County Line intersect at Union Station in Downtown Los Angeles. The City of Fontana is served by the San Bernardino Line, with a station located at Sierra/Orange Way. Of the seven metrolink lines, the San Bernardino Line is most widely used and the Fontana station is the fifth busiest station with recorded AM Peak Hour boardings of over 360 passengers.

The San Bernardino Line provides service seven days a week. On weekdays, there are 16 round trips per day on the San Bernardino Line with about half of them during commute hours, but with close to hourly service in the mid-day. Travel time between Fontana and LA Union Station is about one hour and 15 minutes. On weekends, there are ten round trips on Saturday and six on Sunday.

Terminals – Intercity Transportation

Buses

There are two existing bus transit terminals in the City of Fontana; the Fontana Metrolink Station and the South Fontana Transfer Center. Both serve as locations where numerous Omnitrans routes intersect with timed transfer opportunities (i.e., schedules of the routes are coordinated to facilitate transfers with limited waiting).

The Fontana Metrolink Transfer Center is located off-street at the southwest corner of Orange Way and Sierra, adjacent to the Metrolink Station. Nine routes serve the facility; Routes 10, 14, 15, 19, 20, 61, 66, 67, and 71. Restrooms and other amenities for transit riders are provided at the Center.



The South Fontana Transfer Center is an on-street facility located at the intersection of Sierra and Marygold, adjacent to the Kaiser Hospital. Seven routes intersect at this location; Routes 19, 20, 28, 29, 61, 71, and 90.

Park-and-Ride

A park-and-ride facility is located at Beech Avenue and the SR-210 Freeway. Access to and from the freeway for this park-and-ride facility is limited to buses and High Occupancy Vehicles (HOV) only. Another park-and-ride lot at the I-15/SR-210 interchange is proposed in the southeast quadrant of the interchange.

Rail

There is a rail terminal in the City of Fontana served by the Southern California Regional Rail Authority (SCRRA) which operates the Metrolink commuter rail system. The nearest public rail access for longer-distance passenger train service is at the Amtrak station located in San Bernardino.

EXISTING CONDITIONS

Existing Roadway Systems

Fontana is served by three regional freeway facilities. The San Bernardino Freeway (Interstate 10) is an eight-lane east-west freeway, which traverses the southern portion of the City. The Ontario Freeway (Interstate 15) is an eight-lane freeway, which runs northeast-southwest through the northwest portion of the City and its sphere of influence. The newly opened Foothill (State Route 210) Freeway is a 6-lane freeway that runs east-west in the northern part of the City connecting Fontana with the Interstate 210 Freeway in Los Angeles County in San Dimas. This freeway currently is open from west to east up to Alder Avenue in Rialto, but is planned to be extended to the east to connect with the I-10 Freeway in the City of Redlands. Completion of this freeway is scheduled for the summer of 2007.

Fontana benefits from a generally regular north-south/east-west grid system of streets, with many gaps to major streets due to physical or man-made barriers, namely at the Union Pacific Railroad (UPRR) and the I-10 Freeway. The City's key north-south arterials include Sierra Avenue, Cherry Avenue, and Citrus Avenue, all of which have interchanges with I-10. Sierra Avenue is generally a four-lane divided arterial, which serves the primary commercial areas of the City. Cherry Avenue is a four-lane arterial (divided in some segments), which serves an industrial area west of the current City limits and has an interchange with I-15. Etiwanda Avenue, which also has an interchange with the I-10 Freeway, is the westernmost arterial in the City and its sphere of influence. Similarly, Alder Avenue is the easternmost arterial in the City and its sphere of influence.

Key east-west arterials include Jurupa Avenue, Slover Avenue, Valley Boulevard, San Bernardino Avenue, Arrow Boulevard, Foothill Boulevard, Baseline Avenue, and South Highland Avenue. Valley Boulevard is a four-lane divided major arterial



located immediately north of I-10 Freeway. San Bernardino Avenue and Arrow Highway are regional arterials fronted by a mixture of uses. Foothill Boulevard (Historic Route 66) is a four-lane divided arterial, which is fronted largely by commercial developments. Baseline Avenue is improved to six lanes from Citrus Avenue to the I-15 Freeway. South Highland Avenue (State Route 30) has been reconfigured to serve as the southern frontage road to the State Route 210 Freeway. San Bernardino Avenue, Arrow Boulevard, Baseline Avenue, Summit Avenue, and Sierra Avenue provide interchange access to I-15. South of the I-10 Freeway, Slover Avenue is the key alternative paralleling the freeway and Jurupa Avenue is another key arterial that provides for east-west traffic movements. A map of the City's existing circulation network showing the number of lanes is included in the Appendix C.

Analysis of Current Conditions

A comprehensive database of current average daily traffic (ADT) volumes for streets and highways in the Fontana area was developed by collecting count data from various sources including the City of Fontana, the County of San Bernardino, and the California Department of Transportation (Caltrans). The arterial ADT volumes are tabulated by arterial and major segment and presented in Table A in the Appendix C. This table also indicates the designated functional classification and total number of two-way lanes on each roadway segment. Key observations from the assembled existing traffic volume data are also presented in Appendix C.

