

BLOOMINGTON BUSINESS PARK SPECIFIC PLAN

SCH NO. 2020120545

Recirculated Draft Environmental Impact Report

Prepared for
County of San Bernardino
385 N. Arrowhead Hwy,
San Bernardino, CA 92415

October 2025

Prepared by

E | P | D
SOLUTIONS, INC

949.794.1180
3333 Michelson Drive, Suite 500
Irvine, CA 92612

EPDSolutions.com

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**RECIRCULATED DRAFT
ENVIRONMENTAL IMPACT REPORT
BLOOMINGTON BUSINESS PARK SPECIFIC PLAN
PROJECT
SAN BERNARDINO COUNTY, CALIFORNIA
STATE CLEARINGHOUSE NO. 2020120545**

PREPARED FOR:

County of San Bernardino
385 NORTH ARROWHEAD AVENUE, FIRST FLOOR
SAN BERNARDINO, CA 92415
CONTACT: GINA GIBSON WILLIAMS, PLANNING MANAGER

PREPARED BY:

**ENVIRONMENT | PLANNING | DEVELOPMENT
SOLUTIONS, INC.**

EPD SOLUTIONS
3333 MICHELSON DRIVE, SUITE 500
IRVINE, CA 92612

OCTOBER 2025

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Appendices

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APPENDIX B	FOCUSED AQ, GHG, ENERGY ANALYSIS MEMO
APPENDIX C.....	FOCUSED CONSTRUCTION NOISE ANALYSIS

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1. Executive Summary

This Draft Recirculated Environmental Impact Report (“Recirculated Draft EIR”) evaluates the environmental effects that may result from the adoption, construction, and operation of the proposed Bloomington Business Park Specific Plan (“Project”). This Recirculated Draft EIR has been prepared in conformance with State and County of San Bernardino environmental policy guidelines for implementation of the California Environmental Quality Act (“CEQA”).

The Project commenced the local entitlement process on March 12, 2020, by filing an application for the Conditional Use Permit for Site 2 (PROJ-2020-00034). Additional entitlements were submitted throughout 2020 and 2021 and include land use applications for PROJ-2020-00204, PROJ-2020-00238, PROJ-2020-00241, PROJ-2020-00242, PROJ-2020-00245, PROJ-2020-00246, and PROJ-2021-00004.

The public process for the proposed Project included an original 2021 Draft EIR that was circulated for public comment from September 29, 2021, through December 15, 2021, and a Final EIR that was certified on November 15, 2022. Several parties filed lawsuits challenging the adequacy of the 2022 Certified EIR, and the cases were consolidated in the San Bernardino County Superior Court. On September 17, 2024, the Court issued a ruling granting the CEQA writ petition related to alternatives, air quality impacts (Friant Ranch analysis and feasibility of zero-emission truck mitigation), greenhouse gas emissions impacts, energy impacts, and noise impacts, ordering the County to set aside certification of the Final EIR and related Project approvals. The Court denied the CEQA writ petition on all other grounds raised.

The purpose of this Recirculated Draft EIR is to provide further analysis to address the CEQA issues found inadequate by the Court ruling and provide compliance with CEQA for the reconsideration of the Bloomington Business Park Specific Plan Project. The Project components and geographic footprint remain unchanged from that previously reviewed and approved in 2022.

Where a court finds that CEQA violations have occurred, judicial remedies must only include the mandates needed to comply with CEQA (PRC Section 21168.9[b]; see also CEQA Guidelines Section 15234). To that end, CEQA Guidelines Section 15234 provides that an agency revising its environmental document per a court’s order “need not expand the scope of analysis on remand beyond that specified by the court” (CEQA Guidelines Section 15234[d]).

The CEQA Guidelines further acknowledge that “additional environmental review shall only be required by the court consistent with principles of res judicata” (CEQA Guidelines Section 15234[d]). Res judicata is the legal concept that “prevents relitigation of the same cause of action in a second suit between the same parties or parties in privity with them” (California Supreme Court in *Mycogen v. Monsanto Company* (2002) 28 Cal.4th 888, 896; see also *lone Valley Land, Air, & Water Defense Alliance, LLC v. County of Amador* (2019) 33 Cal.App.5th 165, 170-173). Once an agency has taken steps to correct the deficiencies in an EIR identified in a writ of mandate, further challenges to the EIR based on issues that were raised or could have been raised in the prior litigation are barred by res judicata (*lone Valley* [2019] 33 Cal.App.5th 165, 172).

New challenges to parts of the original environmental review that were not raised at the trial court level are not allowed to be brought to the trial court in a second suit or upon remand. Pursuant to *Ballona Wetlands Land Trust v. City of Los Angeles* (2011) 201 Cal.App.4th 455, “the trial court’s retained jurisdiction under Public Resources Code section 21168.9, subdivision (b) is limited to ensuring compliance with the peremptory writ of mandate. After considering the petitioner’s challenges to an EIR or other agency action and rendering a final judgment and peremptory writ of mandate, a trial court evaluating a return to the writ may not consider any newly asserted challenges arising from the same material facts in existence at the time of the judgment.” Accordingly, the only issues which can be challenged relate to those identified by the Court’s

September 17, 2024 Judgment to not be in compliance with CEQA and only through opposition to a Motion to Discharge Writ.

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

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

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

Gina Gibson Williams, Planning Manager
County of San Bernardino
Land Use Services Department, Planning Division
385 North Arrowhead Ave, First Floor
San Bernardino, CA 92415-0187
Email: Gina.Gibson-Williams@lus.sbcounty.gov

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

1.1 PROJECT LOCATION

The Project is in the community of Bloomington, in the Valley Region of unincorporated San Bernardino County. Bloomington is surrounded by the City of Fontana to the west and northwest, City of Rialto to the east and northeast, and the City of Jurupa Valley in Riverside County to the south. Regional access is via Interstate 10 (I-10). Figure 3-1, *Regional Location*, and Figure 3-2, *Local Vicinity*, show the sites from regional and local perspectives. The Project includes two sites:

- The Specific Plan area includes 213 acres and is generally bounded by Santa Ana Avenue to the north, Maple Avenue and Linden Avenue to the east, Jurupa Avenue to the south, and Alder Avenue to the west, in the southern area of Bloomington.
- The Upzone Site encompasses 24 acres and is east of Locust Avenue, between Hawthorne Avenue to the north and San Bernardino Avenue to the south, in the northern area of Bloomington.

1.2 PROJECT DESCRIPTION SUMMARY

The proposed Project includes four separate components that will require permits and approvals ("entitlements"):

1. Bloomington Business Park Specific Plan ("Specific Plan"), which is a land-use guiding document for the development of industrial and business park uses and infrastructure;
2. Opening Year Development of Planning Area A within the Specific Plan
 - a. Opening Year – Option 1
 - b. Opening Year – Option 2;

3. Future Development Area – Specific Plan Buildout; and
4. Rezoning a residential site (“Upzone Site”) to a higher density in compliance with Senate Bill 330.

Specific Plan

The Specific Plan sets forth a land use, building design, landscape design, a circulation and access plan, parking standards, infrastructure plan, and sustainability features for the development of industrial business park uses.

The 213-acre Specific Plan is separated into two planning areas: Planning Area A encompasses 141.4 acres and has a proposed opening year of 2022. Planning Area B includes 71.6 acres and a proposed buildout year of 2040. The planning areas are shown in Figure 3-3, *Specific Plan Planning Areas*. The Specific Plan allows development within Planning Area A to have a floor area ratio (FAR) of 0.5 and a FAR of 0.05 within Planning Area B. Accordingly, the maximum development potential would be 3,235,836 square feet (SF). Table 1-1, *Specific Plan Program Summary*, summarizes the buildout of the Specific Plan by the planning areas.

Table 1-1: Specific Plan Project Summary

Planning Areas	Acres	Development Capacity
Planning Area A (Opening Year Development)	141.4	Up to 3,079,910 SF based on maximum 0.5 FAR
Planning Area B (Future Development)	71.6	Up to 155,926 SF based on maximum 0.05 FAR ¹
Total	213	Up to 3,235,836 SF

¹ Individual projects may have a maximum FAR of 0.50 as long as 155,926 SF is total not exceeded.

Opening Year Development of Planning Area A

The Project includes an industrial business park development proposal within Planning Area A with an opening year of 2022.¹

Opening Year Development – Option 1

Development applications—including three Vesting Tentative Parcel Maps—have been submitted to the County for the construction and operation of three warehouse structures and a truck trailer parking lot on four development sites (Development Sites 1 through 4). Construction of the Option 1 Development is expected to be phased with Development Sites 1 and 2 and constructed as part of Phase 1 and Development Sites 3 and 4 would be constructed as part of Phase 2. However, all four Sites may be developed in one phase. For purposes of this Recirculated Draft EIR analysis, the buildout of the remaining Specific Plan is expected to be constructed as part of Phase 3. Table 1-2, *Opening Year – Option 1 Development Summary*, summarizes the proposed development. As shown, the Project would result in the construction of 2,113,640 SF of light industrial building space, which is 966,273 SF below that allowed for Planning Area A in the Specific Plan. Figure 3-8, *Conceptual Site Plan for Planning Area A*, shows the conceptual site plan.

¹ The 2021 Draft EIR assumed an opening year of 2022. Due to Project delays and litigation, this opening year is no longer feasible but provides a conservative analysis of potential impacts associated with the Project.

Table 1-2: Opening Year – Option 1 Development Summary

Development Sites	Land (Acres)	Land Use	Building Footprint	Truck Trailer Parking Stalls Provided	Non-Trailer Parking Stalls Provided	Non-Trailer Parking Stalls Required
Site 1	17.72	Fulfillment Center	383,000 SF Warehouse	66	176	164
Site 2	57.60	High-Cube Warehouse	1,251,640 SF Warehouse	385	422	418
Site 3	30.52	Fulfillment Center	479,000 SF Warehouse	253	232	169
Site 4	9.5	Trailer Parking	-	289	-	-
Total	115.3 Acres		2,113,640 SF	993 Stalls	830 Stalls	751 Stalls

Opening Year Development – Option 2

A “maximum reasonable” development scenario is also considered in this Recirculated Draft EIR. This Recirculated Draft EIR provides programmatic level impact analysis, unless otherwise stated (e.g., the Opening Year Development – Option 2 is analyzed at the project-level concerning aesthetics, agriculture and forestry, air quality, biological resources, cultural resources, energy, greenhouse gas emissions, land use and planning, noise, population and housing, public services, transportation, tribal cultural resources, and utilities and service systems impacts in this Draft EIR).

Under this scenario, the warehouse footprints at Development Sites 1 and 3 within Planning Area A are expanded; however, the expanded warehouses would remain within the 0.5 FAR assigned to Planning Area A. A summary of the Option 2 development scenario is provided in Table 1-3, *Opening Year – Option 2 Development Summary*, and Figure 3-24, *Opening Year – Option 2 Site Plan in Planning Area A*, shows the conceptual site plan. As shown, this scenario would result in the development of 2,712,040 SF of light industrial building space, which is 523,796 SF below the overall capacity allowed by the Specific Plan and 367,873 SF below the capacity of Planning Area A. The impacts generated by full buildout of the Specific Plan are analyzed under “Future Development Area – Specific Plan Buildout.”

Table 1-3: Opening Year – Option 2 Development Summary

Development Area	Land (Acres)	Land Use	Building Footprint	Non-Trailer Parking Stalls Provided	Non-Trailer Parking Stalls Required
Site 1	36.65	Fulfillment Center	710,400 SF Warehouse	350 Stalls	246 Stalls
Site 2	57.60	High-Cube Warehouse	1,251,640 SF Warehouse	422 Stalls	418 Stalls
Site 3	37.66	Fulfillment Center	750,000 SF Warehouse	375 Stalls	255 Stalls
Site 4	9.5	Trailer Parking	289 Truck Trailers Stalls	-	-
Total	141.41 Acres		2,712,040 SF	1,147 Stalls	919 Stalls

Future Development Area – Specific Plan Buildout

Specific Plan Buildout would result in buildout of the maximum development capacity that would be allowed by the respective floor area ratios (FAR) for Planning Area A and Planning Area B that make up the Specific Plan Area. As neither Opening Year – Option 1 or Opening Year – Option 2 would develop to the maximum FAR allowed in Planning Area A, the Future Development – Specific Plan Buildout scenario would be in addition to either the Opening Year – Option 1 or Opening Year – Option 2, whichever is constructed in Planning Area A. Under the Specific Plan Buildout scenario, all 213 acres would be developed with 3,235,836 SF of light industrial and business park uses such as e-commerce, light industrial and manufacturing uses, warehouses, business parks, and trailer parking.

Construction Activities and Schedule

For the purposes of a conservative analysis, it is assumed that construction of all four sites in Planning Area A (Phase 1 and Phase 2) under Option 1 would commence concurrently over a 14-month period and would be operational in 2022.² Buildout of Planning Area B would occur by 2040 as Phase 3.

Upzone

The Project includes a Policy Plan Amendment that would re-designate the entire Upzone Site from Low Density Residential (LDR) to Medium Density Residential (MDR) and a Zoning Amendment to rezone the Upzone site from Residential Single with 20,000 SF Lot Minimums (RS-20M) to Residential Multiple (RM). The RS-20M zone would allow the development of up to 52 residential units on the 24-acre Upzone site. The RM zone would allow the development of up to 480 dwelling units. Accordingly, the Project would increase the residential development capacity of the Upzone site by up to 428 dwelling units, offsetting the housing capacity that would be lost from rezoning the 213-acre Specific Plan area to a non-residential zone.

Level of Analysis for Development Areas

Table 1-4 demonstrates whether Opening Year Development – Option 1, Opening Year Development – Option 2, Future Development Area-Specific Plan Buildout, and the Upzone Site were analyzed at the project-level or programmatic level depending on the section of the Recirculated Draft EIR.

Table 1-4: Draft EIR Analysis Section Level of Analysis

	Opening Year Development-Option 1	Opening Year Development-Option 2	Future Development Area-Specific Plan Buildout	Upzone Site
Air Quality	Project-Level	Project-Level	Project-Level	Programmatic
Energy	Project-Level	Project-Level	Project-Level	Programmatic
Greenhouse Gas Emissions	Project-Level	Project-Level	Project-Level	Programmatic
Noise	Project-Level	Project-Level	Project-Level	Programmatic

² The 2021 Draft EIR assumed an opening year of 2022. Due to Project delays and litigation, this opening year is no longer feasible but provides a conservative analysis of potential impacts associated with the Project.

1.3 PROJECT OBJECTIVES

The fundamental goal of the Project is to accomplish the orderly development of an industrial business park. The Project would achieve this goal through the following objectives:

- Create a comprehensive master plan for the Specific Plan area to provide a mix of industrial and business park uses with supporting infrastructure facilities.
- Provide economic opportunities and job growth within the Bloomington community by enhancing the community's available range of industrial and business park employment generating uses.
- Provide for a master-planned, job-producing development near the I-10 corridor to accommodate uses that benefit from access to the regional transportation network.
- Allow for the accommodation of industrial, light manufacturing and assembly, warehouse distribution, and logistics buildings that are designed to attract a range of users and are economically competitive with other buildings of these types in the region.
- Identify and provide for the installation and ongoing maintenance of water, sewer, drainage, and road facility infrastructure to adequately serve the Specific Plan area.
- Provide guidelines and standards for building and site development aesthetics that provide a well-defined identity for the Specific Plan development.
- Provide guidelines for sustainable development design that reduces potable water use, energy use, and fossil fuel consumption.
- Provide an area in which replacement housing units could be built pursuant to Senate Bill 330.

1.4 SUMMARY OF ALTERNATIVES

Section 7.0, *Alternatives*, of this Recirculated Draft EIR analyzes a range of reasonable alternatives to the proposed Project, which are summarized below.

Alternative 1: No Project/No Development Alternative. This alternative entails the Project is not approved and the Specific Plan area and Upzone Site remain in the conditions that existed at the time the Notice of Preparation of Draft EIR was published (December 30, 2020).

Alternative 2: No Project/Buildout of Existing Zoning Alternative. This alternative entails the Project is not approved and the Specific Plan area is fully built out based on the existing underlying zoning. As this alternative would not cause the Specific Plan area to be rezoned to a non-residential use, the Upzone Site would not need to be rezoned to RM from its existing RS-20M zone.

Alternative 3: Reduced Project Alternative. This alternative consists of development of only Site 1 of Opening Year Development – Option 1 as an individual project with no Specific Plan being adopted. Therefore, only 17.72 acres of the 213-acre Project site would be developed with a 383,000 square foot high cube warehouse. As only 17.72 acres would be rezoned from RS-1-AA to Specific Plan, this alternative would result in the loss of zoning capacity for 17 dwelling units. However, pursuant to County Development Code Section 82.04.030, a minimum of 10 acres is required for the RM (Multiple Residential Designation); therefore, 10 acres of the Upzone Site would be rezoned to RM. This alternative represents an approximately 88.2 percent decrease from the maximum buildout potential of the Specific Plan, and approximately 91.7 percent decrease in land acreage that would be developed by the Specific Plan.

1.5 SUMMARY OF IMPACTS

Table 1-5 summarizes the conclusions of the environmental analysis contained in this Recirculated Draft EIR. The level of significance of impacts after the proposed mitigation measures are applied are identified as significant and unavoidable, less than significant, and no impact. Relevant standard conditions of approval and regulatory requirements are identified, and mitigation measures are provided for all potentially significant impacts.

Table 1-5: Summary of Impacts, Mitigation Measures, and Level of Significance

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
5.3 Air Quality				
Impact AQ-1: The Project would conflict with or obstruct implementation of the applicable air quality plan	RR AIR-1 New buildings are required to achieve the current California Building Energy and Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11).	Potentially significant	<i>Construction Mitigation Measures</i> MM AQ-1: Super-Compliant Low VOC. The construction plans and specifications shall state that the Project shall utilize “Super-Compliant” low volatile organic compound (VOC) paints for nonresidential interior and exterior surfaces and low VOC paint for parking lot surfaces. Super-Compliant low VOC and low VOC paints have been reformulated to exceed the regulatory VOC limits put forth by South Coast Air Quality Management District’s (SCAQMD) Rule 1113. Super-Compliant low VOC paints shall be no more than 10g/L of VOC and low VOC paints shall be no more than 50 g/L of VOC.	Significant and unavoidable (operations)
Impact AQ-2: The Project would result in a cumulatively considerable net increase of a criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.	RR AIR-2 Construction activities are required to adhere to Title 13 California Code of Regulations (CCR) Section 2499, which requires that nonessential idling of construction equipment is restricted to five minutes or less.	Potentially significant		Significant and unavoidable (operations)
Impact AQ-3: The Project would not expose sensitive receptors to substantial pollutant concentrations.	RR AIR-3 Construction activities in the South Coast Air Basin (SoCAB) will be conducted in compliance with any applicable South Coast Air Quality Management District (SCAQMD) rules and regulations, including but not limited to: • Rules 201, 203, and 219, which regulate permits for installation and use of equipment that may generate air contaminants. • Rule 402, Nuisance, which states that a project shall not	Potentially significant	MM AQ-2: Tier 4 Final. The construction plans and specifications shall state that off-road diesel construction equipment rated at 50 horsepower (hp) or greater, complies with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 4 Final off-road emissions standards or equivalent and shall ensure that all construction equipment is tuned and maintained in accordance with the manufacturer’s specifications. MM AQ-3: Project construction plans and specifications shall require that	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	“discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.” Additionally, Rule 415, Odors from Rendering Facilities, requires nuisance odor at rendering facilities be controlled. • Rule 403, Fugitive Dust, for controlling fugitive dust and avoiding nuisance. • Rule 445, for limiting the installment of wood-burning fireplaces. • Rule 1113, which limits the volatile organic compound content of architectural coatings. • Rule 1186, for controlling fugitive dust from vehicular travel on paved and unpaved roads. • Rule 1403, for minimizing asbestos emissions during building demolition. • Regulation IX, Standards of Performance for New		during Project grading operations, Project contractors shall limit the amount of daily grading disturbance area to not exceed the assumptions specified in the Draft EIR Air Quality Impact Analysis. Additionally, the Project Applicant/Developer/Contractor shall include a note on grading plans that prohibits grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone in the Project area. Daily Air Quality Index forecasts for the next day of grading shall be checked via the airnow.gov system the day prior by the Project Contractor. MM AQ-4: The Project Applicant/Developer/Owner shall identify a person to act as a community liaison concerning onsite construction activities and operations and provide contact information for the community liaison to the surrounding community. The contact of the community liaison shall be provided to the County of San Bernardino Planning Division and posted on the construction site prior to issuance of a demolition permit. MM AQ-5: Project construction plans and specifications shall require on-road heavy-duty haul trucks to be model year 2014 or newer if diesel-fueled, pursuant to California Air Resources Board’s (CARB) particulate matter filter requirements.	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	Stationary Sources (NSPS), and XXIII, New Source Review. • Regulation XI, Source Specific Standards. • Regulation XX, Regional Clean Air Incentives Market (RECLAIM). • Regulation XVI, Mobile Source Offset Programs, and Regulation XXII, Mobile Source Emissions Reduction Programs (Rule 2202).		MM AQ-6: The construction plans and specifications shall prohibit off-road diesel-powered construction equipment from being in the “on” position for more than 10 hours per day during Project construction. MM AQ-7: During Project construction, Project contractors shall keep all equipment maintenance records and data sheets, including design specifications and emission control tier classifications, onsite or at the contractor's office and shall furnish documents to the County of San Bernardino or other regulators, upon request. MM AQ-8: The Project Applicant/Developer shall provide information on transit and ridesharing programs and services to construction employees. MM AQ-9: The Project Applicant/Developer shall provide meal options onsite or shuttles between the construction site and nearby meal destinations for construction employees. <i>Operational Mitigation Measures</i> MM AQ-10: Idling Regulations. The Project plans and specifications shall include signs at loading dock facilities that include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for truck drivers to restrict idling to no more than 5 minutes	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			once the vehicle is stopped, the transmission is set to “neutral” or “park”, and the parking brake is engaged pursuant to Title 13 of the California Code of Regulations, Section 2485; and 3) telephone numbers of the building facilities manager and California Air Resources Board (CARB) to report violations. Signs shall be installed prior to receipt of an occupancy permit. The Project facility operators shall train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks. MM AQ-11: Energy Efficient Vendor Trucks. Prior to tenant occupancy or tenant business license issuance, the County of San Bernardino Planning Manager, or designee, shall ensure leasing agreements for each industrial building require that Project Applicant/Developer/Owner provide tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets, prior to issuance of each certificate of occupancy. MM AQ-12: Electric Vehicle Charging Stations and Carpool Parking. The Project plans and specifications for the industrial buildings shall include electric vehicle charging stations and a minimum of 5 carpool parking spaces at each	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			building for employees and the public to use. MM AQ-13: Electric Interior Vehicles. The Project plans and specifications for all of the industrial buildings shall include infrastructure to support use of electric-powered forklifts and/or other interior vehicles. The requirement that all onsite yard hostlers, yard equipment, forklifts, and pallet jacks shall be zero-emissions equipment, or equivalent language, shall be incorporated in all Project facility lease documents. Prior to tenant occupancy or tenant business license issuance, facility owners or tenants shall provide documentation to the County of San Bernardino Planning Division and Business License Department verifying that signed lease documents incorporate the requirement that all onsite yard trucks/hostlers shall be zero-emissions equipment. MM AQ-14: Transportation Management. The Project plans and specifications for the industrial buildings shall require that a Transportation Management Association (TMA) or similar mechanism shall be established by the Project to encourage and coordinate carpooling. The TMA shall advertise its services to the building occupants. The TMA shall offer transit incentives to employees and shall provide shuttle service to and from public transit, should a minimum of 5 employees request and use such service	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			from a transit stop at the same drop-off and/or pickup time. The TMA shall distribute public transportation information to its employees. The TMA shall provide electronic message board space for coordination rides. Prior to tenant occupancy or tenant business license issuance, facility owners or tenants shall provide documentation to the County of San Bernardino Planning Division and Business License Department verifying that a TMA shall be established. MM AQ-15: Prior to tenant occupancy or tenant business license issuance, the County of San Bernardino shall ensure that lease agreements require that all facility-owned and operated fleet equipment with a gross vehicle weight rating greater than 14,000 pounds accessing the site meet or exceed 2014 model-year emissions equivalent engine standards as currently defined in California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025. Facility operators which own vehicles subject to Section 2025 shall maintain records onsite demonstrating compliance with this requirement and shall make records available for inspection by the local jurisdiction, air district, and state upon request. MM AQ-16: Prior to tenant occupancy or tenant business license issuance, the County of San Bernardino shall ensure that lease agreements require that	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with California Air Resources Board (CARB) regulations, by attending CARB-approved courses. Also, if the tenant/facility operator owns its own fleet of vehicles, subject to 13 California Code of Regulations section 2025, require such tenants/facility operators to maintain records onsite demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request. MM AQ-17: Prior to tenant occupancy or tenant business license issuance, the Project Applicant/Developer/Owner shall post signs at every truck exit driveway providing directional information to the truck route. MM AQ-18: Prior to tenant occupancy or tenant business license issuance, the County of San Bernardino shall ensure that lease agreements require that Project Tenants provide meal options onsite or shuttles between the facility and nearby meal destinations. MM AQ-19: Prior to the issuance of the final Certificate of Occupancy for the first building tenant for each building within the Project, documentation shall be provided to the County of San Bernardino that lease agreements for such building require that all of the tenant's heavy-duty trucks entering or	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			operated on the Project site to be zero-emission, once such trucks are widely commercially available as reasonably determined by the County Planning Division. A zero-emission heavy-duty truck (EV) shall ordinarily be considered widely commercially available if the vehicle is capable of serving the intended purpose and is widely available for purchase for less than 125% the cost of a Class 7 or 8 heavy-duty combustion-engine truck meeting the emissions standards in place at the time the comparison is made (model year 2014 or later emissions standards). In order to be capable of serving the intended purpose, the EV must be able to perform the same function as a comparable combustion engine vehicle (miles travelled on a full tank/charge, access to fueling/charging infrastructure, load capacity, climbing ability, performance in different climates.) For the purpose of this cost comparison, "cost" shall mean the total vehicle cost for the first five (5) years of ownership, including any purchase incentives, rebates, and fuel and electricity costs. Any comparison must be like-for-like, i.e., must compare an EV with a new production combustion engine truck of the same class and substantially similar trim level that is widely available for purchase and immediate delivery in the area of the Project at the time the comparison is made.	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			MM AQ-20: Prior to the issuance of the final Certificate of Occupancy for the first building tenant for each building within the Project, documentation shall be provided to the County of San Bernardino that lease agreements for such building require tenants to use zero-emission light- and medium-duty trucks as part of business operations, once such trucks are widely commercially available, as reasonably determined by the County Planning Division. A zero-emission light- or medium-duty truck (EV) shall ordinarily be considered widely commercially available if the vehicle is capable of serving the intended purpose and is widely available for purchase for less than 125% the cost of a light- or medium-duty combustion-engine truck meeting the emissions standards in place at the time the comparison is made (model year 2014 or later emissions standards). In order to be capable of serving the intended purpose, the EV must be able to perform the same function as a comparable combustion engine vehicle (miles travelled on a full tank/charge, access to fueling/charging infrastructure, load capacity, climbing ability, performance in different climates). For the purpose of this cost comparison, "cost" shall mean the total vehicle cost for the first five (5) years of ownership, including any purchase incentives, rebates, and fuel and electricity costs. Any comparison must be like-for-like, i.e., must compare	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			an EV with a new production combustion engine truck of the same class and substantially similar trim level that is widely available for purchase and immediate delivery in the area of the Project at the time the comparison is made. MM AQ-21: Prior to tenant occupancy or tenant business license issuance, the County of San Bernardino shall ensure that lease agreements shall require all stand-by emergency generators to be powered by a non-diesel fuel, if technologically feasible, if emergency generators are required for Project buildings. MM AQ-22: Prior to tenant occupancy or tenant business license issuance, the County of San Bernardino shall ensure that lease agreements encourage tenants to enroll in the United States Environmental Protection Agency's SmartWay program and encourage tenants to use carriers that are SmartWay carriers. MM AQ-23: Solar. Prior to the issuance of final Certificate of Occupancy for the first building tenant of a building within the Project, documentation shall be provided to the County of San Bernardino demonstrating that the Project has either: 1) installed solar photovoltaic (PV) panels or other source of renewable energy generation on the site, or 2) otherwise acquired energy	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			that has been generated by renewable sources, such that either option will provide 100 percent of the expected building load for such building. Alternatively, the Project shall achieve 100 percent of the building's expected energy load through a combination of onsite renewable energy generation and renewable energy purchase. The final PV generation facility size requires approval by SCE. Should SCE limit the facility size, the amounts above shall be limited to the amount of SCE's approval. MM AQ-24: The Project plans and specifications shall require that the Project Applicant/Developer shall construct electric truck charging infrastructure within truck parking areas consisting of infrastructure (i.e., conduit) to support future installation of charging stations when such trucks are widely commercially available, as reasonably determined by the County Planning Division. Conduit shall be provided proportional to parking spaces at a ratio of conduit for one charging station for every 10 truck parking spaces. Additionally, the Project Applicant/Developer shall construct electric light-duty truck charging infrastructure consisting of infrastructure (i.e., conduit) for one charging station for every five light-duty truck parking spaces. A zero-emission light- or medium-duty truck (EV) shall ordinarily be considered	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			widely commercially available if the vehicle is capable of serving the intended purpose and is widely available for purchase for less than 125% the cost of a light- or medium-duty combustion-engine truck meeting the emissions standards in place at the time the comparison is made (model year 2014 or later emissions standards). In order to be capable of serving the intended purpose, the EV must be able to perform the same function as a comparable combustion engine vehicle (miles travelled on a full tank/charge, access to fueling/charging infrastructure, load capacity, climbing ability, performance in different climates). For the purpose of this cost comparison, "cost" shall mean the total vehicle cost for the first five (5) years of ownership, including any purchase incentives, rebates, and fuel and electricity costs. Any comparison must be like-for-like, i.e., must compare an EV with a new production combustion engine truck of the same class and substantially similar trim level that is widely available for purchase and immediate delivery in the area of the Project at the time the comparison is made.	
Impact AQ-4: The Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.		Less than significant	None required	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Cumulative		Potentially significant	None required	Significant and unavoidable
5.6 Energy				
Impact E-1: The Project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation		Potentially significant	MM E-1: LEED Certification. The Project plans and specifications shall require that all buildings shall achieve certification of compliance or demonstrate equivalency with LEED Silver building standards. Prior to the issuance of building permits, the Project Applicant or successor in interest shall provide documentation to the County of San Bernardino Planning Division demonstrating that each development is designed to achieve energy efficient buildings equivalent to LEED Silver building standards with the following design criteria options: • Five percent of all parking spaces shall have Level 2 or Level 3 charging capacity. • Ten percent of all parking spaces shall have EV-ready conduit. • Building envelopes insulation of conditioned space within all commercial and industrial buildings shall be R15 or greater for walls and R30 or greater for attics/roofs. • Windows of commercial and industrial buildings shall have an insulation factor of 0.28 or less U-factor and 0.22 or less SHGC. • All roofing material for commercial buildings shall be CRRC Rated 0.15 aged solar reflectance or greater and 0.75 thermal emittance.	Less than significant
Impact E-2: The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency		Potentially significant		Less than significant
Cumulative		Potentially significant		Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			• All heating/cooling ducting within the commercial and industrial buildings shall be insulated with R6 or greater insulation. • All heating and cooling equipment shall be ERR 14/78 percent AFUE, or 7.7 HSPF levels of efficiency or greater. • All water heaters in the commercial and industrial buildings shall be high efficiency electric water heaters with a minimum 0.72 Energy Factor or greater. • Lighting within the commercial and industrial buildings shall be high efficiency LED lighting with a minimum of 40 lumens/watt for 15 watt or less fixtures, 50 lumens/watt for 15–40-watt fixtures, and 60 lumens/watt for fixtures greater than 40 watts. • All appliances within the commercial and industrial land uses shall be energy star rated appliances. • All water fixtures shall be water efficient (toilets/urinals [1.5 GPM or less], showerheads [2.0 GPM or less], and faucets [1.28 GPM or less]). MM AQ-10, MM AQ-12, MM AQ-13, MM AQ-19, MM AQ-20, MM AQ-21, MM AQ-23, and MM AQ-24 as listed in Section 5.3, <i>Air Quality</i>. MM GHG-1, as listed in Section 5.8, <i>Greenhouse Gas Emissions</i>.	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
5.8 Greenhouse Gases				
Impact GHG-1: The Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.	RR GHG-1 New buildings are required to achieve the current California Building Energy and Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11).	Potentially significant	MM GHG-1: GHG Reduction Measures. Prior to issuance of certificate of occupancy for each building, the Project Applicant shall provide documentation to the County of San Bernardino Building Department demonstrating that the improvements and/or buildings covered by the certificate of occupancy incorporated measures from the 2021 County of San Bernardino Greenhouse Gas Reduction Plan Screening Tables (Adopted September 2021), as needed to achieve the required 100 points. Design criteria options in order to meet 100 points include: - Enhanced Insulation (rigid wall insulation R-13, roof/attic R-38) (11 points) - Greatly Enhanced Window Insulation (0.28 or less U-factor, 0.22 or less solar heat gain coefficient [SHGC]) (7 points) - Greatly Enhanced Cool Roof (Cool Roof Rating Council [CRRC] Rated 0.35 aged solar reflectance, 0.75 thermal emittance) (10 points) - Air barrier applied to exterior walls, caulking, and visual inspection such as the Home Energy Rating System [HERS] Verified Quality Insulation Installation (QII or equivalent) (7 points)	Less than significant
Impact GHG-2: The Project would conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.	RR GHG-2 Construction activities are required to adhere to Title 13 California Code of Regulations (CCR) Section 2499, which requires that nonessential idling of construction equipment is restricted to five minutes or less. RR GHG-3 New development in the unincorporated County of San Bernardino is required to comply with the San Bernardino County GHG Reduction Plan. The 2011 GHG Reduction Plan also directs the County to implement GHG reduction measures to align the County with the GHG reduction goals of AB 32. RR GHG-4 The County of San Bernardino requires land uses in the unincorporated area to adhere to the state's Model Water Efficient Landscape Ordinance. RR GHG-5 The County of San Bernardino adheres to the requirements of AB 341, AB 1826, and SB 1383. The County of San Bernardino Solid Waste Management Division manages	Potentially significant		Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	landfill capacity and implements programs to divert waste from landfills, which includes recycling and organics/food waste collection. AB 341 requires business that generate 4 cubic yards of waste or more per week (including multifamily with five or more units) to arrange for recycling services. AB 1826 requires business to recycle their organic waste depending on how much waste they generate per week and also requires the County to implement an organic waste recycling program for business (including multifamily of five or more uses). SB 1383 requires that operators of landfills achieve reductions in short-lived climate pollutants and establishes a target to achieve a 50 percent reduction in statewide disposal of organic waste from 2014 levels by 2020 and 75 percent reduction from 2014 levels by 2025. AB 1383 also establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025. PDF AQ-1 through PDF AQ-25, included in Section 5.3, <i>Air Quality</i> .		- Enhanced Thermal Mass (20% of floor or 20% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood, or other insulating materials) (4 points) - Enhanced Duct Insulation (R-8) (6 points) - High Efficiency Heating, Ventilation, Air Conditioning system (HVAC) (Seasonal Energy Efficiency Ratio [SEER] 15/80% Annual Fuel Utilization Efficiency [AFUE] or 8.5 Heating Seasonal Performance Factor [HSPF]) (5 points) - High Efficiency Water Heater (0.72 Energy Factor) (10 points) - All rooms within building have daylight (through use of windows, solar tubes, skylights, etc.) (1 point) - Very High Efficiency Lights (100% of in-unit fixtures are high efficiency) (8 points) - North/South alignment of building or other building placement such that the orientation of the buildings optimizes conditions for natural heating, cooling, and lighting (4 points) - At least 90% of south-facing glazing will be shaded by vegetation or overhangs at noon on June 21st (6 points)	
Cumulative		Potentially significant		Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			• Only California Native landscape that requires no or only supplemental irrigation (5 points) • Weather based irrigation control systems combined with drip irrigation (demonstrate 20 reduced water use) (3 points) • Water Efficient Toilets/Urinals (1.5 gallons per minute [gpm]) (3 points) • Water efficient faucets (1.28 gpm) (2 points) • Provide reserved preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles (1 point) • Provide larger parking spaces that can accommodate vans used for ride-sharing programs and reserve them for vanpools and include adequate passenger waiting/loading areas (1 point) • Installation of Level 2, 240-volt AC Fast Chargers for passenger electric vehicles (5 points/charger) • Installation of Level 3, 480-volt DC Rapid Chargers for passenger electric vehicles (8 points/charger) • Provide bicycle paths within project boundaries (1 point) • Provide separated recycling bins within each commercial building/floor and provide large external recycling collection bins at central location for collection truck pick-up (2 points) • Recycle construction waste (4 points)	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
5.12 Noise				
Impact NOI-1: The Project would not generate a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	RR-NOI-1 The California Building Code (CBC), Title 24, Part 2, Volume 1, Chapter 12, Interior Environment, Section 1207.11.2, Allowable Interior Noise Levels, requires that interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room. The noise metric is evaluated as either the day-night average sound level (Ldn) or the community noise equivalent level (CNEL), consistent with the noise element of the local general plan. The California Green Building Standards Code (CALGreen), Chapter 5, Division 5.5, has additional requirements for insulation that affect exterior-interior noise transmission for nonresidential structures: Pursuant to Section 5.507.4.1, Exterior Noise Transmission, Prescriptive Method, wall and roof-ceiling assemblies making up the building or addition envelope or altered envelope and exposed to the noise source shall meet a composite sound transmission class (STC) rating of at least 50 or a composite outdoor-indoor transmission class (OITC) rating of no less	Potentially significant	MM NOI-1: Construction Sound Walls. The Project Contractor shall install minimum 8-foot-high temporary construction noise barriers at the limits of construction adjacent to any noise sensitive receiver located within 80 feet of the limits of construction (Project site boundary) and a 12-foot-high temporary construction noise barrier for any noise sensitive receiver located within 20 feet. The noise control barriers must have a solid face from top to bottom. The noise control barriers must meet the minimum height and be constructed as follows: - The temporary noise barriers shall provide a minimum transmission loss of 20 dBA (Federal Highway Administration, Noise Barrier Design Handbook). The noise barrier shall be constructed using an acoustical blanket (e.g. vinyl acoustic curtains or quilted blankets) attached to the construction site perimeter fence or equivalent temporary fence posts. - The noise barrier must be maintained, and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired.	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	than 40, with exterior windows of a minimum STC of 40 or OITC of 30 within a 65 dBA CNEL noise contour of an airport, or within a 65 dBA CNEL or Ldn noise contour of a freeway, expressway, railroad, industrial source, or fixed-guideway source, as determined by the noise element. Where noise contours are not readily available, buildings exposed to a noise level of 65 dBA Leq for one hour during any hour of operation shall have building, addition, or alteration exterior wall and roof-ceiling assemblies that are exposed to the noise source meet a composite STC rating of at least 45 (or OITC 35), with exterior windows of a minimum of STC 40 (or OITC 30). Prior to issuance of building permits for projects that include sensitive receptors and are located in ambient noise environments exceeding the "Normally Acceptable" noise and land use compatibility standards shown in Table 5.12-2, the project applicant shall submit an acoustical study to the County of San Bernardino that demonstrates that the proposed residential building design would provide an interior noise level of 45 dBA CNEL or less for residential uses, as required by the California Building Code, or		The noise control barrier and associated elements shall be completely removed, and the site appropriately restored upon the conclusion of the construction activity. MM NOI-2: Prior to issuance of demolition and/or grading permits, County staff shall ensure that grading plans, construction specifications, and permits state that construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. MM NOI-3: Prior to issuance of demolition and/or grading permits, County staff shall ensure that grading plans, construction specifications, and permits state that all stationary construction equipment shall be placed in such a manner so that emitted noise is directed away from any sensitive receivers. MM NOI-4: Prior to issuance of demolition and/or grading permits, County staff shall ensure that grading plans, construction specifications, and permits for construction state that construction equipment staging areas shall be located at the greatest feasible distance from the nearest sensitive receivers.	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	acceptable levels for nonresidential uses per CALGreen standards. Acceptable methods for reducing noise exposure may include, but are not limited to: - Noise barriers, berms, or other noise reduction techniques could be constructed to reduce noise transmission where reasonable and feasible. Final design of such barriers should be completed during project level review. - Alternative noise reduction techniques could be implemented, such as repaving streets with “quiet” pavement types, including open-grade rubberized asphaltic concrete. The use of quiet pavement can reduce noise levels by up to 7 dBA, depending on the existing pavement type, traffic speed, traffic volumes, and other factors.		MM NOI-5: Prior to issuance of demolition and/or grading permits, County staff shall ensure that grading plans, construction specifications, and permits state that the construction contractor shall limit equipment and material deliveries to between the hours of 7:00 am and 7:00 pm on weekdays and Saturdays. MM NOI-6: Prior to issuance of demolition and/or grading permits, County staff shall ensure that grading plans, construction specifications, and permits state that electrically powered air compressors and similar power tools shall be used, whenever technologically feasible, in place of diesel equipment. MM NOI-7: Prior to issuance of demolition and/or grading permits, County staff shall ensure that grading plans, construction specifications, and permits state that no music or electronically reinforced speech from construction workers shall be allowed.	
Impact NOI-2: The Project would not generate excessive groundborne vibration or groundborne noise levels.	- Traffic-calming measures to slow traffic, such as speed bumps. - Adequate building sound insulation, such as sound-rated windows and doors, on a case-by-case basis as a method of reducing noise levels in interior spaces.	Potentially Significant	MM NOI-8: Construction Vibration: Construction Plans, specifications, and permits for construction activities within the Specific Plan Area and Upzone Site shall specify that large, loaded trucks, heavy mobile equipment greater than 80,000 pounds, and the use of jack hammers and soil compaction equipment are not to be used within 20 feet of occupied sensitive receiver locations.	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	RR-NOI-2 San Bernardino County Development Code, Construction Noise Sources. Section 83.01.080 establishes standards concerning acceptable noise levels for both noise-sensitive land uses and noise-generating land uses. It prohibits construction activities between 7:00 PM and 7:00 AM on weekdays, or at any time on Sunday or a federal holiday. RR-NOI-3 San Bernardino County Development Code, Stationary Noise Sources. Section 83.01.080 establishes standards for stationary noise sources in Table 83-2. RR-NOI-4 San Bernardino County Development Code Mobile Noise Sources. Section 83.01.080 establishes standards for mobile noise sources in Table 83-3 including: Limiting construction to the daytime hours between 7 AM to 7 PM on Monday through Friday and 9 AM to 6PM on Saturday,. Construction is prohibited on Sundays. RR-NOI-5 San Bernardino County Development Code Vibration. Section 83.01.090 prohibits vibration that can be felt without the aid of instruments or produces a particle velocity		Construction activities within 20 feet of noise sensitive uses shall utilize small rubber-tired or alternative equipment to reduce construction-related vibration below the County's threshold of 0.2 in/sec PPV at sensitive receiver locations.	
Impact NOI-3: The Project would not expose people residing or working in the Project area to excessive noise levels.		No Impact	None required	No Impact

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	greater than or equal to two-tenths inch per second peak particle velocity (i.e., 0.20 in/sec PPV) at or beyond the lot line of the source. Exceptions are made for temporary construction, maintenance, repair, or demolition activities between 7:00 AM and 7:00 PM, except Sundays and federal holidays; and motor vehicles not under control of the industrial or commercial use. Project Design Feature NOI-1: Screening Walls. Construction Plans, specifications, and permits for development of Development Sites 1, 2, and 4 shall include development of the following walls that shall be completed prior to receipt of certificates of occupancy or operational permits for industrial/warehousing uses on Development Sites 1, 2, and 4: • Development Site 1: a 12-foot-tall masonry wall shall be constructed along the entire northern perimeter of Development Site 1. • Development Site 2: a 12-foot-tall masonry wall shall be constructed along the entire northern perimeter of Development Site 2, and 14-foot-high masonry walls shall be constructed along Locust Avenue and Maple Avenue to screen the truck			

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	trailer parking and loading dock areas. Development Site 4: a 9-foot-high masonry wall shall be constructed along the perimeter of the truck trailer lot to screen the truck trailer parking lot.			
Cumulative		Less than significant	None required	Less than significant

Table 1-6: Summary of Impacts, Mitigation Measures, and Level of Significance from 2021 Draft EIR for Sections not Included in Recirculated EIR