Intersections and Traffic Control/Operations System

There are currently a total of 150 intersections within the study area (city and sphere of influence), which are controlled by traffic signals. Of these, a total of 122 are controlled by the City of Fontana, seven by the County of San Bernardino, in the sphere of influence area, and 14 are controlled by Caltrans. The Caltrans signals are located at the on/off-ramp terminals along the I-10, I-15 and SR-210 freeways and at the intersections on Foothill Boulevard, which is State Route 66. Of these traffic signals, 37 are on the County CMP signalized intersection list. A graphic illustrating the location of these intersections is included in the Appendix C.

The City of Fontana has a Traffic Management Center (TMC), located within the City Hall complex, that provides monitoring and control of the City's signal system and its coordination with the regional and neighboring jurisdictions' traffic control systems. The Fontana Advanced Traffic Management Information System (ATMIS) project that is currently being deployed by the City includes specialized services related to the design of software and hardware for the TMC. These services include procurement, integration, installation, and construction supervision for the development of the TMC. The TMC software and hardware provide for the expansion and control centralization of the City's existing traffic control systems and deployment of new and upgraded ITS elements. A major component of the ATMIS project is development of the software that includes a GIS-based graphical user interface and software for the connection to the Caltrans ATMS. This software provides for centralized monitoring and control of all deployed field elements from the operator's workstation. The ATMIS project started through an extensive systems



engineering design cycle and started with an analysis of the needs and requirements for the TMC and a connection to local Caltrans District 8. Deployment of the TMC elements and communications subsystem has been phased to provide for current and future needs.

According to the City of Fontana's Traffic Signal System Conceptual Buildout Plan, approximately 140 additional traffic signals are planned to be constructed within the City and the Sphere of Influence area by the buildout of the Master Plan.

A detailed discussion of the City's major intersections, types of control, jurisdiction, volumes, and levels of service was completed in a Focused Traffic Study, which was conducted per SANBAG Congestion Management Program guidelines and is available under a separate document.

Daily Traffic Levels of Service

A generalized daily level of service analysis was conducted for existing conditions for the City's arterial system using the ADT volumes presented in the previous section. Level of service analysis is used to evaluate congestion and delay on streets and highways. The relative level of congestion is evaluated on a scale from A through F. Level of Service A indicates free-flow conditions with no delay. Level of Service F indicates breakdown of the system with very long delays. Level of Service D is typically considered the worst acceptable level in an urbanized area.

Level of service analysis is typically conducted for peak hour traffic conditions at street intersections, which is where street capacity is constrained. For a citywide study of this nature, where peak hour data at each intersection are not available, the level of service is estimated based on the total daily traffic volume. Experience has shown that, taking intersection capacity constraints into account, and assuming a typical 10% peak hour peaking percentage, a divided arterial (opposite directions separated by a raised median or a painted two-way left-turn) can accommodate approximately 9,000 vehicles per lane per day, and an undivided arterial (opposite directions separated only by a painted line) can accommodate approximately 6,000 vehicles per lane per day.

The relationships between the traffic volume, capacity and level of service are shown below:

- Volume is 0-60% of capacity: Level of service A
- Volume is 61-70% of capacity: Level of service B
- Volume is 71-80% of capacity: Level of service C
- Volume is 81-90% of capacity: Level of service D
- Volume is 91-100% of capacity: Level of service E
- Volume is over 100% of capacity: Level of service F

The capacity of each arterial street was calculated using the above assumptions, and compared with the existing traffic volume to determine the level of service. This information is also presented in detail in Table A in the Appendix C. Assumed daily



capacities, volume/capacity ratios and corresponding levels of service are presented by each arterial segment in this table.

Traffic on most of the City's arterials is operating at very acceptable levels of service. The following paragraphs describe those arterial segments that show level of service D or worse for the existing condition:

- ◆ **Sierra Avenue (Merrill Avenue to I-10)** – This segment of Sierra Avenue has a mix of LOS E and F. Sierra Avenue is a four-lane divided arterial (five lanes south of San Bernardino Avenue) serving the main commercial core of Fontana, and carries the heaviest traffic volumes in the City in the range of 32,800 to 57,600 ADT. The actual peak hour level of service along Sierra may be better than E, since the peak hour volume is less than 10% of the total daily traffic. However, the important observation of this analysis is that this segment of Sierra experiences congestion at the present time, and because much of the commercial development has occurred close to the right-of-way, there is little opportunity for increasing the capacity of Sierra Avenue without major street widening.
- ◆ **Sierra Avenue (at I-15 Freeway)** – Relatively high volumes on Sierra Avenue at the I-15 freeway interchange cause congested conditions in both the AM and PM Peak Hours. Proposed signalization/widening at the ramps and the widening and realignment of Riverside Avenue and Sierra Avenue will improve traffic flow.
- ◆ **Cherry Avenue (Valley to I-10 Freeway)** – This segment exhibits LOS F conditions due to heavy freeway access volumes and predominance of trucks.
- ◆ **Cherry Avenue (Slover to Santa Ana)** – This segment operates at LOS F, but only has two lanes while carrying over 17,000 ADT and high volumes of trucks. Proposed widening of Cherry Avenue to six lanes will improve this condition.
- ◆ **Citrus Avenue (Valley to Slover)** – In this segment, Citrus Avenue carries between 22,000 and 29,000 vehicles in a mostly two-lane street, which results in LOS F operation.
- ◆ **Citrus Avenue (Arrow to Merrill)** – Traffic volumes in this segment are about 28,000, while this 4-lane segment has a daily capacity of 24,000, resulting in LOS F. A proposed median construction project will improve this condition.
- ◆ **Citrus Avenue (Randall to San Bernardino)** – Traffic volumes in this segment are about 22,300, while this 4-lane segment has a daily capacity of 24,000, resulting in LOS E.
- ◆ **Valley Boulevard (east of Sierra)** – This segment of Valley Boulevard carries 33,000 ADT and is Level of Service E. A significant portion of this traffic is generated by the commercial traffic on all sides of the intersection as well as heavy freeway access traffic. The intersection of Valley Boulevard and Sierra Avenue is by far the heaviest traveled intersection in the City.
- ◆ **Slover Avenue (Sierra to Locust)** – Slover Avenue carries between 10,000 and 18,000 vehicles per day on a two-lane exhibiting mostly LOS F conditions. Conditions are also worsened by the presence of large volumes of trucks.



- ◆ **Foothill Boulevard (Beech to Almeria)** – This segment carries 32,900 ADT on a 4 lane street resulting in LOS E.
- ◆ **Jurupa Avenue (Live Oak to Sierra)** – This segment carries between 10,900 and 18,000 ADT, exhibiting LOS E and F conditions. Jurupa Avenue carries significant freeway bypass trips due to its interchange with I-15 and its connection to Riverside through Sierra. Traffic volumes are high on this segment for its two-lane configuration.

Current Deficiencies

Major Traffic Congestion Areas

The level of service analysis as presented above and detailed in Table A in the Appendix C, indicates several key existing problem areas, as discussed below:

- ◆ The first (and most significant) occurs on Sierra Avenue from I-10 to San Bernardino Avenue, and on Valley Boulevard east of Sierra. This is the highest volume intersection in the City, experiencing more than 90,000 entering vehicles on an average day. The area has the highest concentration of commercial developments, traffic from institutions such as Kaiser Hospital and the freeway access traffic. The improvements to the I-10 interchange have recently been completed upgrading this interchange to a single-point urban interchange, which should help ease congestion problems on Sierra Avenue.
- ◆ The second problem area includes all of the arterials approaching I-10 from the north and south. Traffic converges on Sierra, Citrus, and Cherry to access the freeway. All three of these streets presently carry heavy traffic volumes on the north side of I-10 exacerbated by high volumes of truck traffic from industrial developments. It is therefore unlikely that these interchanges could accommodate the traffic from significant new amounts of development north of the freeway unless the street capacities are increased or alternate routes are provided. As noted above, there is limited potential for widening Sierra Avenue north of I-10, but existing development would not appear to preclude widening Citrus and Cherry. In addition to improving these interchanges, new freeway connections and over-crossings are also essential to ease traffic congestion and help community connectivity
- ◆ The third significant area of congestion is on Jurupa Avenue from Live Oak to Sierra and to the east as indicated above. This is due to heavy freeway bypass traffic and lack of capacity on the two-lane Jurupa Avenue.

Through Traffic Problems

Traffic congestion on Sierra Avenue throughout its length results in spillover of traffic onto parallel streets. To avoid the congestion on Sierra Avenue, many drivers utilize either Juniper Avenue (west of Sierra) or Mango Avenue (east of Sierra) for north-south travel through much of the City. Juniper and Mango are both relatively continuous two-lane collector streets, except between Foothill Boulevard and Merrill Avenue (crossing the railroad tracks), where they are four-lane secondary



highways. Juniper carries as many as 11,000 vehicles daily, and Mango carries as many as 9,500.

Both Juniper and Mango are primarily fronted by residential developments. The residential character of these streets is basically incompatible with the increasingly heavy traffic volumes. A policy decision should be made regarding the character of these streets over the long term, such as turning them into one-way streets.

Trucks

Designated Truck Routes

The many industrial facilities within Fontana and neighboring communities create significant truck travel. The location of these industrial facilities results in a high volume of trucks intermixing with local residential traffic. These truck trips originate from the I-10, I-15, SR-210 and SR-60 freeways, as well as the neighboring communities via the arterials. Many of the arterials are not appropriately designed to accommodate the volume and size of trucks currently using these facilities. Heavy truck volumes at the freeway interchanges along the I-10 Freeway contribute to the congestion at those locations. The new and redesigned freeway interchanges are being designed to better accommodate the heavy truck volumes.

To optimize the circulation pattern and protect the residential areas within Fontana, certain arterials have been designated as truck routes. These arterial truck routes are illustrated in Figure 4-2, *Designated Truck Routes*, and should be designed in accordance with their roadway classification.



This page intentionally left blank.



This page intentionally left blank.



It is also advisable to design the heaviest truck volume streets with larger curb return radii, such as 50-foot radius, and median islands set back from the intersections to accommodate truck turning maneuvers.

It should be noted that Sierra Avenue, between Valley and Foothill Boulevards, north of I-10, has not been designated as a truck route due to the need to maximize this roadway's capacity, especially in light of projected traffic volumes.

Cherry and Citrus Avenues have been designated as truck routes because they are close to trucking centers. For the most part they provide direct connections between the San Bernardino Freeway (I-10) and the Foothill Freeway (SR-210) and there is more opportunity for roadway widening to accommodate the increased size and number of vehicles. Again, particular attention should be paid to minimizing the noise and air quality impacts of these vehicles upon adjacent residential uses. Other north-south truck routes include Etiwanda Avenue and portions of Alder Avenue, and Sierra Avenue north of SR-210.

Railroads

Rail Service

Both freight and passenger rail services are provided in the City. The Metrolink commuter rail service was described earlier. It is located on the former Santa Fe rail line, now operated by the Burlington Northern Santa Fe (BNSF), which passes east-west through the City between Arrow Boulevard and Merrill Avenue. Amtrak service is provided on the Union Pacific rail line just south of the I-10 Freeway, but the nearest station is in San Bernardino. The roadway crossings on the Union Pacific main line are all grade separated because of the close proximity of the line to the freeway. All of the roadways that extend over the freeway remain elevated over the railroad tracks. The Metrolink/BNSF line has all at-grade crossings, except at Cherry Avenue.

Extensive freight rail service is provided within the City. The existing land use plan concentrates industrial use in locations already served by rail spur lines. With the influx of new industrial developments in the City, it is desirable that these new developments have access to the rail spur lines.

Rail service provided by the Union Pacific Railroad on its main line through Fontana is expected to grow significantly in the future due to the increased international trade at the Ports of Long Beach and Los Angeles, as well as population growth in southern California. Currently there are 24 trains per day on a peak day passing through Fontana on the UP main line. By 2025, this is forecast to increase to 132 trains per day. The BNSF main line runs through Riverside County and crosses the UP line in Colton. It will carry the major growth in rail traffic associated with the Ports. Growth in train traffic on the other rail lines and spurs in Fontana will be limited to the needs of the local industrial users which need rail service.



PROJECTED TRAFFIC VOLUMES

Focused Travel Demand Model

As part of this circulation system analysis, a focused travel demand model was developed to analyze the traffic impacts of projected development within the City at “buildout” of the proposed General Plan land uses. The latest version of the RIVSAN CTP Model was obtained from SCAGs Inland Empire Office. This model currently has a year 2000 base-year and year 2030 as regional horizon year for the future. Approximately 40 traffic analysis zones (TAZs) in this model constitute the City of Fontana and the Sphere of Influence (study) area. These zones were disaggregated to approximately 120 TAZs for planning purposes. In coordination with the General Plan team and City staff, land use quantities (in acres) were estimated for the Buildout conditions of the study area for each of the TAZs. These land use quantities were then converted to socio-economic data compatible with inputs to the CTP Model using sub-regionally acceptable average factors and mid-point densities for each land use type. These model input data include the number of single and multiple dwelling units, population, retail and total employment. The CTP model highway network was also obtained from SCAG and refined by adding secondary and collector streets and zonal connectors to represent a more detailed network consistent with the finer zone system. Zone maps showing the original and disaggregated TAZs, the list of input data (Table B), and the original and refined highway networks are provided in the Appendix C.

The model input data for the disaggregated TAZs were submitted to SCAG Inland Empire Office. From these data, SCAG generated trips for all study area zones and substituted for the original study area TAZs. The model was run using these new buildout trips in the project area and the estimated 2030 trips from all other zones in the model representing the southern California region. Trip generation, distribution and mode choice functions for the model were carried out by SCAG and the four-period trip tables (AM, PM peak, mid-day and night-time) were provided to the General Plan team. The team performed traffic assignments for all four periods and combined them to generate total daily volumes. These daily volumes were assigned to the City of Fontana’s future planned circulation network. The results were analyzed in detail and entered into a table similar to the existing conditions analysis. These projected buildout condition volumes are also indicated in Table A in the Appendix C, along with the future classification, number of lanes and capacities for each roadway segment. Similar to existing conditions, projected volumes were divided by the assumed future capacities to identify the future volume/capacity ratios, LOS, potential future capacity deficiencies and expected congestion problems. Results of this analysis are also shown in Table A in the Appendix C.