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
5.1 Aesthetics				
Impact AE-1: The Project would not have a substantial adverse effect on a scenic vista.	RR AE-2: The County shall enforce adherence with the California Building Code, including provisions of the Building Energy Efficiency Standards related to lighting.	Less than significant	None required	Less than significant
Impact AE-2: The Project would not damage scenic resources, including, trees, rock outcroppings, and historic buildings within a state scenic highway.		No impact	None required	No impact
Impact AE-3: Development in the Specific Plan Area would create shade and shadow impacts on shadow-sensitive receptors.		Less than significant	None required	Less than significant
Impact AE-4: The Project would not create sources of light or glare that would adversely affect day and nighttime views in the area.		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant
5.2 Agriculture and Forestry Resources				
Impact AG-1: The Project would convert California Resource Agency–designated prime farmland and farmland of statewide importance to non-agricultural use; however, impacts would not exceed the LESA Model threshold of significance.		Less than significant	None required	Less than significant
Impact AG-2: The Project would not conflict with existing zoning for agricultural use or with a Williamson Act contract.		Less than significant	None required	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Impact AG-3: The Project would not conflict with existing zoning for or cause rezoning of forest land, timberland, or timberland zoned Timberland Production		No impact	None required	No impact
Impact AG-4: The Project would not result in the loss of forest land or conversion of forest land to non-forest use.		No impact	None required	No impact
Impact AG-5: The Project would not involve changes in the existing environment, which could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use.		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant
5.4 Biological Resources				
IMPACT BIO-1: The Project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.		Potentially significant	MM BIO-1 Rare Plants: Future projects proposed within the Specific Plan Area & Upzone Site (excluding Opening Year Development—Options 1 and 2 and offsite infrastructure areas) shall be surveyed to determine if any rare plant species have the potential to occur. If suitable habitat is present, a qualified biologist shall survey for sensitive plants during the appropriate time of year (i.e., when the species is readily identifiable, such as during its blooming period) prior to initiating construction activities in a given area. The focused surveys shall be conducted in accordance with published agency guidelines (CDFW 2009, CDFW 2000, USFWS 2000). If rare plants are identified and cannot be avoided, the project-level biological survey report	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			would justify why species-specific mitigation is necessary and propose mitigation to reduce project impacts to a less than significant level. MM BIO-2 Burrowing Owl: Prior to commencement of construction activities (i.e., demolition, earthwork, clearing, and grubbing), habitat assessments to determine whether suitable burrows are present as defined by the Staff Report on Burrowing Owl Mitigation (CDFG 2012) shall be conducted within future projects proposed within the Specific Plan Area & Upzone Site (excluding Opening Year Development—Options 1 and 2 and offsite infrastructure areas). The assessment shall also include a 500-foot (150-meter) buffer around proposed development footprints. If suitable burrows are identified, focused surveys shall be conducted by a qualified biologist during the breeding season in accordance with the most recent CDFW guidelines. Take avoidance surveys shall be conducted within all areas of the Specific Plan Area & Upzone Site (including Opening Year Development—Options 1 and 2 and offsite infrastructure areas). The take avoidance surveys shall be conducted within 14 days and repeated 24 hours prior to construction activities (i.e., demolition, earthwork, clearing, and grubbing) to determine presence of burrowing owl (BUOW). If take avoidance surveys are negative and BUOW is confirmed absent, then ground-disturbing activities shall be	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			allowed to commence, and no further mitigation would be required. If BUOW is observed during focused surveys and/or take avoidance surveys within any portion of the Study Area (including Opening Year Development—Options 1 and 2 and offsite infrastructure areas), active burrows shall be avoided by the project in accordance with the CDFW's Staff Report (CDFG 2012). The County shall be immediately informed of any BUOW observations. The Project applicant/developer shall consult with the County to determine how to mitigate the impacts to any burrows. If the County determines that active relocation is required, a BUOW Protection and Relocation Plan (plan) shall be prepared by a qualified biologist, which must be sent for approval by CDFW prior to initiating ground disturbance. The plan shall detail avoidance measures that shall be implemented during construction and passive or active relocation methodology. Relocation shall only occur between September 1 through January 31, outside of the breeding season. MM BIO-3 Sensitive Bat Species. Prior to commencement of construction activities, habitat assessments for sensitive bat species shall be conducted for all future projects proposed within the Specific Plan Area & Upzone Site (excluding Opening Year Development—Options 1 and 2 and offsite infrastructure areas). The following avoidance and minimization measures shall be implemented within all	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			areas of the Specific Plan Area & Upzone Site that support suitable habitat for sensitive bat species. These measures shall also be implemented for Opening Year Development—Options 1 and 2 and offsite infrastructure areas since suitable habitat was identified. 1. Construction activities (i.e., earthwork, clearing, grubbing, etc.) shall occur from September 1 through March 31 and outside the bat maternity roosting season to the extent possible. 2. If construction activities are proposed within the bat maternity roosting season (April 1 through August 31), a qualified biologist experienced with bats shall conduct a pre-construction survey within all suitable habitat. The pre-construction survey shall be conducted 30 days prior to commencing construction/demolition activities and shall consist of two separate surveys conducted no more than a week apart. The second and final survey should be conducted no more than seven days prior to commencing construction/demolition activities. The pre-construction surveys should be conducted using a detector for echolocation calls, such as an Anabat bat detector system. The results of the pre-construction survey shall be documented by the qualified biologist. If the qualified biologist determines that no sensitive bat maternity roosts	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			are present, the construction activities shall be allowed to proceed without any further requirements. If the qualified biologist determines that sensitive bat maternity roosts are present, the following avoidance and minimization measures shall be implemented: a. No construction activities may occur within 300 feet of any sensitive bat maternity roosts. A qualified biologist shall clearly delineate any bat maternity roosts and any required avoidance buffers, which shall be clearly marked with flags and/or fencing prior to the initiation of construction activities. b. If construction activities are proposed within 300 feet of a sensitive bat maternity roost, a biological monitor shall be required to observe the behavior of any roosting bats. The construction supervisor shall be notified if the construction activities appear to be altering the bats' normal roosting behavior. No construction activities will be allowed within 300 feet of bat maternity roosts until the additional minimization measures are taken, as determined by the biological monitor in coordination with the County. The biological monitor shall prepare written documentation	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			of all monitoring activities and any additional minimization measures that were taken, which shall be submitted to the County at the completion of construction activities. MM BIO-4 Sensitive Animals: Future projects proposed within the Specific Plan Area & Upzone Site (excluding Opening Year Development—Options 1 and 2 and offsite infrastructure areas) shall be surveyed for any other sensitive animal species that may be present. The project-level biological survey report shall analyze these projects' impacts on sensitive animal species and shall propose mitigation to reduce project impacts to a less than significant level. MM WVLC BIO-1 Pre-Construction Focused Surveys of Proposed Conservation Area and Development Area to Confirm Absence of Special-Status Species. Pre-construction Survey within the Proposed Development Area for Western Burrowing Owl. The project applicant shall retain a qualified biologist to conduct preconstruction surveys for burrowing owls no fewer than 14 days prior to any ground-disturbing activities, to be repeated 24 hours prior to grading. The preconstruction surveys shall be approved by the City of Fontana Director of Community Development and conducted in accordance with current survey protocols provided in the CDFW Staff Report on Burrowing Owl	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			Mitigation (March 7, 2012). In the event a burrowing owl is found to be present on site during the preconstruction survey, the project applicant shall ensure that the applicable avoidance measures outlined in the CDFW Staff Report on Burrowing Owl Mitigation (March 7, 2012) are applied to the proposed project (e.g., avoid direct impacts on occupied burrows during nesting season). Any active avoidance measures during the breeding season must to be coordinated with CDFW. Pre-construction Nesting Bird Survey of the Proposed Development Area. Nesting birds are protected pursuant to the MBTA and California Fish and Game Code. If ground-disturbing activities or removal of any trees, shrubs, or any other potential nesting habitat are scheduled within the avian nesting season (January 1 to August 31), a preconstruction clearance survey for nesting birds shall be completed no more than 3 days prior to ground disturbance. This will ensure that no nesting birds adjacent to the construction area will be disturbed during construction. If nesting birds are found, an avoidance buffer no less than 300 feet shall be established around the nest until all young have fledged and the nest is confirmed by a qualified biologist to be no longer active.	
IMPACT BIO-2: The Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community		Potentially significant	MM BIO-5 Sensitive Vegetation Communities: Future projects proposed within the Specific Plan Area & Upzone Site (excluding Opening Year	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service.			Development—Options 1 and 2 and offsite infrastructure areas) shall be surveyed for sensitive vegetation communities as defined by CDFW. Impacts to sensitive vegetation communities shall first be avoided. Where avoidance is not feasible, sensitive vegetation communities shall be mitigated through habitat acquisition/preservation, restoration, and/or creation.	
IMPACT BIO-3: The Project would not 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.		Potentially significant	MM BIO-6 Jurisdictional Resources: A jurisdictional assessment shall be conducted for future projects proposed within the Specific Plan Area & Upzone Site (excluding Opening Year Development—Options 1 and 2 and offsite infrastructure areas). Jurisdictional resources shall be avoided when feasible. Where avoidance is not feasible, project-specific impacts to jurisdictional resources shall be addressed and mitigated by federal and state regulators via applicable consulting and permitting process. The types of mitigation required may include onsite or offsite preservation, enhancement, creation, and/or restoration. Mitigation is typically required at a 1:1 ratio or higher and to be accomplished in close proximity to the impacts or at least in the same watershed. Final requirements and locations are, however, subject to change during applicable consultation/permit processes required by the USACE, RWQCB, and CDFW. Best Management Practices (BMPs) to minimize and avoid impacts to	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			jurisdictional resources during and after construction shall include, but are not limited to, the following: • Construction-related equipment will be stored in developed areas, outside of the drainage. No equipment maintenance will be done within or adjacent to the drainage. • Source control and treatment control BMPs will be implemented to minimize the potential contaminants that are generated during and after construction. Water quality BMPs will be implemented throughout the project to capture and treat potential contaminants. • Substances harmful to aquatic life will not be discharged into the drainage. All hazardous substances will be properly handled and stored. • A Storm Water Pollution Prevention Plan will be prepared to prevent sediment from entering the drainage during construction. • To avoid attracting predators during construction, the project will be kept clean of debris to the extent possible. All food-related trash items will be enclosed in sealed containers and regularly removed from site. • Construction personnel will strictly limit their activities, vehicles, equipment and construction material to the proposed project footprint, staging areas, and designated routes of travel.	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			Exclusion fencing will be installed to demarcate the limits of disturbance. The exclusion fencing should be maintained until the completion of construction activities.	
IMPACT BIO-4: The Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.		Potentially significant	MM BIO-7 Nesting Birds: To the extent possible, construction activities (i.e., demolition, earthwork, clearing, and grubbing) within the Specific Plan Area & Upzone Site, including Opening Year Development—Options 1 and 2 and offsite infrastructure areas, shall occur outside of the general bird nesting season for migratory birds, which is March 15 through August 31 for songbirds and January 1 through August 31 for raptors. If construction activities (i.e., earthwork, clearing, and grubbing) must occur during the general bird nesting season for migratory songbirds (March 15 through August 31) and raptors (January 1 to August 31), a qualified biologist shall perform a pre-construction survey of potential nesting habitat to confirm the absence of active nests belonging to migratory birds and raptors afforded protection under the MBTA and CFG Code. The pre-construction survey shall be performed no more than three days prior to the commencement of construction activities. The results of the pre-construction survey shall be documented by the qualified biologist. If construction is inactive for more than seven days, an additional survey shall be conducted.	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			If the qualified biologist determines that no active migratory bird or raptor nests occur, the activities shall be allowed to proceed without any further requirements. If the qualified biologist determines that an active migratory bird or raptor nest is present, no impacts within 300 feet (500 feet for raptors) of the active nest shall occur until the young have fledged the nest and the nest is confirmed to no longer be active, or as determined by the qualified biologist. The biological monitor may modify the buffer or propose other recommendations in order to minimize disturbance to nesting birds.	
IMPACT BIO-5: The Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.		Potentially significant	MM BIO-8 County Regulated Trees: A tree survey shall be conducted for future projects proposed within the Specific Plan Area (excluding Opening Year Development—Options 1 and 2 and offsite infrastructure areas). The survey shall be conducted by an ISA-certified arborist to identify trees regulated under the Section 88.01.070 of the County's Code of Ordinances. If regulated trees will be impacted by a project, a tree removal permit must be obtained prior to impacts.	Less than significant
IMPACT BIO-6: The Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan.		Less than significant	None required	Less than significant
Cumulative		Potentially significant	MM BIO-1 through MM BIO-8	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
5.5 Cultural Resources				
Impact CUL-1: Initial development of the Specific Plan Area would not significantly impact a historical resource; however, future development may cause a substantial adverse change in the significance of a historical resource.	RR CUL-2 Native American historical and cultural resources and sacred sites are protected under PRC Sections 5097.9 to 5097.991, which require that descendants be notified when Native American human remains are discovered and provide for treatment and disposition of human remains and associated grave goods. RR CUL-5 If human remains are discovered within a project site, disturbance of the site must stop until the coroner has investigated and made recommendations for the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative. If the coroner has reason to believe the human remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (California Health and Safety Code Section 7050.5).	Potentially significant	Mitigation Measure CUL-1: Historical Resources Assessment for Future Development of Planning Area B of the Specific Plan and Upzone Site. Prior to issuance of a grading permit, future development projects in Planning Area B of the Specific Plan or the Upzone Site shall include the preparation of a historical resources assessment prepared by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualifications Standards (PQS) in architectural history or history to verify that any buildings, structures, or objects over 45 years of age are not eligible for listing as a historical resource. The qualified architectural historian or historian shall conduct an evaluation of the potential historic resources in accordance with the guidelines and best practices promulgated by the State Office of Historic Preservation (OHP) and shall document the evaluation in a report meeting the State OHP guidelines or on Department of Parks and Recreation Series 523 forms. The report shall be submitted to the County Planning Department for review and concurrence.	Less than significant
Impact CUL-2: Project construction could cause a substantial adverse change in the significance of an archaeological resource.		Potentially significant	Mitigation Measure CUL-2: Archaeological Monitoring of All Developments in the Specific Plan Area and Upzone Site. a) Prior to the issuance of each grading permit for the Specific Plan Area and Upzone Site, the Applicant or construction contractor	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			shall provide evidence to the County of San Bernardino that a qualified professional archeologist meeting the Secretary of Interior's PQS for Archaeology (as defined in the Code of Federal Regulations, 36 CFR Part 61) has been retained to conduct monitoring of rough grading activities. The archaeologist shall have the authority to redirect earthmoving activities in the event that suspected cultural resources are unearthed during construction activities. b) The archaeologist shall prepare a Cultural Resources Monitoring and Treatment Plan, which would be approved by the County and describe processes for archaeological and tribal monitoring and for handling incidental discoveries of cultural resources for all ground-disturbing construction and pre-construction activities. The monitoring plan shall be provided to the San Manuel Band of Mission Indians and Gabrieleño Band of Mission Indians – Kizh Nation for review and comment, as detailed in MM TCR-2. Prior to the issuance of a grading permit, the Applicant or construction contractor shall provide evidence to the County of San Bernardino that all construction workers involved with grading and trenching operations have received training by the archaeologist to recognize archaeological resources, including	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			tribal cultural resources, should such resources be unearthed during ground-disturbing construction activities. Pursuant to MM TCR-1, all Native American Tribal Representatives, including the San Manuel Band of Mission Indians and the Gabrieleño Band of Mission Indians – Kizh Nation, shall be allowed to attend the training session. c) The training of all construction workers involved with grading and trenching operations shall explain the importance and legal basis for the protection of significant archaeological resources. It will include a brief review of the cultural sensitivity of the construction area and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel involved with grading and trenching operations that begin work following the initial training session must take the training prior to beginning work; the archaeologist shall be available to	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			provide the training on an as-needed basis. d) In the event archaeological resources (artifacts or features) are encountered during ground-disturbing activities, the construction supervisor shall be required by his contract to immediately halt and redirect grading operations within a 100-foot radius of the discovery and see identification and evaluation and evaluation of the suspected resource by the archaeologist. This requirement shall be noted on all grading plans and the construction contractor shall be obligated to comply with the note. e) After the archaeologist makes his/her initial assessment of the nature of the find, the archaeologist shall notify the Native American Tribal Representatives—including the San Manuel Band of Mission Indians Cultural Resources Department and the Gabrieleño Band of Mission Indians – Kizh Nation—as to provide Tribal input with regards to the significance and treatment. If it is not of Native American heritage, the archaeologist shall pursue either protection in place or recovery, salvage, and treatment of the deposits. Recovery, salvage, and treatment protocols shall be developed in accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			15064.5 and 15126.4 in consultation with the County or a with a recognized scientific or educational repository, including the SCCIC. Per CEQA Guidelines Section 15126.4(b)(3), preservation in place shall be the preferred means to avoid impacts to archaeological resources qualifying as historical resources, consistent with CEQA Guidelines Section 15126.4(b)(3)(C). If unique archaeological resources cannot be preserved in place or left in an undisturbed state, recovery, salvage and treatment shall be required at the Applicant's expense. f) If a significant tribal cultural resource is discovered on the property, ground disturbing activities shall be suspended 50 feet around the resource until a tribal resource treatment plan is implemented. A tribal resource treatment plan shall be prepared and implemented, subject to approval by the County of San Bernardino, to protect the identified resource(s) from damage and destruction. The treatment plan shall contain a research design and data recovery program necessary to document the size and content of the discovery such that the resource(s) can be evaluated for significance under CEQA criteria. The research design shall list the sampling procedures appropriate to exhaust	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			the research potential of the archaeological or tribal cultural resource(s) in accordance with current professional archaeology standards. The treatment plan shall require monitoring by the appropriate Native American Tribe(s) during data recovery and shall require that all recovered artifacts undergo basic field analysis and documentation or laboratory analysis, whichever is appropriate. At the completion of the basic field analysis and documentation or laboratory analysis, any recovered resource(s) shall be processed and curated according to current professional repository standards. The collections and associated records shall be donated to an appropriate curation facility, or, the artifacts may be delivered to the appropriate Native American Tribe(s) if that is recommended by the County of San Bernardino. A final report containing the significance and treatment findings shall be prepared by the archaeologist and submitted to the County of San Bernardino, the South Central Coastal Information Center (SCCIC) at California State University (CSU), Fullerton, and the appropriate Native American Tribe(s). Mitigation Measure CUL-3: Archaeological Resources Assessment for Future Developments in Planning Area B of the Specific Plan and Upzone	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			Site. Prior to the issuance of a grading permit, future developments within Planning Area B of the Specific Plan and Upzone Site will be required to prepare archaeological resource assessments in accordance with the California Office of Historic Preservation: Archaeological Resources Management Report Guidelines, with the purpose to assess, avoid, and mitigate potential impacts to archeological and tribal cultural resources as set forth in CEQA Regulations: Appendix G. Archaeological resources assessments shall be performed under the supervision of an archaeologist that meets the Secretary of the Interior's PQS in either prehistoric or historic archaeology. The archaeological resources assessment for undeveloped, large open areas—including along Laurel Avenue within the Specific Plan and the northwest parcel of the Upzone Site—shall include a Phase I pedestrian survey, undertaken to locate any surface cultural materials that may be present. To the extent applicable, the archaeological resources assessment conducted for projects in the Specific Plan Area shall consider analysis and recommendations included in the Phase 1 CRA prepared for the Bloomington Business Park Specific Plan Project (Appendix E of the 2021 Draft EIR). In the event archaeological resources are identified by the archaeological resource assessment, Mitigation Measure CUL-2 shall apply.	
Impact CUL-3: Project construction could disturb human remains		Less than significant	None required	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
interred outside of formal cemeteries.				
Cumulative		Potentially significant	MM CUL-1 through MM CUL-3	Less than significant
5.7 Geology and Soils				
Impact GEO-1i: The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a mapped earthquake fault		No impact	None required	No impact
Impact GEO-1ii: The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.	RR GEO-1 San Bernardino County Development Code: Building Code. The Project will be designed and constructed in accordance with the San Bernardino County Development Code, which adopts the California Building Code (CBC) and California Residential Code (CRC), which are based on the International Building Code (IBC). New construction, alteration, or rehabilitation shall comply with applicable ordinances set forth by the County and/or by the most recent County building and seismic codes in effect at the time of Project design. In accordance with County Development Code Title 8, Chapter 87.08, a geotechnical investigation is required that must evaluate soil classification, site geology, slope stability, soil strength, position and adequacy	Less than significant	None required	Less than significant
Impact GEO-1iii: The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction.		Less than significant	None required	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	of load-bearing soils, the effect of moisture variation on soil-bearing capacity, compressibility, liquefaction, and expansiveness, as necessary, determined by the County Building Official. The geotechnical investigation must be prepared by registered professionals (i.e., California Professional Civil Engineer and as necessary a Professional Engineering Geologist). Recommendations of the report, as they pertain to structural design and construction recommendations for earthwork, grading, slopes, foundations, pavements, and other necessary geologic and seismic considerations, must be incorporated into the design and construction of the Project.			
Impact GEO-1iv: A portion of the Specific Plan Area is mapped as having moderate to high susceptibility for landslides		Potentially Significant	Mitigation Measure GEO-1: Landslide Susceptibility Report. Future development of structures within the area mapped as having moderate to high landslide susceptibility in Planning Area B of the Specific Plan shall prepare a landslide susceptibility investigation by registered professionals (i.e., California Professional Civil Engineer and as necessary a Professional Engineering Geologist). The investigation shall be prepared in accordance with requirements of the latest version of the California Building Code, and as warranted include design and construction recommendations to	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			mitigate potential risks and impacts related to potential landslide hazards.	
Impact GEO-2: The Project would not result in substantial soil erosion or the loss of topsoil.	RR HYD-1: See <i>Hydrology and Water Quality</i> RR HYD-3: See <i>Hydrology and Water Quality</i>	Less than significant	None required	Less than significant
Impact GEO-3: A portion of the Specific Plan Area is mapped as having moderate to high susceptibility for landslides; the proposed Opening Year Development – Option 1 has collapsible soils.	RR GEO-1: CBC Compliance, listed above	Potentially significant	Mitigation Measure GEO-1, listed above. Mitigation Measure GEO-2: Geotechnical Recommendations. The Geotechnical Investigations completed for development of the Specific Plan Area outside of Opening Year—Option 1 and for development of the Upzone Site shall be submitted to the County of San Bernardino for review and approval. The approved recommendations shall be incorporated into the final design of the improvements proposed at the Specific Plan and implemented during construction. Any subsequent recommendations required by the Project's certified geotechnical engineer or engineering geologist shall be implemented to ensure the Project meets structural requirements of the California Building Code.	Less than Significant
Impact GEO-4: The Project would not be located on expansive soil, as defined in table 18-1-b of the uniform building code (1994) and would not create substantial direct or indirect risks to life or property.	RR GEO-1: CBC Compliance, listed above	No Impact	None required	No impact
Impact GEO-5: The Project would not have soils incapable of adequately supporting the use of		No impact	None required	No impact

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater				
Impact GEO-6: With monitoring during earthmoving construction activities, the Project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	RR CUL-3: The removal, without permission, of any paleontological site or feature is prohibited from lands under the jurisdiction of the state or any city, county, district, authority, or public corporation, or any agency thereof (PRC 5097.5). This applies to agencies' own activities, including construction and maintenance, and permit actions by others.	Potentially significant	Mitigation Measure GEO-3: Paleontological Resources. Prior to grading activities, the Applicant and/or its contractor shall retain a paleontologist selected from the County's list of qualified paleontologists or one who meets the qualifications of the Society of Vertebrate Paleontology standards as Project Paleontologist. The Project Paleontologist shall prepare a paleontological resource mitigation program (PRMP), monitor, salvage, and curate any recovered fossils associated with the Project area, should these be unearthed during ground disturbance within the Project area. Specifically, the Project Paleontologist shall: • Be present at the pre-grading conference to establish procedures for paleontological resource surveillance. • Monitor all ground disturbing activities in subareas where unit Qof₃ and Qof₁ are exposed and for ground disturbing activities that are four feet or greater below ground surface where unit Qyf₅ is exposed. The Project Paleontologist may reduce monitoring to spot checks or discontinue at his/her discretion if no intact and significant paleontological resources are encountered after the initial period of full-time monitoring.	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			• Monitor excavations closely to quickly and professionally recover any fossil remains discovered while not impeding development. The purpose of the PRMP is to establish mitigation monitoring procedures and discovery protocols, based on industrywide best practices (Murphey et al., 2019) and shall include the following procedures: • Include a Worker's Environmental Awareness Program (WEAP) training. The WEAP shall be prepared prior to the start of ground disturbance and be presented in person by the Project Paleontologist to all field personnel to describe the types of fossils that may occur in sediments present within the construction areas and the procedures to follow if any are encountered. • Indicate where construction monitoring will be required for the Project and the frequency of required monitoring (i.e., full time, spot checks, etc.). • Address the collection and processing (e.g., wet- or dry-screening) of sediment samples to analyze for presence/absence of small-fraction and microscopic fossils. • Specify the process to be followed in the event paleontological resources are encountered, including ceasing all ground-disturbing activity within 50 feet of	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			the area of the discovery. The Project Paleontologist shall examine the materials encountered, assess the nature and extent of the find, and recommend a course of action to further investigate and protect or recover and salvage those resources that have been encountered. • Describe the different reporting standards to be used for monitoring with negative findings versus monitoring resulting in fossil discoveries. • Provide details on what sediment samples should be collected, analyzed, and processed to determine the presence/absence of fossils in small-fraction and microscopic grain sizes within the Project area. Fossils uncovered during mitigation activities shall be deposited in an accredited and permanent scientific institution, such as the Western Science Center, for the benefit of current and future generations. • Specify the criteria for discarding specific fossil specimens. If the Project Paleontologist determines that impacts to a sample containing significant paleontological resources cannot be avoided by Project planning, then recovery may be applied. ○ Actions may include recovering a sample of the fossiliferous material prior to construction, monitoring work and halting	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			construction if an important fossil needs to be recovered, and/or cleaning, identifying, and cataloging specimens for curation and research purposes. ○ Recovery, salvage and treatment shall be done at the applicant's expense. ○ All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the paleontologist. ○ Resources shall be identified and curated into an established accredited professional repository. ○ The Project Paleontologist shall have a repository agreement in hand prior to initiating recovery of the resource.	
Cumulative	RR GEO-1: CBC Compliance	Potentially significant	MM GEO-1 through MM GEO-3	Less than significant
5.9 Hazards and Hazardous Materials				
IMPACT HAZ-1: The Project would not create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials.	RR HAZ-1 Transportation of Hazardous Waste. Hazardous materials and hazardous wastes will be transported to and/or from the projects developed under the Countywide Plan in compliance with any applicable state and federal requirements, including the U.S. Department of Transportation regulations listed in the Code of Federal Regulations (CFR) (Title 49,	Less than significant	None required	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	Hazardous Materials Transportation Act); California Department of Transportation standards; and the California Occupational Safety and Health Administration standards. RR HAZ-2 Resource Conservation and Recovery Act. Hazardous waste generation, transportation, treatment, storage, and disposal will be conducted in compliance with the Subtitle C of the Resource Conservation and Recovery Act (RCRA) (Code of Federal Regulations, Title 40, Part 263), including the management of nonhazardous solid wastes and underground tanks storing petroleum and other hazardous substances. The San Bernardino County Fire Protection District serves as the designated Certified Unified Program Agency (CUPA) and which implements state and federal regulations for the following programs: (1) Hazardous Materials Release Response Plans and Inventory Program, (2) California Accidental Release Prevention (CalARP) Program, (3) Aboveground Petroleum Storage Act Program, and (4) UST Program (5) Hazardous Waste Generator and Onsite Hazardous Waste Treatment Programs (6) Hazardous Materials Management Plan			

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	and Hazardous Material Inventory Statement Program.			
IMPACT HAZ-2: The Project could create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment.	RR HAZ-3 California UST Regulations. Underground storage tank (UST) repairs and/or removals will be conducted in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations). Any unauthorized release of hazardous materials will require release reporting, initial abatement, and corrective actions that will be completed with oversight from the Regional Water Quality Control Board, Department of Toxic Substances Control, San Bernardino County Fire Protection District, South Coast Air Quality Management District, and/or other regulatory agencies, as necessary. Use of existing USTs will also have to be conducted (i.e., used, maintained and monitored) in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations). RR HAZ-4 ACMs and LBPs. Demolition activities that have the potential to expose construction workers and/or the public to asbestos-containing materials (ACMs) or lead-based paint (LBP) will be conducted in accordance with applicable	Potentially significant	MM HAZ-1 Soil Management Plan (SMP). The Project Applicant shall retain a qualified environmental consultant to prepare a SMP for all contaminated soils identified as environmental conditions in the Phase 1 and Phase 2 Environmental Site Assessments (Phases 1 and 2 ESAs) prepared for proposed development within the Specific Plan. The SMP shall be submitted to the San Bernardino County Fire Department, Hazardous Materials Division (SBCFD / HMD) for review and approval prior to the commencement of excavation and grading activities. The SMP shall be implemented during excavation and grading activities of the impacted area to ensure that contaminated soils are properly identified, excavated, and disposed of off-site, as follows: • The SMP shall address field screening, air monitoring, impacted soil excavation and segregation, confirmation sampling, stockpile management and sampling, impacted soil disposal, backfill, import soil sampling and tracking, and documentation. • The SMP shall be prepared and executed in accordance with South Coast Air Quality Management District (SCAQMD) Rule 1166, Volatile Organic Compound Emissions from Decontamination of Soil. During excavation, Rule 1166 requires that soils identified as	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	regulations, including, but not limited to: • South Coast Air Quality Management District's Rule 1403 • California Health and Safety Code (Section 39650 et seq.) • California Code of Regulations (Title 8, Section 1529) • California Occupational Safety and Health Administration regulations (California Code of Regulations, Title 8, Section 1529 [Asbestos] and Section 1532.1 [Lead]) • Code of Federal Regulations (Title 40, Part 61 [asbestos], Title 40, Part 763 [asbestos], and Title 29, Part 1926 [asbestos and lead]) RR HAZ-5 Removal of Hazardous Materials. The removal of hazardous materials, such as polychlorinated biphenyls (PCBs), mercury-containing light ballast, and mold, will be completed in accordance with applicable regulations pursuant to 40 CFR 761 (PCBs), 40 CFR 273 (mercury-containing light ballast), and 29 CFR 1926		contaminated shall be sprayed with water or another approved vapor suppressant, or covered with sheeting during periods of inactivity of greater than an hour, to prevent contaminated soils from becoming airborne. Under Rule 1166, contaminated soils shall be transported from the Project Site by a licensed transporter and disposed of at a licensed storage/treatment facility to prevent contaminated soils from becoming airborne or otherwise released into the environment. • Prior to the commencement of grading and excavation, the Phases 1 and 2 ESAs shall be submitted to reported to the SBCFD / HMD for review and comment. The recommendations of the SBCFD / HMD shall be incorporated in the SMP. After approval by SBCFD/HMD, the recommendations contained in all Phase 1 and 2 ESAs shall be incorporated into the SMP. • A qualified environmental consultant shall be present on the Project Site during grading and excavation activities in the known or suspected locations of contaminated soils and shall be on call at other times as necessary, to monitor compliance with the SMP and to actively monitor the soils and excavations for evidence of contamination. • During the Project's excavation phase, the Project Applicant shall remove and properly dispose of	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	(molds) by workers with the hazardous waste operations and emergency response (HAZWOPER) training, as outlined in 29 CFR 1910.120 and 8 CCR 5192. RR HAZ-6 California Code of Regulations (Title 8, Section 1541). New construction, excavations, and/or new utility lines within 10 feet or crossing existing high-pressure pipelines, natural gas/petroleum pipelines, or electrical lines greater than 60,000 volts will be designed and constructed in accordance with the California Code of Regulations (Title 8, Section 1541)		impacted materials in accordance with the provisions of the SMP. If soil is stockpiled prior to disposal, it will be managed in accordance with the Project's Storm Water Pollution Prevention Plan, prior to its transfer for treatment and/or disposal. All impacted soils would be properly treated and disposed of in accordance with South Coast Air Quality Management District (SCAQMD) Rule 1166, Volatile Organic Compound Emissions from Decontamination of Soil, as well as applicable requirements of the Santa Ana Regional Water Quality Control Board. MM HAZ-2 Health and Safety Plan. Given the presence of known soil contamination on at least a portion of the proposed development area within the Specific Plan, a Health and Safety Plan shall be prepared in compliance with OSHA Safety and Health Standards (29 Code of Federal Regulations 1910.120) and Cal/OSHA requirements (CCR Title 8, General Industry Safety Orders and California Labor Code, Division 5, Part 1, Sections 6300-6719) and submitted for review by the SBCFD / HMD. The Health and Safety Plan shall be submitted to the SBCFD / HMD for review and approval prior to the commencement of excavation and grading. The Health and Safety Plan shall address, as appropriate, safety requirements that would serve to avoid significant impacts or risks to workers or	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			the public in the event that elevated levels of subsurface gases are encountered during grading and excavation and shall include any applicable recommendations contained in all Phase 1 and Phase II ESAs, after the ESAs are approved by SBCFD/HMD. The Health and Safety Plan shall address potential vapor encroachment from the soil contamination, and workers shall be trained to identify exposure symptoms and implement alarm response. The Health and Safety Plan shall have emergency contact numbers, maps to the nearest hospital, gas monitoring action levels, gas response actions, allowable worker exposure times, and mandatory personal protective equipment requirements. The Health and Safety Plan shall be signed by all workers involved in the removal of the contaminated soils to demonstrate their understanding of the risks of excavation.	
IMPACT HAZ-3: The Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.	RR HAZ-1 Transportation of Hazardous Waste, above. RR HAZ-2 Resource Conservation and Recovery Act, above. RR HAZ-3 California UST Regulations, above.	Less than significant	None required	Less than significant
IMPACT HAZ-4: The Specific Plan Area contains properties included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 that could		Less than significant	None required	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
cause a significant hazard to the public or the environment.				
IMPACT HAZ-5: The Project would not result in a safety hazard or excessive noise for people residing or working in the Project area for a project located within an airport land use plan or, where such a plan has not been adopted, be within two miles of a public airport or public use airport.				
IMPACT HAZ-5: The Project would not result in a safety hazard or excessive noise for people residing or working in the Project area for a project located within an airport land use plan or, where such a plan has not been adopted, be within two miles of a public airport or public use airport.		No impact	None required	No impact
IMPACT HAZ-6: The Project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.		Less than significant	None required	Less than significant
Cumulative	RR HAZ-1, HAZ-2, HAZ-3, HAZ-4, HAZ-5, HAZ-6, above.	Potentially significant	MM HAZ-1 and MM HAZ-2, above.	Less than significant
5.10 Hydrology and Water Quality				
Impact WQ-1: The Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.	RR WQ-1: NPDES/SWPPP. Prior to issuance of any grading or demolition permits, the applicant shall provide the County Building and Safety Division evidence of compliance with the NPDES (National Pollutant Discharge Elimination System) requirement	Less than significant	None required	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	to obtain a construction permit from the State Water Resource Control Board (SWRCB). The permit requirement applies to grading and construction sites of one acre or larger. The Project applicant/proponent shall comply by submitting a Notice of Intent (NOI) and by developing and implementing a Stormwater Pollution Prevention Plan (SWPPP) and a monitoring program and reporting plan for the construction site. RR WQ-2: WQMP. Prior to the approval of the Grading Plan and issuance of Grading Permits a completed Water Quality Management Plan (WQMP) shall be submitted to and approved by the Public Works Department. The WQMP shall be submitted using the Riverside County Stormwater Program's model form and shall identify all Post-Construction, Site Design, Source Control, and Treatment Control Best Management Practices (BMPs) that will be incorporated into the development project in order to minimize the adverse effects on receiving waters.			
Impact WQ-2: The Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede		Less than significant	None required	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
sustainable groundwater management of the basin.				
Impact WQ-3: The Project would not substantially alter the existing drainage pattern of the area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.	RR WQ-1: NPDES/SWPPP, listed above RR WQ-2: WQMP, listed above	Less than significant	None required	Less than significant
Impact WQ-4: The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.	RR WQ-1: NPDES/SWPPP, listed above RR WQ-2: WQMP, listed above	Less than significant	None required	Less than significant
Impact WQ-5: The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.	RR WQ-1: NPDES/SWPPP, listed above RR WQ-2: WQMP, listed above	Less than significant	None required	Less than significant
Impact WQ-6: The Project would not substantially alter the existing		Less than significant	None required	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows				
Impact WQ-7: The Project would not be located in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.		No impact	None required	No impact
Impact WQ-8: The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	RR WQ-1: NPDES/SWPPP, listed above RR WQ-2: WQMP, listed above	Less than significant	None required	Less than significant
Cumulative	RR WQ-1 and RR WQ-2, listed above.	Less than significant	None required	Less than significant
5.11 Land Use and Planning				
Impact LU-1: The Project would not physically divide an established community.	RR GHG-1 through RR GHG-4, above.	Less than significant	None required	Less than significant
Impact LU-2: The Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	RR LU-1 The County of San Bernardino Development Code: The County's Development Code (Title 8 of the County Code of Ordinances) provides the basis for zoning designations and development regulations in unincorporated areas	Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
5.13 Population and Housing				
Impact POP-1: The Project would not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).		Less than significant	None required	Less than significant
Impact POP-2: The Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant
5.14 Public Services				
Impact PS-1: The Project would not result in substantial adverse physical impacts associated with fire protection services or the provision of new or physically altered fire station facilities.		Less than significant	None required	Less than significant
Impact PS-2: The Project would not result in substantial adverse physical impacts associated with police services or the provision of new or physically altered police facilities.		Less than significant	None required	Less than significant
Impact PS-3: The Project would not result in substantial adverse physical impacts associated with school services or the provision of new or physically altered school facilities.		Less than significant	None required	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Impact PS-4: The Project would not result in substantial adverse physical impacts associated with park and recreational services or the provision of new or physically altered park facilities.		Less than significant	None required	Less than significant
Impact PS-5: The Project would not result in substantial adverse physical impacts associated with other government services or the provision of new or physically altered public facilities.		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant
5.15 Transportation				
Impact TR-1: The Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.		Less than significant	None required	Less than significant
Impact TR-2: The Project would not conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b).		Less than significant	None required	Less than significant
Impact TR-3: The Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).		Less than significant	None required	Less than significant
Impact TR-4: The Project would not result in inadequate emergency access.		Less than significant	None required	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Cumulative		Less than significant	None required	Less than significant
5.16 Tribal Cultural Resources				
Impact TCR-1: The Project would not cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	RR TCR-1 Per AB 52, within 14 days of deciding to undertake a project or determining that a project application is complete, the lead agency must provide formal written notification to all tribes who have requested it. RR TCR-2 Native American historical and cultural resources and sacred sites are protected under PRC Sections 5097.9 to 5097.991, which require that descendants be notified when Native American human remains are discovered and provide for treatment and disposition of human remains and associated grave goods. RR CUL-5 If human remains are discovered within a project site, disturbance of the site must stop until the coroner has investigated and made recommendations for the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative. If the coroner has reason to believe the human remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage	Potentially significant	Mitigation Measures CUL-2 and CUL-3, listed above. Mitigation Measure TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities A. The Project Applicant/Developer shall retain a Native American monitor from (or approved by) the San Manuel Band of Mission Indians and the Gabrieleno Band of Mission Indians-Kizh Nation ("Tribes"). The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject Project, at all Project locations (i.e., both on-site and any off-site locations that are included in the Project description/definition and/or required in connection with the Project, such as public improvement work). "Ground-disturbing activity" includes, but is not limited to, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. Monitors from the San Manuel Band of Mission Indians and the Gabrieleno Band of Mission Indians-Kizh Nation shall provide Native American monitoring services on a rotating basis. B. The Project Applicant/Developer shall provide documentation of its retention of a Native American monitor, as provided in Mitigation Measure TCR-1, to the County Planning Department (?) prior to	Less than significant
Impact TCR-2: The Project would not cause a substantial adverse change in the significance of a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, that considers the significance of the resource to a California Native American tribe.		Potentially significant		Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	Commission. (California Health and Safety Code Section 7050.5)		the earlier of the commencement of any ground-disturbing activity for the project, or the issuance of any permit necessary to commence a ground-disturbing activity. C. The Project Applicant/Developer shall provide the Tribe with a minimum of 15 days advance written notice of the commencement of any project ground-disturbing activity so that the Tribe has sufficient time to secure and schedule a monitor for the project. D. The Project Applicant/Developer shall hold at least one pre-construction sensitivity/educational meeting prior to the commencement of any ground-disturbing activities, where at a senior member of the Tribe(s) will inform and educate the Project's construction and managerial crew and staff members (including any Project subcontractors and consultants) about the TCR mitigation measures and compliance obligations, as well as places of significance located on the Project site (if any), the appearance of potential TCRs, and other informational and operational guidance to aid in the Project's compliance with the TCR mitigation measures. The Native American Tribe(s) shall be notified of and allowed to attend the pre-grading meeting with the County and Project construction contractors and/or monitor all Project mass grading and trenching activities. In the event that suspected tribal cultural resources are unearthed, the Native American Tribe(s) shall have the	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			authority to redirect earth moving activities in the affected area. E. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the Project applicant/Lead Agency upon written request. F. Native American monitoring for the Project shall conclude upon the latter of the following: (1) written confirmation from a designated Project point of contact to the Tribe representatives that all ground-disturbing activities and all phases that may involve ground-disturbing activities on the project site and at any off-site Project location are complete; or (2) written notice by the Tribe to the Project Applicant/Developer and the County Planning Department that no future, planned construction activity and/or development/construction phase (known by the Tribe at that time) at the Project	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			site and at any off-site project location possesses the potential to impact TCRs. G. Any and all archaeological or cultural documents created as a part of the Project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the Project Applicant/Developer and the County Planning Department for dissemination to the San Manuel Band of Mission Indians and the Gabrieleno Band of Mission Indians-Kizh Nation. The County Planning Department and/or Project Applicant/Developer shall, in good faith, consult with both Tribes until all ground disturbing activities of the Project are completed. Mitigation Measure TCR-2: Discovery of TCRs, Human Remains, and/or Grave Goods A. Upon the discovery of a TCR, all construction activities in the immediate vicinity of the discovery (i.e., not less than the surrounding 50 feet) shall cease. The Mission Indians and Gabrieleno Band of Mission Indians-Kizh Nation and the San Manuel Band of Mission Indians Cultural Resources Department shall be contacted regarding any cultural resources discovered during construction activities and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. No Project construction activities shall resume in the surrounding 50 feet of the discovered TCR unless and until the Tribe has completed its	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			assessment/evaluation/recovery of the discovered TCR and surveyed the surrounding area. Should the find be deemed significant, as defined by CEQA, a Cultural Resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with the Mission Indians and Gabrieleno Band of Mission Indians-Kizh Nation and San Manuel Band of Mission Indians, and all subsequent finds shall be subject to this Plan. The Project Applicant/Developer shall comply with all provisions of the Plan. The Plan shall allow for a Native American monitor to be present that represents Tribes until all ground disturbance activities occurring at the Project site, including offsite areas, are completed, should they elect to place a monitor on-site. B. The appropriate Tribe will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate in its discretion, per the Cultural Resources Monitoring and Treatment Plan, and for any purpose the Tribe deems appropriate, including but not limited to, educational, cultural and/or historic purposes. C. If Native American human remains and/or grave goods are discovered or recognized on the Project site or at any off-site project location, then all construction activities shall immediately cease within a 200' radius. Native American "human remains" are defined to include "an inhumation or cremation,	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			and in any state of decomposition or skeletal completeness." (Pub. Res. Code § 5097.98 (d)(1).) Funerary objects, referred to as "associated grave goods," shall be treated in the same manner and with the same dignity and respect as human remains. (Pub. Res. Code § 5097.98 (a), d)(1) and (2).) D. Any discoveries of human skeletal material or human remains shall be immediately reported to the County Coroner (Health & Safety Code § 7050.5(c); 14 Cal. Code Regs. § 15064.5(e)(1)(B)), and all ground-disturbing project ground-disturbing activities on site and in any other area where the presence of human remains and/or grave goods are suspected to be present, shall immediately halt and remain halted until the coroner has determined the nature of the remains. (14 Cal. Code Regs. § 15064.5(e).) If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed. E. Thereafter, construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or grave goods, if, per the Cultural Resources Monitoring and Treatment Plan and the Tribes' discretion, resuming construction activities at that distance is acceptable and provides the Project manager express consent of that	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			determination (along with any other mitigation measures the Tribal monitor and/or archaeologist deems necessary). (14 Cal. Code Regs. § 15064.5(f).) F. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or grave goods. G. Any historic archaeological material that is not Native American in origin (non-TCRs) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes. Mitigation Measure TCR-3: Procedures for Burials, Funerary Remains, and Grave Goods: A. Inadvertent Discovery of Native American Human Remains: Public Resources Code §5097.98 This code invests the NAHC with the authority to designate a Most Likely Descendant (MLD) when Native American human remains and any associated grave items are inadvertently discovered. Any discovery of human remains and/or grave goods discovered and/or recovered shall be kept confidential to prevent further disturbance.	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			B. If the discovery of human remains includes four (4) or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created. C. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated “grave goods” (aka, burial goods or funerary objects) are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later, as well as other items made exclusively for burial purposes or to contain human remains. Cremations will either be removed in bulk or by means necessary to ensure complete recovery of all sacred materials. D. In the case where discovered human remains cannot be fully recovered (and documented) on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to divert the Project while keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. E. In the event preservation in place is not possible despite good faith efforts by	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			the Project applicant/developer and/or landowner, before ground-disturbing activities may resume on the Project site, the landowner shall arrange a designated site location within the footprint of the Project for the respectful reburial of the human remains and/or ceremonial objects. The site of reburial/repatriation shall be agreed upon by the Tribe and the landowner, and shall be protected in perpetuity. F. Each occurrence of human remains and associated grave goods will be stored using opaque cloth bags. All human remains, grave goods, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items will be retained and shall be reburied within six months of recovery. G. The Tribes will work closely with the Project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Cumulative		Potentially significant	Mitigation Measures CUL-2, CUL-3, and TCR-1 through TCR-3, listed above.	Less than significant
5.17 Utilities and Service Systems				
Impact UT-1: The Project would not require or result in the relocation or construction of new water facilities, the construction or relocation of which could cause significant environmental effects.		Less than significant	None required	Less than significant
Impact UT-2: The Project would have sufficient water supplies available to serve the Project and reasonably foreseeable development during normal, dry, and multiple dry years.		Less than significant	None required	Less than significant
Impact UT-3: The Project would not require or result in the construction of new or expanded wastewater facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects.		Less than significant	None required	Less than significant
Impact UT-4: The Project would result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments.		Less than significant	None required	Less than significant
Impact UT-5: The Project would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which		Less than significant	None required	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
could cause significant environmental effects.				
Impact UT-6: The Project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.		Less than significant	None required	Less than significant
Impact UT-7: The Project would comply with federal, state, and local statutes and regulations related to solid waste.		No impact	None required	No impact
Cumulative		Less than significant	None required	Less than significant

2. Introduction

This Draft Recirculated Environmental Impact Report (Recirculated Draft EIR) is an informational document that evaluates the environmental effects that may result from the planning, construction, and operation of the proposed Bloomington Business Park Specific Plan Project (Project), which includes reapproval of the Specific Plan, a Policy Plan Amendment, Zoning Amendments, Site Plan Approvals, Conditional Use Permits, Vesting Tentative Parcel Maps, and Community Facilities District. The term Project includes all discretionary and administrative approvals and permits required for its implementation.