Buildout Traffic Forecasts and Operating Conditions

The following paragraphs illustrate the key observations from the analysis of projected traffic conditions for the buildout of the General Plan:



- ◆ The I-10 Freeway is projected to carry between 200,000 to 250,000 daily trips within Fontana.
- ◆ SR-210 and I-15 are also projected to carry close to 200,000 daily trips each in the vicinity of the study area.
- ◆ Similar to existing conditions, the north-south arterials are expected to be more heavily traveled and congested than the east-west arterials. This is generally due to the fact that there are more east-west streets, more freeways to carry the regional trips, and more continuity than the north-south streets.
- ◆ With the completion of the SR-210 Freeway, it is expected that volumes on the parallel arterials will still increase, but will remain well within their buildout capacity. For example, projected volumes on Baseline Avenue and Highland Avenue may increase by as much as 250% to 300%, but the levels of service are expected to generally be no worse than LOS C on these arterials.
- ◆ Foothill Boulevard, Merrill Avenue, Arrow Boulevard, Randall Avenue and San Bernardino Avenue are expected to experience only moderate growth in traffic, generally in the range of 25% to 50% on the highest growth segments. These arterials are expected to operate well within acceptable conditions.
- ◆ With the development of the land uses in the City's northern portion, traffic volumes in this area are expected to increase substantially. Traffic on Sierra Avenue near the SR-210 Freeway is expected to be as high as the volumes near the I-10, both being around 70,000 to 72,000 ADT. The projected increases in ADT on Sierra Avenue are expected to be as much as 600% to 700% from today's volumes.
- ◆ Alder Avenue is expected to carry heavy traffic volumes from I-10 to Randall Avenue, which will potentially exceed the capacity of its ultimate 4-lane configuration.
- ◆ Cherry Avenue, Citrus Avenue, and Sierra Avenue will experience heavy volumes and congested conditions near the SR-210 Freeway, suggesting the need for additional freeway crossings.
- ◆ In the City's southern portion considerable growth in traffic volumes is expected surrounding the I-10 Freeway. In particular demand for crossings of I-10 is expected to increase substantially as well as the demand for travel on Valley Boulevard, which could be as high as 42,000 east of Citrus.
- ◆ Jurupa Avenue is expected to experience more than 100% growth in traffic volumes, but is expected to operate acceptably with the ultimate capacity provided by the 4 to 6 lane configuration.



RECOMMENDED SYSTEM IMPROVEMENTS

General Policies

As demand for the City's major arterials increases, limiting interruptions to smoothly flowing traffic becomes even more important. Reducing the number of vehicles slowing in traffic to enter driveways by instituting a policy to consolidate driveways and limit access off major arterials is one way of accomplishing this. Replacing many individual driveways with a central mid-block access with connections between center's parking areas provides off-street circulation of slower vehicles, while traffic along major arterials continues at increased speeds. The City has initiated Access Management strategies with all new development. Candidates for this type of limited access policy include Sierra Avenue, Citrus Avenue, and Cherry Avenue, between I-10 and the SR-210, and South Highland Avenue, Baseline Avenue, Foothill Boulevard, Valley Boulevard and Slover Avenue.

In addition, bus turnouts should be provided where feasible along these arterials to aid traffic flows and safety by removing stopped vehicles from travel lanes, thus eliminating a momentary loss of capacity. Typically, bus turnouts are located at one-mile intervals.

In order to alleviate existing and potential future congestion on arterial approaches to freeway interchanges, it is recommended that arterial segments that are located between freeway ramps and the next parallel facility, on either side of the freeway, be planned with one additional lane in each direction beyond their designated functional classifications. These lanes will function as "auxiliary lane" for more freeway access capacity and more efficient traffic flow between the ramps and the adjacent intersections and can serve as dedicated right-turn lanes at the next intersection.

System Improvements

The recommended future arterial street classifications and new connections are presented in Figure 4-3, *Recommended Circulation Master Plan*. These recommendations were developed based on discussions with City staff, existing system uses, identified existing congestion problems, and projected future traffic volumes and potential deficiencies, as discussed in previous sections.

To provide for continuous traffic flow throughout the City and to and from the City and the neighboring areas, a series of roads and road segments are recommended for construction. These recommendations are listed in Appendix C.

In addition to arterial connections and upgrades, additional crossings of the local freeways are anticipated. These include two interchanges with I-10 Freeway, one at Alder Avenue and one at Beech Avenue. Both locations are recommended to have full interchanges with the I-10 Freeway. Due to the projected traffic volumes at



current interchange locations and the fact that existing ADT on Sierra Avenue north of I-10 is currently over capacity and will worsen in the future additional parallel interchange facilities are recommended. This entire north-south corridor from Etiwanda Avenue to Alder is in critical need for north-south capacity and connectivity. The present congested conditions will significantly worsen if additional freeway interchanges and grade separations are not provided across the I-10 freeway and the Union Pacific Railroad tracks.

The proposed interchange at Alder Avenue should alleviate some of the congestion at Sierra Avenue in addition to serving planned residential and commercial land uses in this area. A proposed Beech Avenue interchange is expected to alleviate anticipated congestion at both Cherry Avenue and Citrus Avenue. In addition there are existing ramps at this location north of the freeway that were formerly used as a roadside rest. These ramps may be useful as part of a future park-and-ride facility, with potential direct access to the future carpool lanes on the I-10 Freeway.