2.1 PURPOSE OF CALIFORNIA ENVIRONMENTAL QUALITY ACT

The California Environmental Quality Act (CEQA) requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority prior to taking action on those projects. The CEQA Guidelines provide the following information regarding the purpose of an EIR:

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

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

2.2 PURPOSE OF THIS RECIRCULATED ENVIRONMENTAL IMPACT REPORT

The purpose of this Recirculated Draft EIR is to correct deficiencies identified by the Superior Court of the State of California for the County of San Bernardino ("Court") in the 2022 Bloomington Business Park Specific Plan Project Final EIR ("2022 FEIR") and provide additional analysis regarding potential impacts to air quality, energy, greenhouse gas emissions, and noise. To support this purpose, this Recirculated Draft EIR identifies:

- The potentially significant impacts of the proposed Project on the environment in relation to the four topic areas identified by the Court and the manner in which those significant impacts can be avoided or mitigated;
- Any unavoidable adverse impacts that cannot be mitigated or avoided in relation to the four topic areas identified by the Court; and

- Reasonable and feasible alternatives to the Project, as clarified by the Court, that would eliminate any significant adverse environmental impacts or reduce impacts in relation to the four topic areas identified by the Court to a less-than-significant level.

2.2.1 Analysis Required by the Court

The public process for the proposed Project included an original 2021 Draft EIR that was circulated for public comment from September 29, 2021, through December 15, 2021, and a Final EIR that was certified on November 15, 2022. Several parties filed lawsuits challenging the adequacy of the 2022 FEIR, and the cases were consolidated in the Court. On September 17, 2024, the Court issued a ruling granting the CEQA writ petition related to alternatives, air quality impacts (Friant Ranch analysis and feasibility of zero-emission truck mitigation), greenhouse gas emissions impacts, energy impacts, and noise impacts, ordering the County to set aside certification of the Final EIR and related Project approvals. The Court denied the CEQA writ petition on all other grounds raised.

Specifically, in regard to alternatives, the Court ruled that the 2022 FEIR failed to analyze a reasonable range of alternatives because Alternative 3 (Reduced Project/ No Specific Plan Alternative) was effectively the same as phase 1 of the Project and would not meaningfully reduce identified impacts; therefore, it was determined to not be a meaningful alternative.

Related to air quality, the Court determined that 1) the County prejudicially abused its discretion in failing to either provide a *Friant Ranch Analysis* or sufficiently explain why it is infeasible to provide an analysis of the health risks associated with ozone impacts and that responses to comments on this issue were not sufficiently detailed; and 2) the County's findings of economic and commercial infeasibility for measures related to zero emission trucks were not supported by substantial evidence.

In regard to project-level and cumulative greenhouse gas emissions, the Court found that the EIR was inconsistent in its characterization of impacts, which relied upon achieving 100 points from the 2021 County of San Bernardino Greenhouse Gas Reduction Plan Screening Tables. The court found that the 100 point requirement was included as both Project Design Features and mitigation and that by treating them as both, the EIR failed to discuss the significance of the impact separately from the mitigation measures and thus failed as an informational document.

In regard to energy, the Court found that the County did not fully consider the feasibility of renewable energy resources to meet CEQA procedural requirements to consider the Project's energy use, and that substantial evidence did not support the County's finding of no significant impacts under Impact E-1. The Court also found the County failed to analyze whether the proposed buildings in the Specific Plan area should actually incorporate renewable energy resources once an end user was selected. This also related to the transportation energy analysis, which the Court noted did not look at potential use of renewable energy outside of idling regulations and found that reliance on idling requirements alone did not constitute an adequate assessment of vehicle fuel consumption impacts or mitigation. In addition, the Court found that 2022 FEIR's cumulative energy analysis was not supported, as it had not yet been determined whether the Project would result in wasteful, inefficient, and unnecessary consumption of energy.

Related to noise, the Court found that the 2022 FEIR did not include an analysis of whether the Project would result in a temporary increase in ambient noise levels caused by construction and whether such increase would result in potential significant noise impacts, as the 2022 FEIR used only an absolute noise level threshold. The Court found that instead, the EIR should have considered the magnitude of the construction noise increase in light of the existing ambient noise levels.

The purpose of this Recirculated Draft EIR is to provide analysis to address the CEQA issues found inadequate by the Court ruling and provide compliance with CEQA for the reconsideration of the Bloomington Business Park Specific Plan Project.

Where a court finds that CEQA violations have occurred, judicial remedies must only include the mandates needed to comply with CEQA (PRC Section 21168.9[b]; see also CEQA Guidelines Section 15234). To that end, CEQA Guidelines Section 15234 provides that an agency revising its environmental document per a court's order "need not expand the scope of analysis on remand beyond that specified by the court" (CEQA Guidelines Section 15234[d]).

The CEQA Guidelines further acknowledge that "additional environmental review shall only be required by the court consistent with principles of res judicata" (CEQA Guidelines Section 15234[d]). Res judicata is the legal concept that "prevents relitigation of the same cause of action in a second suit between the same parties or parties in privity with them" (California Supreme Court in *Mycogen v. Monsanto Company* (2002) 28 Cal.4th 888, 896; see also *lone Valley Land, Air, & Water Defense Alliance, LLC v. County of Amador* (2019) 33 Cal.App.5th 165, 170-173). Once an agency has taken steps to correct the deficiencies in an EIR identified in a writ of mandate, further challenges to the EIR based on issues that were raised or could have been raised in the prior litigation are barred by res judicata (*lone Valley* [2019] 33 Cal.App.5th 165, 172).

New challenges to parts of the original environmental review that were not raised at the trial court level are not allowed to be brought to the trial court in a second suit or upon remand. Pursuant to *Ballona Wetlands Land Trust v. City of Los Angeles* (2011) 201 Cal.App.4th 455, "the trial court's retained jurisdiction under Public Resources Code section 21168.9, subdivision (b) is limited to ensuring compliance with the peremptory writ of mandate. After considering the petitioner's challenges to an EIR or other agency action and rendering a final judgment and peremptory writ of mandate, a trial court evaluating a return to the writ may not consider any newly asserted challenges arising from the same material facts in existence at the time of the judgment." Accordingly, the only issues which can be challenged relate to those identified by the Court's September 17, 2024 Judgment to not be in compliance with CEQA and only through opposition to a Motion to Discharge Writ.

2.2.2 Revised Analysis

The Project commenced the local entitlement process on March 12, 2020, by filing an application for the Conditional Use Permit for Site 2 (PROJ-2020-00034). Additional entitlements were submitted throughout 2020 and 2021 and include land use applications for PROJ-2020-00204, PROJ-2020-00238, PROJ-2020-00241, PROJ-2020-00242, PROJ-2020-00245, PROJ-2020-00246, and PROJ-2021-00004.

The purpose of this Recirculated Draft EIR is to provide the analysis required to address the CEQA deficiencies in the 2022 FEIR that were identified in the Court ruling issued on September 17, 2024. This Recirculated Draft EIR provides a revised analysis addressing the CEQA deficiencies in four topical sections of Chapter 5 of the original EIR: Section 5.3, *Air Quality*; Section 5.6, *Energy*; Section 5.8, *Greenhouse Gas Emissions*; and Section 5.12, *Noise*. In addition, this revised analysis addresses the CEQA deficiencies of Chapter 7, *Alternatives*, of the original EIR. The numbering corresponds to the named chapters in the original 2021 Draft EIR (Recirculated Draft EIR Volume 2) and provides reference to other analyses, which the court found legally valid.

In order to address the Court's ruling related to alternatives, the Reduced Project Alternative was modified so that it would avoid significant and unavoidable impacts resulting from the Project. The new Reduced Project Alternative consists of development of only Site 1 of Opening Year Development – Option 1 as an individual project with no Specific Plan being adopted. Therefore, only 17.72 acres of the 213-acre Project site would be developed with a 383,000 square foot high cube warehouse. As only 17.72 acres would be

rezoned from RS-1-AA to Specific Plan, this alternative would result in the loss of zoning capacity for 17 dwelling units. However, pursuant to County Development Code Section 82.04.030, a minimum of 10 acres is required for the RM (Multiple Residential Designation); therefore, 10 acres of the Upzone Site would be rezoned to RM. This alternative represents an approximately 88.2 percent decrease from the maximum buildout potential of the Specific Plan, and approximately 91.7 percent decrease in land acreage that would be developed by the Specific Plan.

In order to address the Court's ruling related to the *Friant Ranch* analysis and ozone-related health impacts, this Recirculated Draft EIR includes an additional discussion of why full health impact modeling through CAMx and BenMAP-CE is infeasible for a project of this scale. In addition, this Recirculated Draft EIR compares Project emissions to those resulting from other representative projects in order to demonstrate that health impacts would be less than significant and that additional modeling would not yield meaningful information.

In order to address the Court's ruling related to the feasibility or infeasibility of mitigation requiring zero-emission trucks, this Recirculated Draft EIR provides additional substantial evidence as to the infeasibility of zero-emission heavy duty trucks in the near future.

In order to address the Court's ruling related to energy, this Recirculated Draft EIR provides an additional discussion of the potential use at the Project of renewable energy such as solar panels and electric vehicle chargers and their inclusion as part of the mitigation measures for the Project. This Recirculated Draft EIR also revised the analysis to implement mitigation requiring buildings within the Specific Plan to be designed to achieve LEED Silver certification.

In order to address the Court's ruling related to greenhouse gas emissions, Mitigation Measure GHG-1 has been revised to require proof of which of the measures outlined in the County's 2021 GHG Reduction Plan, totaling up to at least 100 points, have been incorporated into each Project building at the time of receipt of such building's certificate of occupancy. In addition, Impact GHG-2 has been revised to address the need for implementation of mitigation measures in order to reduce impacts to a less than significant level.

In order to address the Court's ruling related to noise, this Recirculated Draft EIR includes additional analysis of construction noise impacts and the potential for Project construction to result in an increase in ambient noise levels.

2.3 LEGAL AUTHORITY

This Recirculated Draft EIR has been prepared in accordance with all criteria, standards, and procedures of CEQA (California Public Resource Code Section 21000 et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15000 et seq.).

Pursuant to Public Resources Code Section 21067 and CEQA Guidelines Article 4 and Section 15367, the County of San Bernardino (County) is the Lead Agency under whose authority this Recirculated Draft EIR has been prepared. "Lead Agency" refers to the public agency that has the principal responsibility for carrying out or approving a project. Serving as the Lead Agency and before taking action on any approvals for the Project, the County has the obligations to: (1) ensure that this Recirculated Draft EIR has been completed in accordance with CEQA; (2) review and consider the information contained in this Recirculated Draft EIR as part of its decision making process; (3) make a statement that this Recirculated Draft EIR reflects the County's independent judgment; (4) ensure that all significant effects on the environment are eliminated or substantially lessened where feasible; and, if necessary, (5) make written findings for each unavoidable significant environmental effect stating the reasons why mitigation measures or project alternatives identified in this Recirculated Draft EIR are infeasible and citing the specific benefits of the proposed Project that outweigh its unavoidable adverse effects (CEQA Guidelines Sections 15090 through 15093).

Pursuant to CEQA Guidelines Sections 15040 through 15043, and upon completion of the CEQA review process, the County will have the legal authority to do any of the following:

- Approve the Project;
- Require feasible changes in any or all activities involved in the Project in order to substantially lessen or avoid significant effects on the environment;
- Disapprove the Project, if necessary, in order to avoid one or more significant effects on the environment that would occur if the Project was approved as proposed; or
- Approve the Project even though the Project would cause a significant effect on the environment if the County makes a fully informed and publicly disclosed decision that: 1) there is no feasible way to lessen the effect or avoid the significant effect; and 2) expected benefits from the Project will outweigh significant environmental impacts of the Project.

2.4 ENVIRONMENTAL IMPACT REPORT PROCESS

This Recirculated Draft EIR meets the content requirements discussed in CEQA Guidelines Article 9, beginning with CEQA Guidelines Section 15120.

Notice of Preparation

Pursuant to the requirements of CEQA, the County issued a Notice of Preparation of a Recirculated Draft Environmental Impact Report (NOP) for the Project that was provided in both English and Spanish, which was distributed on November 13, 2024. The purpose of the NOP was to solicit early comments from public agencies with expertise in subjects that are discussed in this Recirculated Draft EIR and to solicit comments from the public regarding potential Project environmental impacts. The NOP requested members of the public and public agencies to provide input on the scope and content of environmental impacts that should be included in the Recirculated EIR. Comments received on the NOP are included in Appendix A and summarized in Table 2-1, which also includes a reference to the Recirculated Draft EIR section(s) in which issues raised in the comment letters are addressed.

Table 2-1: Summary of NOP Comment Letters

Comment Letter and Comment	Relevant Recirculated Draft EIR Section
Regional Agencies	
Southern California Gas, December 3, 2024	
This letter provides comments from SoCal Gas stating that SoCalGas Distribution has facilities in the area and to have the Project developer contact 811 at DigAlert prior to any excavation or demolition activities so that they can locate and mark their facility. Additionally, a SoCalGas employee on standby is required for any excavation activity within ten feet of SoCalGas High-Pressure facilities. If new gas service is needed, the developer should contact SoCalGas Builder Services group to begin the application process as soon as practicable. SoCalGas Southeast Region – Redland would be the contact for requests in San Bernardino County. For minor street improvement projects SoCalGas requests they be notified four months prior to start of pavements projects so they can complete leak surveys and repair leaks if found. For major street improvement projects and pipeline projects SoCalGas request signed design plans with gas company facilities posted, four to six months prior to start of construction for possible relocation of SCG medium pressure facilities and nine to 12 months for possible relocation of high-pressure facilities. SoCalGas requests that they are informed of any and all	Not Applicable

Comment Letter and Comment	Relevant Recirculated Draft EIR Section
pre-construction meetings and construction schedules so that their work can be scheduled accordingly. Potholing may be required to determine if a conflict exists between the proposed development and SCG facilities. If, for any reason, there are SCG facilities in conflict, and a request to be relocated is needed, it is important to send the request in writing inclusive of the following information: • A Signed "Notice to Owner" request on Official Letterhead from the County and/or company. • Name, Title and Project Number. • Address, Location, Start Date, Parameters & Scope of Entire Job/Project. • Copy of Thomas Guide Page and/or Google Map Screenshot Highlighting Project Area. • Requestor Company's Contact Name, Title, Phone Number, Email, and other pertinent information.	
South Coast Air Quality Management District, December 12, 2024	
This letter requests that the South Coast Air Quality Management District (SCAQMD) receive a copy of the Recirculated Draft EIR upon its completion, including all technical appendices related to air quality, health risk, and greenhouse gas emissions and electronic versions of all emission calculation spreadsheets, air quality modeling, and health risk assessment input and output files. SCAQMD recommends that the Lead Agency use SCAQMD's CEQA Air Quality Handbook and website as guidance when preparing air quality and greenhouse gas analyses and use the California Emissions Estimator Model for emissions modeling. SCAQMD recommends all emissions be calculated and compared to SCAQMD's regional pollutant thresholds and localized significance thresholds. Additionally, it recommends that a health risk assessment be completed. The comment acknowledges that if implementation of the Project would require the use of a new station and portable sources one or more air permits from SCAQMD would be required and that SCAQMD should be identified as a Responsible Agency if the Project requires a permit from SCAQMD and should be discussed in the EIR. SCAQMD is concerned about potential health risk impacts of siting warehouses within close proximity of sensitive land uses and the area surrounding the Project has an estimated cancer risk of over 880 in one million. The comment states that if the Project results in significant air quality impacts, the Draft EIR should analyze mitigation measures and lists the following possible measures for consideration: • Requiring zero-emissions or near-zero emissions on-road haul trucks • Limit the daily number of trucks allowed to numbers levels analyzed in the EIR • Provide EV charging stations or electrical infrastructure for future EV charging stations • Maximize use of solar energy by installing solar arrays • Use light colored roofing and paving materials • Utilize only Energy Star appliances • Use of water based or low VOC cleaning products that go beyond requirements of SCAQMD Rule 1113 • Clearly mark truck routes with signs so trucks will not travel next to or near sensitive land uses • Design the Project so that truck entrances and exits are not facing sensitive receptors	Air Quality, Energy, Greenhouse Gas Emissions

Comment Letter and Comment	Relevant Recirculated Draft EIR Section
- Design the Project so that any check-in point for trucks is inside project boundaries to ensure no trucks are queuing outside - Design the Project so that any truck traffic inside the Project is located as far away from sensitive receptors as possible - Provide overnight truck parking inside the Project. Additionally, the comment states that if the Project results in significant air quality impacts from other area sources, the recirculated Draft EIR should analyze the following possible measures for consideration: - Maximize use of solar energy by installing solar energy arrays - Use light colored paving and roofing materials - Utilize only Energy Star heating, cooling, and lighting devices, and appliances - Use of water-based or low VOC cleaning products that go beyond the requirements of South Coast AQMD Rule 1113.	
Local Agencies	
County of San Bernardino Department of Public Works Environmental Management Division, December 12, 2024	
This letter from the County of San Bernardino's Department of Public Works Environmental Management Division states that Public Works does not have comments related to the Project at this time. Public Works requests to be included on the circulation list for all Project notices, reviews, or public hearings.	Not Applicable
Organization Comments	
Law Office of Abigail Smith (on behalf of the Sierra Club), December 12, 2024	
This letter provides comments from the Law Office of Abigail Smith on behalf of the Sierra Club. This comment suggests the County propose aggressive and enforceable mitigation measures, such as requiring the Project to utilize the cleanest available vehicle technologies, to lessen the Project's air quality and greenhouse gas emissions impacts to the maximum extent feasible. The comment states that the County must take all steps to ensure that the Projects is in conformance with Assembly Bill 1279. Additionally, the County must propose transportation measures through the Recirculated Draft EIR that are designed to reduce fuel use in cars and trucks, including reducing vehicle miles traveled (VMT) as required by Senate Bill 743. The County must explore alternatives to the Project that balance industrial land uses and housing as feasible mitigation and consider an alternative through the Recirculated EIR with a mix of housing and employment opportunities. The comment suggests the County explore programmatic VMT reducing measures, such as establishing a mitigation fund that will help to address the Project's VMT impacts. The Project must fully evaluate the cumulative impact of the proposed land use changes, and the Project shall be designed to lessen the Project's cumulative impacts by reducing VMT. The comment also suggests the Recirculated EIR propose measures to increase the use and availability of public transit, pedestrian walkways, and the extension of bike trails to reduce VMT impacts and evaluate measures consistent with the policies and goals of the State's Zero Emission Vehicle (ZEV) Action Plan and Executive Order B-48-18 including the availability of charging and refueling stations and other zero-emission vehicle infrastructure above existing Title 24 such as direct current fast chargers capable of charging light, medium, and heavy-duty vehicles. The Recirculated EIR must fully evaluate the Project's consistency with all regional planning documents relative to air quality impacts. The comment states that the Recirculated EIR must fully disclose, analyze and mitigate the	Air Quality, Energy, Greenhouse Gas Emissions, Noise, and Alternatives