In addition, freeway over-crossings (no interchange ramps) are also recommended at Mulberry Avenue and Cypress Avenue for enhanced community connectivity and relief of potential over-capacity conditions at the other I-10 interchanges along the corridor. Also Poplar Avenue is proposed to have an over-crossing at the I-10 Freeway.

Currently, Cypress Avenue is designated as a 4-lane secondary highway to be built over the recently completed SR-210 Freeway. This segment is planned to connect South Highland Avenue to Sierra Lakes Parkway in the future. Almost the entire area bounded by Citrus Avenue and Sierra Avenue to the east and west and Sierra Lakes Parkway and South Highland Avenue to the north and south is designated as freeway-oriented commercial land uses in the General Plan.

Cypress Avenue is projected to carry between 6,000 and 8,000 daily vehicles in this area. The aforementioned commercially designated land uses are projected to be very traffic intensive and will require an adequate circulation network for support. Traffic projections have also indicated that Sierra Avenue will carry nearly 68,000 ADT over the SR-210 Freeway, while Citrus Avenue will carry over 52,000 ADT in this area. Both Citrus and Sierra have interchanges with the SR-210 freeway and will be used for regional as well as local circulation traffic. The projected volumes on Sierra and Citrus crossing the SR-210 Freeway indicate traffic operation by as much as 20% over capacity for future conditions. This segment of Cypress in this traffic intensive area will serve as a vital circulation link for both local and regional traffic as well as to provide a critical community connectivity link across the SR-210 Freeway. Based on the above, it is recommend that Cypress Avenue be extended over the SR-210 Freeway as a 4-lane secondary arterial with no interchange ramps.

ISSUES, GOALS, POLICIES & ACTIONS

The Circulation element is based on a set of circulation related goals, which reflect and are designed to support the citywide objectives of the General Plan. These



goals, acknowledge the changing economic, social and environmental conditions of the City of Fontana as well as the surrounding region, and the current and anticipated needs of the community. The goals and policies express the City's position on circulation and development in Fontana. The goals and policies relate directly to circulation issue areas that are discussed in following sections. These issue areas are:

ISSUE #1 MAJOR THOROUGHFARES AND TRANSPORTATION ROUTES

Discussion: The City's major thoroughfares and transportation routes, which are the network of local and arterial streets, should be designed such that they will provide the necessary hierarchy and capacity for local property access, intra-city travel and adequate access to regional transportation facilities. The arterial street system should provide adequate capacity to accommodate the traffic generated from the buildout of the proposed general Plan land uses and regional traffic within acceptable levels of service. The arterial system should provide seamless connectivity among all sub-areas of the City. Advanced technologies in traffic control and operations should be employed to maximize the capacity and efficiency of the arterial system.



This page intentionally left blank.



GOAL # 1

A balanced transportation system for Fontana is provided that meets the mobility needs of current and future residents and ensures the safe and efficient movements of vehicles, people and goods throughout the City.

Policies:

- 1) Plan for the provision of a variety of street classifications specifically designed to serve the various traffic needs in the area, including major highways, primary highways, secondary highways, collector streets, industrial collectors and local streets.
- 2) Employ Access Management strategies for all types of development by utilizing the adopted Access Management criteria available through the office of the City Engineer. When existing conditions prohibit adherence to Access management requirements, deviations may be allowed at the discretion of the City Engineer or his/her designee.
- 3) Design each arterial and its terminal facilities including parking with sufficient capacity to accommodate anticipated traffic based on intensity of projected and planned land use in the City and the region.
- 4) Regulate the intensity of land uses to keep traffic on any arterial in balance with roadway capacity by requiring traffic studies to identify local roadway and intersection improvements necessary to mitigate their traffic impacts.
- 5) Locate new development and their access points in such a way that traffic is not encouraged to utilize local residential streets and alleys for access to the development and its parking.
- 6) Design, monitor traffic flow, and employ traffic control measures, including signalization, limiting access and access control, exclusive right and left turn-turn lanes, lane striping, and signage to ensure City streets and roads continue to function as required.
- 7) Provide for safe operations of all modes of transportation including auto, truck and bus traffic, passenger and freight rail service, pedestrians, bicycles, and other modes by adhering to national design and safety standards and uniform practices. Permitted driveways along arterials shall provide for turn-around or hammerhead turn in order to facilitate vehicle access to arterials. Vehicle or truck backing on to arterials is prohibited.
- 8) Coordinate street system improvements and traffic signalization with regional transportation efforts in particular on roadways that are at the City's boundaries, are shared with neighboring jurisdictions, and/or are part of regionally significant corridors including those that are on Congestion Management Plan routes.