Comment Letter and Comment	Relevant Recirculated Draft EIR Section
Project's energy impacts and shall propose measures to ensure compliance with and the advancement of the policies and goals of Senate Bill 100. The comment states that the County must consider measures that promote energy efficiency beyond existing regulatory requirements such as requiring the industrial project to maximize the use of solar energy with complete roof coverage with photovoltaic solar panels. The comment also states that the Recirculated Draft EIR must fully evaluate meaningful alternatives to the proposed development including alternatives that provide housing to reduce VMT and should explore alternatives consistent with the warehouse design requirements of Assembly Bill 98. The Law Office of Abigail Smith on behalf of the Sierra Club asks to be included on the circulation list for all future CEQA notices including the Notice of Availability and/or Notice of Completion of Recirculated EIR.	
People's Collective for Environmental Justice, Center for Community Action and Environmental Justice, Center for Biological Diversity, Earthjustice, and Western Center on Law and Poverty, December 12, 2024	
This letter provides comments of opposition to the Project, including that the organization does not believe the County should proceed with the Project. The letter provides background on the <i>People's Collective for Environmental Justice v. County of San Bernardino</i> (Case No. CIVSB2228456) court ruling. The comment suggests the Recirculated Draft EIR consider an alternative that comprises mixed-use housing onsite and business centers. The comment also suggests that the Recirculated EIR analyze an alternative that incorporates setbacks of at least 1,000 feet from sensitive receptors as suggested by AB 98 and the California Air Resources Board (CARB). Additionally, the comment suggests the Recirculated EIR also analyze an alternative that represents a meaningful alternative designed to reduce Project impacts. The comment states the Recirculated EIR must include analysis that studies the impact of the Project's NOx emissions on ozone formation in the South Coast Air Basin and the resulting cumulative impact of air emissions on human health. The comment requests the County provide a sufficient Friant Ranch Analysis for significant and unavoidable air quality impacts and consider feasible mitigation measures, including the requirement of the usage of Class 7 and 8 battery-electric semi-trucks, that will substantially lessen the Project's significant and unavoidable air quality impacts. The comment requests that the Recirculated EIR analyze whether renewable energy options, such as solar panels, are appropriate for the Project and consider renewable energy options when analyzing the Project's transportation energy impacts. The comment also requests the Recirculated EIR adequately analyze and mitigate the Project's cumulative energy impacts and address the cumulative energy impacts that the Project will have on the region. The comment states the Recirculated EIR must update and revise its analysis to include projects that have been commenced, entitled, or proposed in the region since the original EIR certification. Additionally, the comment suggests the Recirculated EIR analyze the Project's construction noise impacts with a proper significance standard and mitigate any significant construction noise impacts.	Air Quality, Energy, Greenhouse Gas Emissions, Noise, Alternatives
Individual Comments	
Alejandra Gonzalez, December 12, 2024	
This comment requests baseline air quality data, its sources, and a comparison of Project-related emissions to the neighborhood's existing air quality. It inquires how the Project Applicant will address the expected health impacts of increased air pollution on residents and requests data ensuring the project will not increase exposure to harmful chemicals. Additionally, it seeks information on mitigation measures to reduce emissions from increased truck traffic. The comment also asks how the applicant and the County will ensure	Air Quality, Energy, Noise, Alternatives

Comment Letter and Comment	Relevant Recirculated Draft EIR Section
that the Project's increased energy demands do not overburden local infrastructure and requests the data used for energy analysis. The comment inquiries about strategies to address noise disturbances from increased traffic and operations, as well as plans for long-term noise monitoring and compliance. Transparency and community involvement in ongoing noise monitoring are also requested. Additionally, the comment asks how the cumulative impacts of air quality, energy use, and noise levels have been assessed in relation to other existing and planned developments in the area, along with the data sources used. The comment questions how the applicant's proposed projects will avoid disproportionately impacting the minority Hispanic and English-learning community. The comment highlights overwhelming opposition from local residents and requests consideration of alternatives to warehouse development that align with the community's animal-keeping lifestyle. The commenter calls for transparent community engagement and asks whether alternatives such as open green spaces, recreational facilities, a community center, or a community garden have been considered to enhance residents' quality of life. It further requests an analysis of these alternatives, comparing their benefits to those of the proposed project and identifying options that minimize environmental impacts while better serving the community.	
Alisa Slaughter, December 12, 2024	
This comment requests that the Project's new EIR consider the cumulative effects of warehouse development on San Bernardino communities and residents. It raises concerns about industrial and commercial expansion displacing residents, eliminating housing, and enabling unsustainable use of land. The comment states that increased automation in the logistics industry weakens the argument for job creation beyond short-term construction employment. The comment states that warehouse development is incompatible with a healthy community and the county's natural beauty, citing existing issues such as wind-blown dust, traffic, vehicle idling due to delays, and the area's already significant warehouse presence. Additionally, the comment requests that the new EIR reference the Friant Ranch analysis, incorporate input from public health experts, and acknowledge the cumulative health impacts of warehouse development and transportation patterns on residents. The commenter states that current approach to development disregards residents' concerns and poses a political liability. It argues that this precedent could leave other county areas vulnerable to rezoning for incompatible non-residential uses that displace residents or create dangerous and unlivable conditions.	Air Quality
Ana Carlos, December 12, 2024	
The comment requests the EIR consider the existing warehouses in Bloomington and surrounding cities in regard to air pollution, traffic, deteriorating infrastructure, and noise pollution. It states that there is no economic benefit from industrial developments. The comment requests consideration for the quality of life in Bloomington regarding traffic, safety (vehicle, pedestrian, and equestrian), and construction and operational noise. The commenter requests the noise study consider testimonials from residents effected and noise pollution be analyzed over an extended period. Additionally, the comment states there is currently poor air quality and requests future health risks for people be considered and mitigated for. The comment requests the traffic analysis consider future developments in Bloomington and include incoming traffic from surrounding warehouses in other cities. The comment states the Project violates the suggested CARB 1,000-foot buffer and that the County has ignored community opposition, failed to follow the community plan, and acted in a manner to further the interests of the San Bernardino County Supervisor. The comment requests that the maintenance of county	Air Quality, Noise

Comment Letter and Comment	Relevant Recirculated Draft EIR Section
roads and infrastructure, the County's potential revenue loss from vacant warehouses, and student safety concerns at Bloomington High School due to air quality, and increased traffic be analyzed. The comment questions impacts to horse and equestrian safety and requests established paths for trails for safe equestrian and pedestrian use. The comment states that trucks from surrounding warehouses are not following truck routes and asks what the County will do to enforce truck routes.	
Andrea Hernandez, December 12, 2024	
This comment states opposition to the Project, raising concerns about the displacement of residents and the number of warehouses within a densely populated area. It notes that Bloomington already faces increased traffic, particularly from 3 p.m. to 7 p.m., along with damaged road infrastructure. The comment states that Project operations would increase traffic and noise impacts and create safety hazards due to the warehouse's location near a park, schools, and homes. Additionally, the comment states that the Project would place further strain on Bloomington's power grid, leading to more frequent blackouts than the community is already experiencing. The commenter is also concerned about the air quality impacts on the health of nearby schools, parks, and residents, and states that the buffer zone between the project and sensitive receptors does not meet CARB's 1,000-foot land use guideline. Additionally, the comment states that Bloomington is already heavily impacted by air pollution, scoring in the 90th to 100th percentile for pollution based on CalEnviroScreen and as a low-income community with an 80% Hispanic population. The commenter states that the Project would worsen pollution and is environmental racism. The comment states that the Project does not benefit the community and suggests alternatives, such as a community center, an expansion of the existing park, grocery stores, or affordable housing.	Air Quality, Energy, Noise
Angelica Hernandez, December 12, 2024	
The comment states opposition to the Project and that the Bloomington community's health and homes are at risk. The comment states that the area is already experiencing increased traffic, homelessness, and damaged road infrastructure from the multiple existing warehouses. The comment states that additional warehouses would make Bloomington an uninhabitable place. The comment states concern with increased population, traffic, pollution and blackouts as a result of the Project. The comment states that many were unaware of the scoping meeting on the EIR and suggests that more is done to reach everyone.	Air Quality, Energy
Ann Kaneko, December 12, 2024	
The comment states opposition to the Project due to concern about the Project's proximity to schools in the area and the health and safety of students from increased traffic and air quality impacts. The comments states that the proposed 100-foot buffer is not sufficient and does not meet the 1,000-foot CARB buffer. The comment states that the community is already suffering from extreme heat, poor air quality, and traffic which the project would negatively impact. The comment states that numerous warehouse projects in surrounding cities are negatively impacting the overall health and well-being of the Bloomington residents. Additionally, the comment states that many Bloomington families have been forced to move out of the area and the habitats and homes of wildlife have been stolen.	Air Quality
Cora Alaniz, December 10, 2024	
The comment states concern with the air and traffic impacts as well as the Project's proximity to the nearby park and schools.	Air Quality

Comment Letter and Comment	Relevant Recirculated Draft EIR Section
Daniel Klooster, December 11, 2024	
The letter states opposition to the Project and concern regarding the degradation of the community landscape due to warehouse development as well as invasion and displacement of community residents. The letter states that the Project and nearby warehouses cut off the community from access to their recreational open space by disrupting Bloomington horse and running trails. Additionally, the letter states that Bloomington is a SB 535 Disadvantaged Community already experiencing significant pollution and that residents near the Project will experience additional exposure to diesel particulate matter and increased pollution burdens from trucks and traffic congestion.	Air Quality
Daniela Vargas, undated	
The comment states opposition to the Project and concerns regarding displacement of families, loss of housing, and environmental injustice. The comment states environmental concerns related to traffic, noise pollution, and contaminants from diesel trucks driving through neighborhoods impacting community health. The comment states that the Project would worsen the high pollution Bloomington already faces and pose health and safety risks. The comments stated that the Project would degrade the residents' quality of life due to poor air quality, increased noise pollution, and increased traffic congestion. The comment expresses concern about the Project location being near sensitive site such as schools and homes and states that the Project should follow CARB's 1,000-foot buffer land use guideline. Additionally, the comment states that the Project is environmental racism as the area is identified as an Environmental Justice Focus Area by the County and is a low-income community with 80% Hispanic residents. The comment states that the community engagement process for the recirculated EIR is failing to engage with residents and requests an additional in-person scoping meeting once the EIR draft is re-released. The comment states that there is an overdevelopment of warehouses in Bloomington that do not provide benefits to the community other than expansion of truck stops, gas stations, and roads. The comment suggests that the Project includes uses that uplift the community such as residential areas, small business spaces, and extension of parks or green space.	Air Quality, Noise, Transportation
Dr. Jennifer Tilton, December 12, 2024	
The letter requests that cumulative impacts are considered regarding the health of the Bloomington community. The letter states that there is a history in San Bernardino County of concentrating polluting industries in low-income communities of color and that the Latino equestrian community in Bloomington is being erased by warehouse development. The letter states that Bloomington is a County-designated environmental justice area already burdened by pollution. Additionally, the letter referenced the Live from the Frontline project by A People's History of the I.E. stating that Bloomington residents are not consulted about projects to rezone the community and that residents are concerned with warehouse air pollution impacting nearby schools and the lives of young people. The letter states that many families have been displaced to make room for this Project and that it threatens the health of the residents within increase to truck traffic. The letter states that Bloomington already has higher air quality burdens than 88-97.6% of Californian Communities per CalEnviroScreen and that the Project would lead to Bloomington becoming more polluted. The letter states that due to the location of the Project, the mitigation efforts will not be sufficient to protect children attended nearby schools from pollution and the truck routes and increased traffic be dangerous. The letter quoted resident concern with cumulative impacts on health	Air Quality, Alternatives

Comment Letter and Comment	Relevant Recirculated Draft EIR Section
specifically emissions causing cancer. The letter requested that the County reconsider the rezoning of the area for warehouse use as there are lot of empty warehouses in the region that no longer offer long term jobs due to automation. The letter suggests the County rezone the Project area for dense residential housing due to the displacement of residents or require additional mitigation efforts beyond the initial EIR. The letter states that the County should follow the CARB 1,000-foot buffer and mandate air quality monitoring and require the developer to fund air purifying systems at adjacent schools and homes.	
Eduardo Ramirez, December 11, 2024	
The comment states that the recent increase in construction of warehouses has correlated with the commenters worsening health resulting in their need to wear a mask outside due to dust from construction. The comment states traffic has worsened from the increase of trucks from new warehouses and that there are 13,000 daily truck trips originating from over 80 warehouses in Bloomington. Additionally, the comment states increasing blackouts are due to the loss of trees mitigating wind and expresses concern for impacts to energy. The comment suggests the development of a community building or local garden to better serve the community.	Air Quality, Energy
Eduardo Vargas, undated	
The comment expresses concern with the safety of increased trucks driving through neighborhoods and especially around nearby schools. Additionally, the comment states that additional warehouses would result in worsening of the existing traffic, air pollution and noise disturbance. The comment suggests the expansion of the nearby park and building sidewalks instead of additional warehousing to improve the safety and health of the community and asks that the County reconsider allowing more warehousing near schools and homes.	Air Quality
Eleazer Martinez, December 11, 2024	
The comment expresses concern regarding the health impacts of the development of warehouses near homes, schools and parks due to poor air quality. Additionally, the comment states concern regarding increased traffic posing safety issues and asks if the addition of speed bumps or stop signs along 11 th street and 7 th street to stop speeding.	Air Quality
Elizabeth Gonzalez, December 10, 2024	
This comment states concern with the development of the Project blocking access to the neighborhood, worsening already poor air quality and traffic. The comment states that the increased number of vehicles due to the operation of the Project would cause more exhaust emissions and worsen air quality. Additionally, the comment states that the development of this Project would contribute to an unsustainable and unhealthy environment for residents.	Air Quality
Emely Carmona, December 11, 2024	
This comment states that warehouse developers have caused truck traffic, unsafe air quality, and low wage exploitative jobs for the community of Bloomington.	Air Quality
Fenarnda Durazo, December 11, 2024	
This comment states opposition to the Project and expressed concern about the overall air quality in the region stating that it would worsen as a result of this Project increasing truck traffic. Additionally, the comment states concern with the location of the Project near sensitive sites such as the nearby high schools. The comment states the Project would violate CARB's 1,000-foot buffer land use guideline endangering communities with increased air	Air Quality

Comment Letter and Comment	Relevant Recirculated Draft EIR Section
pollution and truck traffic. The comment states that the County of San Bernardino is unjustly allowing development in Bloomington because it is not a city and that they do not have the chance to become a city because warehouses do not pay taxes. The comment states that homes are being demolished, and families are being forced to relocate due to the high cost of housing. The comment expressed concern regarding the truck traffic impacts on road infrastructure and asks who will pay for road repair. The comment requests that the Project pay taxes and that the community enhancements related to the Project, such as sewer system, streetlights, and sidewalks benefit the entire community.	
Isidro Vargas, undated	
This comment states opposition to the Project and concern regarding the demolishing of homes related to the development of the Project during a housing crisis as well as increased traffic, semi-trucks driving and parking on residential streets, and worsening air quality impacting resident health. The comment states that this is environmental racism. Additionally, the comment states that trucks driving through neighborhoods bring noise and safety concerns. The comment states that the Project may bring more jobs and economic growth at the cost of the community health and well-being. The comment suggests the Project included spaces for families to play and walk in addition to housing and commercial areas for small to benefit the community.	Air Quality, Noise
Jai Ped, December 11, 2024	
This comment states opposition to the project and concern regarding air quality and greenhouse gas emissions as the development of additional warehouses will add to the already bad air quality and the cumulative impact on air quality and greenhouse gas emission pose a risk to human and environmental health. The comment states that poorly managed warehouses may also generate dust and volatile organic compounds further contaminating the air and negatively affect sensitive populations. The comment requests the buffer zone be at least 1,000 feet from residents and schools. Additionally, the comment expresses concern regarding noise impacting nearby schools and disrupting wildlife as well as increased traffic putting strain on local infrastructure, causing traffic congestion, and increasing safety hazards. The comment states that impacts from the construction of large warehouses such as noise pollution and pollution from traffic can have severe effects on equestrian communities. Additionally, the comment expressed concern regarding the loss of open space for equestrian use and states that the development of industrial sites reduces or eliminates access to open space areas resulting in economic consequences for equestrian businesses. The comment also states that the presence of industrial development may alter the character of rural areas leading to decreased property values, rising cost of living, gentrification, and environmental degradation. The comment states that the use of concrete as part of industrial development will contribute to urban heat island effect, disrupt the water cycle, and increase pollutant runoff. The comment suggests Bloomington return to residential development and keep rural, agricultural, and equestrian land.	Air Quality, Greenhouse Gas, Noise, Alternatives
Jorge Perez, December 11, 2024	
This comment states opposition to the Project and raises concerns regarding the pollution, noise, and traffic brought to Bloomington by warehouses. The comment states that warehouse related traffic has ruined the roads, and that Bloomington has failed to provide basic public works services to repair the roads. The comment states that the community is aware of the money the County received from warehouse development and argues that the community	Air Quality, Noise

Comment Letter and Comment	Relevant Recirculated Draft EIR Section
is not receiving sufficient County services as a result. The comment recommends that Bloomington consider a moratorium on warehouse development as there are too many warehouses. The comment states opposition to the County selling a school for the development of a warehouse.	
José Sandoval, December 8, 2024	
This comment states concern for the worsening air quality and related health impacts because of warehouse development. The comment states the Bloomington ranks in the top 5% for the worst air quality in the state and is a serious health risk to the community that is made worse by warehouses. Additionally, the comment expresses concern with traffic congestion caused by warehouse operations leading to delays in emergency services response times impacting community safety. The comment asks that alternative solutions that would improve the community's living conditions be considered and suggests the development of more housing and additional green space, parks, trees to improve air quality, and increased street lighting.	Air Quality, Alternatives
Juan Torres, December 11, 2024	
This comment states that warehouse projects have led to the demolition of homes, tree removal, street blockages, displacement of family and livestock. The comment also states that will the development of warehouse projects there have been increases in homelessness, vandalism, traffic, and worsening air quality and would like these issues further analyzed. The comment suggests improvements to benefit Bloomington such as wider streets with improved drainage, streetlights, enhanced public safety, the development of grocery stores, housing, and green spaces for recreational activities.	Air Quality
Leticia Carrillo, December 11, 2024	
This comment states opposition to the Project and raises concerns regarding pedestrian safety and residential displacement.	Not Applicable
Lily Gutierrez, December 12, 2024	
This comment states opposition to the Project and discusses concerns for the negative impacts the Project would have on air quality, noise, energy, and greenhouse gas emissions. The comment states that Bloomington already experiences the worst air quality in the state and that the Project would further increase pollution in the areas via diesel engines, dust and particulate matter posing health risks to residents. The comment also states that the 24/7 nature of warehouse facilities will result in noise pollution from delivery trucks, equipment, and machinery, leading to adverse health effects. Additionally, the comment states that Bloomington consistently experiences blackout due to warehouse construction in the area and expresses concern that the increased demand for energy from warehouses would place additional strain on the already overburdened power grid. The comment states the Project would contribute to higher levels of greenhouse gas emissions through increased traffic and energy needs. The comment also states that the Project would exacerbate daily emission of 546.7 metric tons of CO ₂ , 2,025 pounds of NO _x , and 18 pounds of diesel particulate matter, contradicting the region's climate efforts to reduce its carbon footprint. The comment requests the committee re-evaluate the traffic analysis as it states that the residential streets cannot sustain thousands of truck trips. The comment states that community of Bloomington continues to experience environmental racism.	Air Quality, Greenhouse Gas, Noise
Lizeth Gutierrez, December 12, 2024	
This comment states concerns regarding the proximity of the Project to sensitive sites such as schools and homes increasing health risks from air and noise pollution. The comment states that the Project does not meet CARB's	Air Quality

Comment Letter and Comment	Relevant Recirculated Draft EIR Section
recommended 1,00-foot buffer zone between warehouses and sensitive receptors. The comment also states that Bloomington already hosts over 80 warehouses, contributing to 13,000 daily truck trips and severe air pollution and expresses concern that the development of an additional warehouse will worsen air quality. Additionally, the comment states that the area is in the 94 th percentile for pollution, is designated as an environmental justice area, and is facing environmental racism.	
Marcelino Flores, December 12, 2024	
This comment states opposition to the Project and raises concerns regarding worsening air quality and increased traffic due to the construction of warehouses. The comment also states the community faces issues such as burnt-out streetlights, rising cost of living, and traffic congestion causing signification delays. The comment requests that industrial projects build sidewalks along both sides of the street to provide safe pedestrian paths and states that the community is in need of community centers, grocery stores, and essential services to provide for the growing population.	Air Quality
Maria Elena Hernandez, undated	
This comment states opposition to the Project and states that the traffic in the community is intolerable. The comment expresses concern regarding diminished air quality impacting residents' health and increased power outages due to warehouse development. The comment suggests that the County require the developer to provide infrastructure such as sidewalks and bus stops throughout the community, not only along the Project's frontage as well as develop retail and commercial uses within the warehouse areas such as groceries stores. The comment states that Bloomington is a food desert and asks for the development of warehouses in the community to stop.	Air Quality, Energy, Alternatives
Maria Morales, December 8, 2024	
This comment states opposition to the Project and concern about additional warehouses leading to increased use of heavy operated vehicles contributing to health issues. The comment also states that the increase in the construction and development of warehouses has caused dust storms contributing to health impacts due to poor air quality. Additionally, the comment expresses concern regarding the development of warehouses near schools, noise pollution from warehouse operations, and increased truck traffic. The comment suggests a community center, high density housing, grocery store, or new park as alternatives to the Project. The comment expresses concern that the electric grid is too outdated to support additional warehouses and requests that Bloomington's frequent power outages be considered.	Air Quality, Energy, Alternatives
Maria Peña, undated	
This comment states opposition to the Project and expresses concern regarding the Project worsening existing traffic congestion, air pollution, and community safety. The comment states that the Project benefit of job creation is insufficient and would eventually be automated. The comment requests a public meeting after the release of the EIR.	Air Quality
Mary Rios, undated	
This comment states opposition to the Project and expresses concerns with the increased development of warehouses adversely impacting air quality, public health and safety of the Bloomington community, and public infrastructure. The comment states that truckers servicing warehouses have resulted in increased crime, violence, and litter in the community. The comment states opposition to the County selling a school for the development of a warehouse and recommends a moratorium on warehouse development.	Air Quality