- 9) Coordinate arterial street design standards with neighboring jurisdictions within the City's sphere of influence to maintain and/or develop consistent street segments.
- 10) Cooperate with the City of Rancho Cucamonga to reconstruct the I-15 Freeway interchange at Baseline Avenue.
- 11) Plan for the design and construction of a new freeway interchange at the I-15 Freeway and Duncan Canyon Road.
- 12) All streets and intersections designed after the adoption of the General Plan will be planned to function at level of service (LOS) C or better, wherever possible. Improvements to existing streets will be designed to LOS C standards whenever feasible.
- 13) Provide new bus turnouts along appropriate arterials based on and in coordination with, local and regional transit providers' bus routes and major stops.
- 14) Plan for the design and construction of new freeway interchange facilities on Interstate 10 at Alder Avenue and Beech Avenue.
- 15) Plan for the design and construction of new arterial over-crossings on Interstate 10 at Mulberry Avenue, Poplar Avenue and Cypress Avenue to provide for mobility, community connectivity and efficient access to safety vehicles.
- 16) To provide for mobility, community connectivity plan for the design and construction of an arterial over-crossing on State Route 210 at Cypress Avenue.
- 17) Cooperate with regional agencies and support planning and construction of the remaining segments of the State Route 210.
- 18) Maintain and improve intersection capacity by implementing ultimate intersection geometries through the use of left-turn pockets and dedicated right-turn lanes wherever feasible.
- 19) Prohibit parking, stopping, and limit driveway access to arterial roads in accordance with adopted access management strategies.
- 20) Plan, design and construct streets in residential communities in accordance with uniform industry standards and practices to maintain appropriate traffic speeds and discourage through and by-pass traffic.
- 21) Limit parking and residential driveway access to collector streets.
- 22) Whenever practical, prohibit surface drainage facilities and cross drains on new arterial roadways to maintain efficient vehicular flow.
- 23) Implement traffic signal systems and intelligent transportation systems (ITS) components (not limited to signal coordination, highway advisory radio, closed circuit television, emergency vehicle signal preemption, etc.) along arterial



roadways and sub-areas, in accordance to the City’s Traffic Signal System Conceptual Buildout Plan and in compliance with regional and appropriate ITS Architecture Master Plans.

- 24) Require street dedications from adjacent properties when the land is necessary for additional transportation capacity and enhanced mobility for the welfare of the community.
- 25) Require new streets to comply with adopted geometric standards for major, primary and secondary arterials at intersections.
- 26) Protect levels of service on all parts of the Circulation Element through the use of medians, roundabouts, and other traffic calming measures.
- 27) The City shall adopt and periodically update Street Design Guidelines outlining/identifying all street cross sections (standard and non-standard) and intersection cross sections within the City of Fontana. Street cross sections vary throughout the City as a result of adoption of specific plans, community plans, annexation of County areas, or as dictated by existing development constraints. These guidelines shall be maintained and updated at the discretion of the City Engineer.

ISSUE #2 PUBLIC TRANSIT, TERMINALS AND INTERCITY TRANSPORTATION

Discussion: Public transportation plays an important role in providing a well-balanced transportation system for the City. A well planned and efficient public transportation system provides an essential primary mode of transportation to those without access to automobiles and an alternative mode of travel to the motorists to help reduce the demand and congestion on the City’s street network. The various modes of public transportation including bus, commuter rail, demand responsive transportation, etc. should provide efficient connectivity and integration via coordinated park-and-ride facilities and multi-modal terminals.

GOAL # 2

A regional network of multi-modal transportation facilities including an improved citywide public transit system is provided that ensure the safe and efficient movement of vehicles, people and goods throughout the City of Fontana and to and from the region, and provides mobility to all City residents and helps reduce vehicular trips City-wide.

Policies

- 1) Provide appropriate transportation terminal facilities for inter-city and regional travel by public and private transportation modes.



- 2) Continue to support the regional bus system to provide intra-city service, inter-city service to major employment centers, and connection to other regional transportation transfer points.
- 3) To encourage transit ridership and transportation demand management including carpooling, required vanpool parking spaces, plan for the provision of additional transportation centers to be used as a park-and-ride for ridesharing, high-occupancy vehicle lanes, regional bus and passenger rail services.
- 4) Continue to coordinate transit planning with the Southern California Association of Governments (SCAG), the San Bernardino Associated Governments (SANBAG), the Los Angeles County Metropolitan Transportation Authority (MTA), the Southern California Regional Rail Authority (Metrolink), Omnitrans and adjacent communities.
- 5) Recognize alternative and private transportation services (vans, buses, shuttles, taxis and limousines) as an integral part of public transportation.
- 6) Coordinate with local and regional human service agencies and public schools that provide mass transit services to reduce duplication of transportation services.
- 7) Where needed and appropriate, require new development to provide transit facilities and accommodations, such as bus shelters and turn-outs, consistent with regional agency plans and existing and anticipated demands.
- 8) Ensure accessibility of disabled persons to public transportation facilities and services in accordance with all Americans with Disabilities Act (ADA) regulations.
- 9) Encourage commuters and employers to reduce vehicular trips by offering incentives such as reduced price transit passes and preferential parking for ridesharing.
- 10) Investigate and implement new opportunities to further plan, develop and finance demand responsive transit service for the elderly, handicapped and recreational purposes.