Comment Letter and Comment	Relevant Recirculated Draft EIR Section
Mateo Ambriz, December 12, 2024	
This comment states opposition to the Project and expresses concern regarding the cumulative effects of the Projects on air quality, noise pollution, and public health. The comment states that the construction and operation of the Project would exacerbate Bloomington's existing environmental burdens by increasing traffic congestion, diesel emissions, and particulate matter pollution, leading to further degradation of air quality across the region and jeopardizing residents' health. The comment also states concern with the Project being located near sensitive sites such as schools, parks, and homes that will expose students and residents to heightened levels of air and noise pollution. The comment states that CARB's land use guide recommends a buffer zone of at least 1,000 feet between distribution centers and sensitive receptors and that the current Project plan inadequately provides a 100-foot buffer from the nearest residence. Additionally, the comment states that the Project is projected to add thousands of trucks and passenger vehicles onto the streets of Bloomington increasing pollution, traffic congestion, noise, and deterioration of the streets. The comment also states that Bloomington, a low-income predominately Hispanic community, ranks in the 94th percentile on the CalEnviroScreen, 91st percentile for PM_{2.5} pollution, 80th percentile for diesel particulate matter, and is already over-industrialized, exemplifying environmental racism. The comment requests that the air quality analysis include public health experts, account for the cumulative impacts of warehousing and transportation patterns, and address the needs of vulnerable populations.	Air Quality, Greenhouse Gas, Noise
Miguel Muñoz Valtierra, December 12, 2024	
This comment expresses concerns regarding the Project's effects on air quality, energy, greenhouse gas emissions, noise, and lack of project alternatives. The comment states that Bloomington has a history of severe air quality, and the worsening air quality should be considered regarding health impacts. The comment also states that the energy infrastructure in Bloomington is inadequate and unsustainable and ask how the already struggling electric grid will keep up with the demands of the Project. Additionally, the comment asks if the whole grid will be updated and if it will cost taxpayers money. The comment requests that the Project's required energy consumption does not negatively impact the community. The comment states that the Project will bring additional production of greenhouse gas emissions via increased diesel trucks and removal of many trees. The comment states concern with noise and traffic resulting from the Project's projected 1,300 daily truck trips. The comment states that there are currently multiple unoccupied warehouses in Bloomington and that the Project does not propose alternative uses for the land. The comment suggests the development of a community center or public equestrian center due to the site proximity to the high school.	Air Quality, Energy, Greenhouse Gas, Noise, Alternatives
Ortencia & Manual Lopez, undated	
This comment states opposition to the Project and states that the increase of warehouse in Bloomington is causing pollution, worsening air quality, and impacting resident health. The comment states that truckers servicing warehouses are littering and repairing their vehicles on the side of road contributing to pollution of oil and mechanical chemicals on the street. The comment states that the noise from trucks is disruptive and constant. The comment also states that the community does not see any benefits from the warehouses and that warehouses are contributing to dirty undrivable streets and contaminated air.	Air Quality, Noise
Pamela Gei, undated	

Comment Letter and Comment	Relevant Recirculated Draft EIR Section
This comment states opposition to the Project and concerns regarding the Project's proximity to sensitive receptors such as schools. The comment states that the Project is inconsistent with Bloomington's previous Community Plan and did not go through the proper CEQA reviews in order to avoid stricter pollution regulations. The comment states that the air quality should be reviewed for impacts on students' health and safety due to the Project's proximity to schools. The comment suggests the following alternatives: enforce residential zoning requirements to minimize truck traffic, develop residential and commercial mixed uses, rezone industrial areas for commercial and residential uses, have the Project incorporate residential and commercial uses, parks, green space, and trails, and relocate the upzoned residential area to be closer to where homes have been lost to mitigate traffic impacts.	Air Quality
Priscilla Vargas-Pena, undated This comment states concern regarding the increased truck traffic, poor air quality, pollution, and infrastructure damage from diesel trucks. The comment states that while warehouses may offer jobs, they offer low pay, limited benefits, and perpetuate inequality. Additionally, the comment states that the noise and light pollution from warehouses would disturb wildlife. The comment expresses concern regarding the location of the Project adjacent to sensitive sites such as schools, parks, and residences exposing people to air and noise pollution from warehouse operations. The comment states the Project site is 100 feet away from the nearest residence and would increase health risk and environmental impacts for the residents of the neighborhood. The comment also states that the CARB land use guidelines suggests a buffer of 1,000 feet between distribution centers and sensitive receptors, which the Project does not meet. The comment requests that the Project provide public open spaces, community centers, parks or affordable housing. The comment states that the benefits the Project is providing such as a sewer system is not accessible by low-income residents who cannot afford to pay for sewer connection. The comment also requests another public meeting once the draft EIR is released.	
Veronica Perez, December 10, 2024	
This comment states opposition to the Project and concern for air quality impacts to residents' health. The comment states that San Bernardino has high concentration of formaldehyde in outdoor air increasing cancer risk.	Air Quality
Xochitl Pedraza, December 11, 2024	
This comment states opposition to the Project and concerns regarding worsening air quality and pollution from demolition, warehouse facilities, and diesel trucks impacting sensitive population's health. The comment also states concerns regarding already impacted energy service in the areas and frequent power shortages worsening. Additionally, the comment states that warehouses are major contributors to greenhouse gas emissions. The comment states that noise pollution from warehouses is a growing issue in addition to noise from truck traffic affecting the local ecosystem and residents' quality of life and health. The comment also states that the best alternative would be to not build warehouses and rezone the site to residential and commercial uses.	Air Quality, Noise, Alternatives

Public Scoping Meeting for Recirculated Draft EIR

Pursuant to Section 15082(c)(1) of the CEQA Guidelines, the County hosted a public scoping meeting for members of the public and public agencies to provide input as to the scope and content of the environmental information and analysis to be included in the Recirculated Draft EIR for the Project. The scoping meeting was held on December 2, 2024, at 5:00 p.m. at Ayala Park Community Center. Approximately 60 people

were in attendance. Comments received at the meeting are summarized in Table 2-2, which also includes a reference to the Recirculated Draft EIR section(s) in which issues in the comment letters are addressed.

Table 2-2: Summary of Public Scoping Meeting Comments

Comment	Relevant Recirculated Draft EIR Section
Public Comment #1	
The commenter stated that the circulated information about the Project was only available to the residents directly adjacent to the Project and not other residents. The commenter was also concerned about the Project increasing energy demands and wants to know if there will be any system changes as they are already experiencing issues with existing service.	Energy
Public Comment #2	
The commenter asked if the EIR would analyze alternatives and what those alternatives would be.	Alternatives
Public Comment #3	
The commenter asked if the alternatives section of the EIR was the only section not completed yet.	Alternatives
Public Comment #4	
The commenter asked if there is opportunity to consider environmental justice issues and traffic since the recirculated EIR will analyze only a small number of issues.	Not Applicable
Public Comment #5	
The commenter states that although the Project has not started where they are living yet there are already issues with smog and traffic. The commenter asked if there would be a stop sign as they have difficulty seeing while exiting their driveway onto the street.	Air Quality
Public Comment #6	
The commenter asked if air quality pollutants would be analyzed.	Air Quality
Public Comment #7	
The commenter was concerned with increased demand for electricity as the community is having frequent power outages. The commenter stated that they live outside of the noticing radius but are affected by the Project and have the right to be notified of the Project's proceeding. The commenter is concerned with safety, existing traffic and the existing condition of the street infrastructure. The commenter states that large vehicles should not be in the area as traffic causes them to take residential streets.	Energy
Public Comment #8	
The commenter is concerned with safety regarding air quality and stated that the older homes that have been demolished are causing the community to inhale asbestos chemicals without them being notified.	Air Quality
Public Comment #9	
The commenter stated that people are taking things from residents' yards and that the community is being disrespected by the surrounding ongoing construction.	Not Applicable
Public Comment #10	

Comment	Relevant Recirculated Draft EIR Section
The commenter stated that there is a lot of traffic and that they are concerned with the safety of the children in the community.	Not Applicable
Public Comment #11	
The commenter states that they are happy with the court's decisions and that the community is already experiencing poor air quality. The commenter wanted to talk about the alternatives that are not warehouses and how the County will mitigate construction noise for neighboring sensitive receptors.	Air Quality, Noise, Alternatives
Public Comment #12	
The commenter wanted to know if there will be an additional public scoping meeting as the EIR is not yet complete.	Introduction
Public Comment #13	
The commenter asked for clarification that the community will not hold a second public scoping meeting given the impacts to quality of life.	Introduction
Public Comment #14	
The commenter asked how the location of the upzone site would replace the lost housing as it is far away from the original homes being replaced.	Not Applicable
Public Comment #15	
The commenter stated that the replacement housing is located in an area that already has housing and asked if there would be an upzone site for the area that is to be demolished for the new housing.	Not Applicable
Public Comment #16	
The commenter asked if the upzone site is only a symbolic gesture and how the noise impacts are being analyzed.	Noise
Public Comment #17	
The commenter asked if the public comments from residents that have already been affected by warehouse noise be included in the analysis.	Noise
Public Comment #18	
The commenter stated that this is colonialism and asked that the County go above the state requirements.	Not Applicable
Public Comment #19	
The commenter asked how further information on the Project would be provided.	Introduction
Public Comment #20	
The commenter asked how the Project would impact home values.	Not Applicable
Public Comment #21	
The commenter wanted to know what metrics were used to determine the proposed development as light industrial.	Project Description
Public Comment #22	
The commenter asked what additional things will be done for the recirculated EIR.	Introduction
Public Comment #23	

Comment	Relevant Recirculated Draft EIR Section
The commenter stated that they do not know if they will feel the same in five years due to worsening air quality.	Air Quality
Public Comment #24	
The commenter stated that the dust and noise from construction was not too bad and that the demolition of existing homes went quickly. The commenter stated that comments stating that the community has not been notified are incorrect and that they received a letter. The commenter expressed that the residents who left got better houses and their retirements were safe. The commenter stated that if the community takes part in the process, they must ensure the government takes care of them. The commenter stated that they were here from the concrete company and that they cannot leave. The commenter expressed that their opinion does not include the statements from people saying that they are killing people.	Air Quality, Noise
Public Comment #25	
The commenter was concerned about the residents not being provided for and those being offered a new place to live. The commenter stated that their house is now very loud, unlike eight years ago, and that the walls and streets in the neighborhood are cracked.	Noise
Public Comment #26	
The commenter asked if there was a way for the public to see summarized comments from the public scoping meeting.	Introduction
Public Comment #27	
The commenter asked if safety precautions would be provided for pedestrians and equestrians. The commenter stated that they are expressing their concerns as they have to live with this and cannot move.	Not Applicable
Public Comment #28	
The commenter was concerned about the declining quality of the community and health. The commenter stated that the community is already overwhelmed by industrial development and that environmental racism kills and results in short lifespans. The commenter said that there should be a 1,000-foot buffer between all sensitive receptors.	Air Quality
Public Comment #29	
The commenter asked if the traffic improvements could include deadlines and if anything could be done now. The commenter asked if the improvements would be paid for by their taxes or the developer. The commenter stated that the traffic issues would not be there if it were not for the development of warehouses.	Project Description
Public Comment #30	
The commenter recommended that the EIR analysis include modeling of the impacts with a 1,000-foot buffer compared to the current plans.	Air Quality

Recirculated Draft EIR

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

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

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

Gina Gibson-Williams, Planning Manager
County of San Bernardino Land Use Services Department – Planning Division
385 North Arrowhead Avenue, First Floor
San Bernardino, CA 92415-0187
Gina.Gibson-Williams@lus.sbcounty.gov

Final EIR

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

2.5 ORGANIZATION OF THIS DRAFT EIR

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

- **Section 1, Executive Summary:** This section provides a brief summary of the Project area, the Project, and alternatives. This section also provides a summary of the potential environmental impacts and mitigation measures, applicable Project Design Features (PDFs) (if any), applicable regulatory requirements, and the level of significance after implementation of the mitigation measure. The level of significance after implementation of the proposed mitigation measure(s) will be characterized as either *less than significant* or *significant and unavoidable*.
- **Section 2, Introduction:** This section provides an overview of the purpose and use of the EIR, the scope of this Recirculated Draft EIR, a summary of the legal authority for the Recirculated Draft EIR, a summary of public comments provided on the NOP for the Recirculated EIR, a summary of the environmental review process, and the general format of this document.

- **Section 3, Project Description:** This section provides a detailed description of the Project, its objectives, and a list of Project-related discretionary actions.
- **Section 4, Environmental Setting:** This section provides a discussion of the existing conditions at the time of the Notice to Proceed, within the Project area for environmental topics that were overturned by the court.
- **Section 5, Environmental Impact Analysis:** This section is divided into sub-sections for each environmental impact area that was overturned by the Court. Each section includes a summary of the existing statutes, ordinances, and regulations that apply to the environmental impact area being discussed; the analysis of the Project's direct and indirect environmental impacts on the environment, including potential cumulative impacts that could result from the Project; applicable existing regulations or PDFs that could reduce potential impacts; and feasible mitigation measures that would reduce or eliminate the significant adverse impacts identified. Impacts that cannot be mitigated to *less than significant* are identified as *significant and unavoidable*.
- **Section 6, Other CEQA Considerations:** This section summarizes the significant and unavoidable impacts that would occur from implementation of the Project. Additionally, this section provides a discussion of various CEQA-mandated considerations including growth-inducing impacts and the identification of significant irreversible changes that would occur from implementation of the Project. In addition, this section provides a discussion of impacts found not to be significant.
- **Section 7, Alternatives:** This section describes and analyzes a reasonable range of alternatives to the Project. The CEQA-mandated No Project Alternative is included along with alternatives that would reduce one or more significant effects of the proposed Project. As required by the CEQA Guidelines, the environmentally superior alternative is also identified.
- **Section 8, Report Preparation and Persons Contacted:** This section lists authors of the Recirculated Draft EIR and County staff that assisted with the preparation and review of this document. This section also lists other people that were contacted for information that is included in this Recirculated Draft EIR document.

2.6 INCORPORATION BY REFERENCE

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

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

3. Project Description

3.1 INTRODUCTION

Consistent with the requirements of CEQA Guidelines Section 15124, this section provides a description of the:

1. Project's location and boundaries;
2. Project's statement of objectives;
3. Project's technical, economic, and environmental characteristics; and
4. Intended uses of this Recirculated Draft EIR.

A "Project," as defined by CEQA Guidelines Section 15378(a), means the following:

[T]he whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: An activity directly undertaken by any public agency including but not limited to public works construction and related activities clearing or grading of land ... enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans.

The proposed Project includes three separate components that will require permits and approvals ("entitlements"):

1. Bloomington Business Park Specific Plan ("Specific Plan"), which is a land-use guiding document for the development of industrial and business park uses for the necessary on- and offsite and infrastructure to serve these uses. The approximately 213-acre Specific Plan Area is divided into two planning areas: the approximately 141.4-acre Planning Area A and the approximately 71.6-acre Planning Area B (illustrated below on Figure 3-3);
2. Opening Year Development within the Specific Plan's Planning Area A ("Opening Year development of Planning Area A"); and
3. Rezoning a residential site ("Upzone Site") to a higher density in compliance with the Housing Crisis Act of 2019 (Senate Bill 330) to offset the rezoning of the Specific Plan Area from residential to a non-residential use.

This Recirculated Draft EIR analyzes the above three components in the following manner:

Specific Plan

- **Opening Year Development of Planning Area A.** The Recirculated Draft EIR analyzes two different industrial business park development options for the opening year of 2022¹ within the Specific Plan's Planning Area A, "Opening Year – Option 1" and "Opening Year – Option 2" which are defined below. Both options include four Development Sites. (There is no project-specific development proposed in Planning Area B, and therefore, Planning Area B is analyzed programmatically as part of the analysis for the overall "Future Development Area – Specific Plan Buildout" discussed below.)
 - **Opening Year – Option 1 (Project-Level Analysis).** This option is consistent with the development applications that have been submitted to the County for the construction and operation of three warehouse structures and a truck trailer parking lot on the four Development Sites encompassing

¹ The 2021 Draft EIR assumed an opening year of 2022. Due to Project delays and litigation, this opening year is no longer feasible but provides a conservative analysis of potential impacts associated with the Project.

approximately 115 acres with an opening year of 2022.² This development option is analyzed in this Recirculated Draft EIR at the specific project-level. The conceptual site plan associated with this development option is shown below on Figure 3-8.

- **Opening Year – Option 2 (Project-Level Analysis Unless Otherwise Noted).** Since Opening Year – Option 1 encompasses approximately 115 acres of development within the approximately 141.1-acre Planning Area A, the Opening Year – Option 2 scenario is included in this Recirculated Draft EIR to represent a maximum reasonable development scenario for the opening year of 2022³ in Planning Area A. In this option, the warehouse footprints at Development Sites 1 and 3 would be expanded (Development Sites 2 and 4 would remain the same as in Opening Year – Option 1). As a result, the four Development Sites would incorporate all 141.4 acres of Planning Area A. This Recirculated Draft EIR provides programmatic impact analysis for this option, unless otherwise stated (e.g., Opening Year – Option 2 is analyzed at the project-level in the aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, greenhouse gas, land use and planning, noise, population and housing, public services, transportation, tribal cultural resources, and utilities analyses in this Recirculated Draft EIR). The conceptual site plan associated with this development option is shown below on Figure 3-24.
- **Future Development Area – Specific Plan Buildout.** Impacts that would result from the full buildout of the approximately 213-acre Specific Plan Area pursuant to the implementation of the Specific Plan, which is expected to occur by the year 2040. These impacts are analyzed at the programmatic level based on the future buildout of the entire Specific Plan (i.e., buildout of both Planning Area A and Planning Area B to their maximum FAR, which is inclusive of both Opening Year Option 1 and Option 2, although all Option 1 impacts, and most Option 2 impacts, are analyzed at a project level).

Upzone Site

- **Upzone Site.** Impacts that would result from rezoning the Upzone Site to a higher residential density. The Project does not propose physical developments or improvements at the Upzone Site; therefore, these impacts are analyzed at the programmatic level.

3.2 PROJECT LOCATION

The Specific Plan Area and Upzone Site are in the community of Bloomington, in the Valley Region of unincorporated San Bernardino County. Bloomington is surrounded by the City of Fontana to the west and northwest, City of Rialto to the east and northeast, and the City of Jurupa Valley in Riverside County to the south. Regional access to the sites is via Interstate 10 (I-10). Figure 3-1, *Regional Location*, and Figure 3-2, *Local Vicinity*, show the sites from regional and local perspectives.

- The Specific Plan Area includes approximately 213 acres and is generally bounded by Santa Ana Avenue to the north, Maple Avenue and Linden Avenue to the east, Jurupa Avenue to the south, and Alder Avenue to the west, in the southern area of Bloomington.
- The Upzone Site encompasses approximately 24 acres and is east of Locust Avenue, between Hawthorne Avenue to the north and San Bernardino Avenue to the south, in the northern area of Bloomington.

Additional information about the Project sites' locations and setting are provided in Recirculated Draft EIR Section 4.0, *Environmental Setting*.

² The 2021 Draft EIR assumed an opening year of 2022. Due to Project delays and litigation, this opening year is no longer feasible but provides a conservative analysis of potential impacts associated with the Project.

³ “_____”

3.3 PROJECT OBJECTIVES

The fundamental goal of the Project is to accomplish the orderly development of an industrial business park. The Project would achieve this goal through the following objectives:

- Create a comprehensive master plan for the Specific Plan Area to provide a mix of industrial and business park uses with supporting infrastructure facilities.
- Provide economic opportunities and job growth within the Bloomington community by enhancing the community's available range of industrial and business park employment generating uses.
- Provide for a master-planned, job-producing development near the I-10 corridor to accommodate uses that benefit from access to the regional transportation network.
- Allow for the accommodation of industrial, light manufacturing and assembly, warehouse distribution, and logistics buildings that are designed to attract a range of users and are economically competitive with other buildings of these types in the region.
- Identify and provide for the installation and ongoing maintenance of water, sewer, drainage, and road facility infrastructure to adequately serve the Specific Plan Area.
- Provide guidelines and standards for building and site development aesthetics that provide a well-defined identity for the Specific Plan development.
- Provide guidelines for sustainable development design that reduces potable water use, energy use, and fossil fuel consumption.
- Provide an area in which replacement housing units could be built pursuant to Senate Bill 330.

3.4 PROJECT CHARACTERISTICS

3.4.1 Specific Plan

The Specific Plan sets forth a land use, building design, landscape design, a circulation and access plan, parking standards, infrastructure plan, and sustainability features for the development of industrial business park uses.

The 213-acre Specific Plan is separated into two planning areas: Planning Area A encompasses approximately 141.4 acres and consists of four Development Sites that are included as part of the two opening year development options). The projected opening year in Planning Area A is 2022.⁴ Planning Area B includes approximately 71.6 acres and is part of the Future Development Area that is analyzed as part of the Specific Plan buildout, which has a proposed buildout year of 2040. The planning areas are shown in Figure 3-3, *Specific Plan Planning Areas*. The Specific Plan allows development within Planning Area A to have an average FAR of 0.5 and a FAR of 0.05 within Planning Area B. Accordingly, the maximum development potential would be approximately 3,235,836 SF. Table 3-1, *Specific Plan Program Summary*, summarizes the buildout of the Specific Plan by the planning areas.

⁴ The 2021 Draft EIR assumed an opening year of 2022. Due to Project delays and litigation, this opening year is no longer feasible but provides a conservative analysis of potential impacts associated with the Project.

Table 3-1: Specific Plan Program Summary

Planning Areas	Acres	Development Capacity
Planning Area A (Opening Year Development)	141.4	Up to 3,079,910 SF based on maximum 0.5 FAR
Planning Area B (Future Development)	71.6	Up to 155,926 SF based on maximum FAR of 0.05 for the Planning Area ¹
Total	213	Up to 3,235,836 SF

¹ Individual projects may have a maximum FAR of 0.50 as long as 155,926 SF is total not exceeded.

Land Use

The Specific Plan applies an Industrial/Business Park (I/BP) land use designation on the developable non-roadway area of the Specific Plan. The designation is intended to accommodate a variety of operations, including warehousing and distribution facilities, assembly, light manufacturing, logistics, e-commerce, processing and manufacturing of goods and materials, and outdoor storage of trucks and trailers.

Table 3-2, *Permitted Uses*, shows the allowable principal and accessory land uses permitted within the proposed I/BP Specific Plan designation. The symbols shown on Table 3-2 are:

- “P” means the use is permitted, subject to applicable development standards and land use entitlement processes outlined in the Specific Plan under Chapter V Implementation.
- “A” means the use is permitted subject to applicable development standards and land use entitlement processes outlined in the Specific Plan under Chapter V Implementation, provided the use is accessory and subordinate to the primary permitted use and located on the same parcel as the primary use. Accessory uses may be established only concurrent with or after the primary or principal use on the property is established.