ISSUE #3 TRUCKS

Discussion: Truck traffic is a significant component of the overall transportation system in the City of Fontana. Many of the City's vital industries rely heavily on regional and local truck transportation. Large volumes of heavy duty trucks on the City's transportation system and regional access facilities result in additional congestion and accelerated deterioration of the infrastructure.



GOAL #3

A circulation system is provided that reduces conflicts between commercial trucking, private/public transportation and land uses.

Policies

- 1) Provide designated truck routes for use by commercial trucking that minimize impacts on local traffic and neighborhoods.
- 2) Provide appropriately designed roadways for the designated truck routes including designated truck routes for large STAA trucks that can safely accommodate truck travel.
- 3) Develop appropriate protection measures along truck routes to minimize noise impacts to sensitive land uses including but not limited to residences, hospitals, schools, parks, daycare facilities, libraries, and similar uses.
- 4) Encourage the development of adequate on-site loading areas to minimize interference of truck loading activities with efficient traffic circulation on adjacent roadways.

ISSUE #4 RAILROADS

Discussion: Freight and passenger rail system have been an integral part of the City of Fontana’s transportation network for decades. Increased traffic demand on the rail system as well as the City’s street network will create opportunities for increased conflict between the two modes.

GOAL #4

Rail facilities continue to develop while minimizing the impacts to land uses and arterial circulation.

Policies

- 1) Work cooperatively with the railroad companies to maintain a safe and efficient rail system within the City.
- 2) Establish connections between inter-city rail and major activity centers to improve freight transfers and provide passenger service.
- 3) Develop safe and efficient design standards to minimize the impact of at-grade arterial railroad crossings.
- 4) Provide appropriate noise attenuation measures for new residential developments.
- 5) Work with regional agencies to identify the impacts of increased rail and freight traffic due to Alameda Corridor and Alameda Corridor East on traffic and



circulation across corridor rail facilities and work towards implementation of appropriate circulation improvements.

IMPLEMENTING THE CIRCULATION ELEMENT

The City’s commitment to the goals and policies of the Circulation Element is realized through plan implementation. Policy must be translated into action. The following are relevant implementation tools, which may be used to effectuate plan goals and policies.

Police Powers

The State of California authorizes “police powers” to local jurisdictions to help protect the health, safety and welfare of the citizens. The manifestation of the City’s regulatory police powers is the Municipal Code. Sections of the Municipal Code, which will help implement the Circulation Element, include the Subdivision, Building, Zoning and Public Works Codes.

Street and public facility standards specified in the Circulation Element will be required in the development process through the regulatory powers of the Municipal Code, on a project-by-project basis. The following specific methods of implementation are found in the Municipal Code.

Specific Plans

The State of California also authorizes the adoption of Specific Plans by local jurisdictions to assist in the orderly implementation of the General Plan. The Specific Plan is a regulatory tool available for addressing the unique development characteristics of a particular area within the City. While Specific Plans must be consistent with the General Plan, they can provide guidelines at a level of detail that are inappropriate to the General Plan. Each Specific Plan is intended to be generally consistent with the development standards, goals and policies of the Circulation Element.

Zoning

The Zoning Code is one of the documents which assists in implementing parts of the Circulation Element. The Zoning Code prescribes allowable uses and development standards, including building height, density, bulk, setback, coverage, landscape requirements, parking standards, and off-street loading and service requirements.



Other Implementation Methods

California Environmental Quality Act (CEQA)

All projects as defined by CEQA are subject to environmental review to determine if the activity will have a significant effect on the environment. If a possible significant effect is determined, the City prepares an initial study to decide whether the project warrants an Environmental Impact Report (EIR) or Negative Declaration. In either case, the City may apply conditions to the Project which will mitigate the impacts on the transportation system. The conditions help to implement the goals and policies of the Circulation Element.

Congestion Management Plan (CMP)

All projects that meet the threshold for Countywide CMP are subject to preparation of CMP Traffic Impact Studies per San Bernardino Associates Governments (SANBAG) CMP Guidelines. CMP TIAs identify various local and regional circulation system improvements and impact shares as conditions for the development of the subject project. The conditions help to implement the goals and policies of the Circulation Element.

Caltrans Project Development Procedures

The Caltrans Project Development Procedures, which include Project Study Reports (PSR), Project Report (PR), preliminary engineering (PE), and plans, specifications and engineering estimates (PS&E) are tools for implementing improvements consistent with the City's Circulation Element on the state-owned transportation facilities such as freeways, interchange ramps, freeway over-crossings, park-and-ride facilities, and improvements to conventional state highways (surface street routes).

Short and Long-Range Transit Plans

These are programming documents developed by local and regional transit operators that provide means to implement some of the multi-modal elements of the Circulation Element including new or improved bus routes or increased service, transit stations, etc.



This page intentionally left blank