Table 3-2: Permitted Uses

Use Type	Industrial / Business Park Designation	Additional Notes
Professional Office and Service Uses		
Administrative and Professional Offices	P	
Cargo Containers Used as Storage	A	
Data Processing Centers & Data Storage	P	Excludes employee intensive call centers
Delicatessens, Cafes & Refreshment Stands	A	When developed in conjunction with the principal use of the parcel.
Industrial Sales	A	Direct to consumer sales of goods or products either manufactured, warehoused or wholesaled onsite
Mobile Food Vending	P	
Industrial, Warehousing, Processing, & Manufacturing Uses		
Apparel and Industrial Design	P	
Beverage Manufacturing, Non-alcoholic	P	

Use Type	Industrial / Business Park Designation	Additional Notes
Beverage Bottling & Distribution	P	
Breweries & Wineries	P	
Commercial Bakeries	P	
Computer & Electronic Parts Manufacturing & Assembly	P	
Distribution Warehouses & E-commerce Fulfillment Centers	P	No cold storage/refrigerated uses.
Fabricating & Machining	P	
Food Processing & Canning	P	
Furniture & Related Product Manufacturing	P	
Industrial Robotics Manufacturing/Assembly	P	
Machinery Manufacturing	P	
Offsite Vehicle, Truck & Outdoor Trailer Parking Lots ¹	A	Use must be affiliated with, and services an existing approved principal use within the Specific Plan
Plastics Fabrication & Molding	P	
Printing & Publishing	P	
Research & Development Facilities	P	
Shipping & Parcel Delivery/Sorting Center	P	
Storage - Personal Storage, Mini-Storage	P	
Storage - Vehicles Storage	P	
Storage - Warehouse, Indoor Outdoor Storage	P	
Truck Terminal	P	
Wholesaling and Distribution	P	

Notes: "P" = Permitted Use; "A" = Accessory Use

¹ Permitted as a primary use subject to Director review of a trip generation and distribution comparison to any other permitted use, as long as the proposed use does not lead to a decrease in LOS at any studied intersection which cannot be mitigated.

Building Design

The Specific Plan includes design guidelines, including but not limited to site design; building form/massing; materials, colors, and textures; functional elements; and buffering and screening. Building designs would be designed with various architectural elements such as smooth concrete, masonry block with textured or sandblasted finishes, glass and curtainwall glazing systems, natural and manufactured stone and limited metal panel systems, including light and warm-toned exterior building colors. Loading doors, service docks, and equipment areas would be screened by a combination of walls, fencing, and landscaping. The buildings would incorporate a uniform contemporary design with a color palette of various tan colors, accented by silver awnings and vertical fin elements with blue-glazed windows. Design theme elements that would be incorporated into the building designs include the following:

- Physical separation of buildings from adjacent neighborhoods along with the provision of landscape buffer areas.
- Screened loading and service areas.
- Controlled truck site ingress and egress.
- Service areas located at rear of buildings or screened from public view.
- Quality exterior building materials.
- Integrated landscape and streetscape treatments.
- A variety of architectural design treatments to promote visual diversity.
- Enhanced building architecture oriented towards street and public realm.

Landscape Design

Landscape design within the Specific Plan is intended to enhance site development with aesthetically pleasing and drought-tolerant landscaping. Landscaping would be focused along public streets, provide transitions between neighboring properties, and provide screening for buildings, screen walls, storage, loading and service areas. Landscaping is intended to soften hardscapes and buildings, create continuity within individual development sites, and create a distinct visual site identity.

Landscape design standards within the Specific Plan include the following:

- Landscaping would be designed to accentuate building facades and soften building massing, emphasize focal points, and create buffering in transition zones to surrounding uses.
- All landscape areas would incorporate a combination of ground cover, shrubs, and trees to create a tiered planting system.
- Landscaping would consist of drought-tolerant plants that meet the requirements of the state's water efficient landscape design criteria (WELO).
- Plant materials would be selected to be compatible with the soil and micro-climate conditions of the Project area.
- Ground cover would be designed to achieve a 100 percent coverage within one year.
- Trees would be a combination of deciduous and evergreen in 15 gallon, 24-inch and 36-inch box sizes, with larger boxed trees used to accentuate entry and focal points.
- Where feasible, trees would be selected based on their ability to maximize sequestering of green-house gases.
- All setback areas from public rights-of-way, as per the Specific Plan's development standards would be fully landscaped.
- Landscape treatments would be designed to create a generally unified site appearance, establish visual continuity, and provide a landscape transition buffer to adjacent land uses.
- Landscape design would include buffering and screening design elements such as walls and fences.
- Where incorporated in landscape design, walls and fences would be designed to complement building materials and colors where feasible.
- Acceptable wall and fence materials would include concrete tilt-up walls, concrete block using split-face blocks where walls face public streets, poured in place concrete walls using a patterned or scored surface where these walls face public streets, and welded-wire or tubular aluminum fencing in combination with landscaping where obstruction of visibility is not a requirement.
- Where screen walls are located along public streets they would be located at the building and parking setbacks, as per the Specific Plan's development standards.

Circulation and Access Plan

The Specific Plan relies on the existing public roadway network but proposes improvements to meet the vehicular and non-vehicular needs of employees and visitors, as well as for the transportation of goods to and from the businesses operating within the Specific Plan. As development pursuant to the Specific Plan occurs, various street improvements would be implemented based on analysis of individual project scale and location. Figure 3-4, *Circulation Plan*, shows the Specific Plan's proposed on- and offsite circulation and access plan.

Internal circulation and access for development within the Specific Plan would be designed to facilitate efficient access to surrounding streets utilizing shared access points and driveways and separation of automobile and truck circulation. Internal site circulation would encourage pedestrian circulation through an integrated sidewalk network that would be designed as part of implementing individual parcel and building development. Private driveways and drive aisles would be permitted to connect individual building sites to facilitate off-street circulation, and access for automobiles and trucks to parking lots, truck courts, and loading areas.

Parking Standards

Parking and loading requirements of the Specific Plan are presented on Table 3-3, *Parking Standards*.

Table 3-3: Parking Standards

Building Type	Minimum Parking Requirement ¹	Special Conditions
Manufacturing, Assembly, Fabricating, and Similar Uses		
Buildings up to 40,000 SF excluding office space	1 space per 1,000 SF	1 tractor-trailer space required for every dock high door.
Buildings greater than 40,000 SF excluding office space	1 space per each 4,000 SF of gross floor area over 40,000 SF	1 tractor-trailer space required for every dock high door.
Administrative office space	1 space per 250 SF	1 permanently maintained loading space.
Warehouse Uses		
Buildings up to 40,000 SF excluding office space	1 space per 1,000 SF	1 tractor-trailer space required for every dock high door.
Buildings greater than 40,000 SF excluding office space	1 space per each 4,000 SF of gross floor area over 40,000 SF	1 tractor-trailer space required for every dock high door.
Administrative office space	1 space per 250 SF	1 permanently maintained loading space.
Professional Offices		
Professional office space	1 space per 250 SF	1 permanently maintained loading space.
Parking Stall and Access Design		
Parking Stall Size:		90-degree angle assumed
Standard Automobile Stalls	1. 9 ft. X 19 ft.	

Building Type	Minimum Parking Requirement ¹	Special Conditions
• Compact Automobile Stalls • Tractor-trailer Stalls	2. 8 ft. X 16 ft. 3. 10 ft. X 50 ft.	
Drive Aisle Width	26 ft.	

Note: Minimum parking requirements are calculated by the building's gross floor area.

Infrastructure Plan

Buildout of the Specific Plan would require the installation of supporting infrastructure, including water, sewer, stormwater drainage, and dry utilities. Infrastructure improvements would be installed based on and concurrent with developments within and in conformance with applicable County and public utility service provider standards. The following water, sewer, and stormwater drainage plans are conceptual, based on the uses of the Specific Plan.

Water

Buildout of the Specific Plan would install new water facilities, consistent with West Valley Water District's (WVWD) master plans. Figure 3-5, *Buildout Water Plan*, shows the existing and proposed water facilities required by the Specific Plan.

- Locust Avenue: Upgrade the existing 10-inch diameter waterline to a 16-inch diameter waterline between Santa Ana Avenue and the existing 12-inch diameter waterline connecting to Jurupa Avenue.
- Maple Avenue: Provide a new 12-inch diameter waterline connection between the existing 12-inch diameter waterline which runs north to Santa Ana Avenue and the existing 12-inch diameter waterline connecting to the Jurupa Avenue 12-inch diameter waterline.
- A new 12-inch diameter waterline cross-tie between Locust Avenue and Laurel Avenue approximately mid-block between Santa Ana Avenue and Jurupa Avenue.
- Construction of a 16-inch diameter waterline within the Laurel Avenue right-of-way from the existing 12-inch diameter waterline to approximately 1,000 feet southward to serve the southwestern portion of the Specific Plan.

Sewer

The Specific Plan would install new sewer facilities installed in accordance with City of Rialto master sewer plans and shown in Figure 3-6, *Buildout Sewer Plan*:

- Maple Avenue: A new 8-inch diameter gravity line would carry flows south along Maple Avenue from immediately south of Santa Ana Avenue to a public lift station on the southwest corner of Maple Avenue at Jurupa Avenue. A new 6-inch diameter force main would carry flows to the Santa Ana Avenue Trunk Sewer.
- Locust Avenue: A new 8-inch diameter gravity line would carry flows south along Locust Avenue from immediately south of Santa Ana Avenue to a public lift station just north of the Specific Plan boundary. A new 6-inch diameter force main would carry flows to the Santa Ana Avenue Trunk Sewer.
- Laurel Avenue: A new 8-inch diameter gravity line along Laurel Avenue would collect flows and meet at a low point just north of the Specific Plan boundary. Flows would travel east across the Specific Plan Area to the lift station serving the Locust Avenue facilities.

Stormwater Drainage

New storm water drainage facilities necessary to serve the Specific Plan would include the following, in accordance with the County's Master Plans of Drainage and Comprehensive Storm Drain Plan objectives for the southwest portion (see Figure 3-7, *Buildout Stormwater Drainage Plan*):

- Laurel Avenue: A new 48-inch diameter storm drain would convey stormwater south from Santa Ana Avenue approximately 1,800 feet to a new onsite 78-inch diameter storm drain near the southern boundary of the Specific Plan.
- A new onsite 78-inch diameter storm drain extension in Planning Area B near the southern boundary of the Specific Plan would connect with the new storm drain in Laurel Avenue to the west and Locust Avenue to the east.
- Locust Avenue: A new 78-inch storm drain would be extended in Locust Avenue from Santa Ana Avenue, in a southerly direction, to approximately 1,400 feet south of Santa Ana Avenue. There would be another 78-inch storm drain extended in an east/west direction through the southern end of Site 3, which would connect to the new Locust 78-inch storm drain. After this point of connection, the storm drain diameter would be expanded to 90-inch and would continue southerly in Locust Avenue to Jurupa Avenue.
- Jurupa Avenue: A new 90-inch diameter storm drain would convey stormwater from Locust Avenue for approximately 1,000 feet where the storm drain transitions to a new 60-inch diameter storm drain in Jurupa Avenue. The new 60-inch diameter storm drain would continue conveying stormwater easterly to Linden Avenue. Additionally, flows exceeding the Specific Plan-mitigated flow rates would “bubble” out from a series of inlets located on Jurupa Avenue, at or near existing low points and travel south along its historical and natural watercourse.
- Linden Avenue: A new 60-inch diameter storm drain would convey stormwater south from Jurupa Avenue to 5th Street.
- 5th Street: A new 60-inch diameter storm drain would convey stormwater from Linden Avenue to an existing basin near directly south of the eastern terminus of 5th Street.
- A new 72-inch diameter storm drain from Alder Avenue crossing the southwestern area of the Specific Plan boundary in Planning Area B to Laurel Avenue and connecting to the new onsite 78-inch diameter storm drain extension that connects Laurel Avenue and Locust Avenue. This line would be built later as part of Specific Plan buildout in Planning Area B and is not required for either of the opening year development options.

Sustainability Features

Development within the Specific Plan would be required to incorporate sustainable design strategies into site design, building design, and construction methods. Areas of sustainable design include green infrastructure, drought-tolerant landscaping, and building sustainability. Sustainability design features include the following:

- Compliance with Title 24 and California Green Building Standards for building design in effect at the time of building permit issuance.
- Incorporation of passive design techniques where feasible to improve energy conservation such as skylights, building orientation, landscaping, energy-efficient light fixtures, and “white” roofs for solar reflectivity.
- Utilization of shade structures and trees with large canopies to reduce heat island effects.
- Maximization of construction materials recycling in the building construction process.
- Utilization of landscape design to maximize storm water retention through bioswales and bio-filtration.

- Utilization of smart irrigation design to respond to changing weather conditions, use micro-irrigation techniques, and weather-based irrigation controllers.
- Where feasible in areas without truck traffic or high levels of other vehicle traffic, use permeable paving surfaces such as permeable concrete and/or asphalt, concrete pavers, decomposed granite for pedestrian walkways, or other similar materials that reduce runoff and promote water infiltration.

3.4.2 Opening Year Development of Planning Area A

The Project includes an initial industrial business park development proposal within Planning Area A with an opening year of 2022.⁵

Opening Year – Option 1

Development applications—including three Vesting Tentative Parcel Maps and four Conditional Use Permits—have been submitted to the County for the construction and operation of three warehouse structures and a truck trailer parking lot on four development sites (Development Sites 1 through 4). Construction of the Option 1 is expected to be phased with Development Sites 1 and 2 constructed as part of Phase 1 and Development Sites 3 and 4 constructed as part of Phase 2. For purposes of this EIR analysis, the buildout of the remaining Specific Plan is expected to be constructed as part of Phase 3. This phasing discussion is solely being provided to specify the timing of when various Specific Plan public facilities and infrastructure must be installed; Sites 1-4 may be developed and constructed in one phase. The proposed buildings would incorporate various architectural elements allowed by the Specific Plan, including smooth concrete, masonry block with textured or sandblasted finishes, glass and curtainwall glazing systems, natural and manufactured stone and limited metal panel systems, and light and warm-toned exterior building colors. Figure 3-8, *Opening Year – Option 1 Site Plan*, illustrates the proposed development. Figure 3-9, *Conceptual Building Elevation Color and Materials*.

Development Site 1 – Warehouse

Site 1 consists of approximately 17.72 acres located in the southeast portion of the Specific Plan and is surrounded by Linden Avenue on the east, Jurupa Avenue on the south, and Maple Avenue on the west. The Project applicant proposes a 383,000 SF warehouse facility, including approximately 10,000 SF of office space, that would face Jurupa Avenue. Two main building entrances are proposed at the southwest and southeast corners of the rectangular structure, which would be approximately 50 feet in height and include 62 dock doors facing Jurupa Avenue.

The proposed structure would be setback 25 feet from the adjoining streets and 10 feet from the residential uses on the north. Landscaping and hardscape would be installed within the setback areas on the eastern, southern, and western perimeters of the site, and a 12-foot-tall masonry wall would be constructed along the entire northern perimeter. The Project applicant also proposes a 14-foot-tall screen wall along Jurupa Avenue to enclose the trailer parking lot and screen the loading docks from public view. Site 1 would require the installation of two onsite detention basins at the southwest and southeast corners of the site.

Site 1 includes 66 truck trailer stalls in a parking lot along Jurupa Avenue and 176 non-trailer parking spaces (including 4 accessible, 2 van accessible, 152 standard, and 18 “phantom” stalls that can be converted to trailer parking stalls) along the entire northern perimeter and near the two main building

⁵ The 2021 Draft EIR assumed an opening year of 2022. Due to Project delays and litigation, this opening year is no longer feasible but provides a conservative analysis of potential impacts associated with the Project.

entrances. Five driveways would provide vehicular access to Site 1. Two driveways, one on Linden Avenue and the other on Maple Avenue, would provide access to the northern non-trailer back lot. Three driveways from Linden Avenue, Jurupa Avenue, and Maple Avenue would provide access to the truck trailer and visitor parking lots on the south side of the proposed warehouse structure. Figure 3-10, *Site 1 Conceptual Site Plan*, shows the proposed development on Site 1.

Development Site 2 – Warehouse

Site 2 consists of approximately 57.6 acres located north of Jurupa Avenue, east of Maple Avenue, and west of Locust Avenue. Site 2 would be developed with an approximately 1,251,640 SF warehouse facility, including approximately 20,000 SF of office space. Four entrances into the building are proposed at each corner of the rectangular warehouse building. The structure would be approximately 50 feet in height and include 180 dock doors: 90 facing Locust Avenue and 90 facing Maple Avenue.

The proposed warehouse would be setback 25 feet from Locust Avenue, Jurupa Avenue, and Maple Avenue, and at least 10 feet from the residences to the north of Site 2. Landscaping would be installed along the eastern, southern, and western perimeters of the site, and a 12-foot-tall masonry wall would be constructed along the entire northern perimeter, and 14-foot-tall screen walls would be constructed along Locust Avenue and Maple Avenue to screen the truck trailer parking and loading dock areas. Stormwater detention basins are proposed along Locust Avenue and the northern perimeter of Site 2.

Site 2 includes 385 truck trailer parking stalls on the east and west sides of the building; the eastern lot is designed to accommodate tandem truck trailer parking. The site also includes 422 non-trailer parking stalls (including 7 accessible, 2 van accessible, and 413 standard stalls) in the northern and southern perimeters of the site, near the building entrances. Vehicular access would be via five driveways, two from Locust Avenue, one on Jurupa Avenue, and two from Maple Avenue. The conceptual site plan is shown on Figure 3-11, *Site 2 Conceptual Site Plan*.

Development Site 3 – Warehouse

Site 3 consists of approximately 30.52 acres located south of Santa Ana Avenue, west of Locust Avenue, east of Laurel Avenue, and north of residential uses within Planning Area B of the Specific Plan. The proposed warehouse would be constructed in the western portion of the site. It would include approximately 479,000 SF of warehouse space, including approximately 5,000 SF for office use. Two building entrances are proposed at the northeast and southeast corners of the building. The warehouse would be 50 feet in height and would include 61 dock doors facing Locust Avenue. The building would be setback a minimum of 25 feet from Santa Ana Avenue, Laurel Avenue, and Locust Avenue, and 15 feet side interior setbacks from abutting parcels that are not a part of the development site plan, and 10-foot rear setbacks. Landscaping and hardscape are proposed along the perimeter of the site, around the building, and raised medians. The truck trailer parking lot would be screened by a 14-foot wall that runs along the perimeter of the truck trailer lot that is to the east of the building. Detention basins are proposed along Laurel Avenue and Locust Avenue.

Site 3 includes 253 truck-trailer parking stalls in the northeast portion of the site and 232 non-trailer stalls (including 6 accessible, 2 van accessible, and 224 standard stalls) along the western perimeter, near the northeast building entrance, and southeast portion of the site. Vehicular access would be provided from five driveways. Non-trailer access would be from Santa Ana Avenue into the northeast visitor parking and the northern two driveways on Laurel Avenue into the employee parking area. Truck trailer access would be provided from the southernmost driveway on Laurel Avenue and driveway on Locust Avenue. The conceptual site plan is shown on Figure 3-12, *Site 3 Conceptual Site Plan*.

Development Site 4 – Trailer Parking

Site 4 consists of approximately 9.5 acres located west of Laurel Avenue. Site 4 would be developed with a parking lot striped for 289 truck trailer stalls; non-trailer stalls would not be provided. The lot would be screened on all sides by painted concrete tilt-up walls. The structure would be setback 25 feet from Laurel Avenue and 15 feet from the north, west, and south boundaries. Vehicular access would be provided from two driveways on Laurel Avenue. The conceptual site plan is shown on Figure 3-13, *Site 4 Conceptual Site Plan*.

Table 3-4, *Opening Year – Option 1 Development Summary*, summarizes the proposed development as provided. As shown, the Project would result in the construction of approximately 2,113,640 SF of light industrial building space, which is approximately 966,273 SF below that allowed for Planning Area A in the Specific Plan. The Project also proposes 79 non-trailer parking stalls more than required by the Specific Plan.

Table 3-4: Opening Year – Option 1 Development Summary

Development Sites	Land (Acres)	Land Use	Proposed Development	Truck Trailer Parking Stalls	Non-Trailer Parking Stalls Provided	Non-Trailer Parking Required ¹
Site 1	17.72	Fulfillment Center	383,000 SF Warehouse	66	176	164
Site 2	57.60	High-Cube Warehouse	1,251,640 SF Warehouse	385	422	418
Site 3	30.52	Fulfillment Center	479,000 SF Warehouse	253	232	169
Site 4	9.5	Trailer Parking	289 Truck Trailers Stalls	289	-	-
Total	115.3 Acres		2,113,640 SF	993 Stalls	830 Stalls	751 Stalls

1. Based on the “warehouse uses” parking standards provided in Table 3-3.

Landscape Plans

Landscaping would be focused along the perimeters of each site, building exteriors, along screen walls that secure the trailer parking and loading dock areas, and around onsite detention basins. A variety of trees, shrubs, accents, and groundcover would be planted. Tree species include Desert Willow, Chitalpa, Crape Myrtle, Toyon, Olive, Date Palm, Afghan Pine, Chinese Pistache, California Sycamore, Coast Live Oak, and African Sumac. The conceptual landscape plans for the four sites are shown in Figures 3-14 through 3-17.

Roadway Improvements

Jurupa Avenue

The Project would improve the north side of Jurupa Avenue to its ultimate half-width along the frontage of Sites 1 and 2. The following improvements would be installed:

- 6-foot-wide curb-adjacent sidewalk,
- Curb and gutter,
- Re-paving/widening the existing eastbound travel way, and

- Striping 25-foot-long two-way left-turn lanes, along westbound Jurupa Avenue to facilitate access to/from the driveways at Site 1 and Site 2.

Linden Avenue

The Project would improve the west side of Linden Avenue to its ultimate half-width along the frontage of Site 1. The following improvements would be installed:

- 6-foot-wide curb-adjacent sidewalk,
- Curb and gutter,
- Re-paving/widening the existing southbound travel way,
- Striping 25-foot-long left-turn lanes along northbound Linden Avenue, and
- Access driveways would be built along the west side of Linden Avenue, with truck and passenger vehicle access at the south driveway and passenger vehicle access at the north driveway.

Maple Avenue

The Project would improve the street to its ultimate width along the frontage of Site 1 and Site 2. The following improvements would be installed:

- 6-foot-wide curb-adjacent sidewalk,
- Curb and gutter,
- Re-paving/widening the existing southbound travel way,
- Striping 25-foot-long left-turn lanes along northbound and southbound Maple Avenue, and
- Access driveways would be built along the east and west side of Maple Avenue, with truck and passenger vehicle access at the south driveways accessing Sites 1 and 2, passenger vehicle access on the north driveway on Site 1, and passenger vehicle and truck access at the north driveway accessing Site 2.

Locust Avenue

The Project would improve Locust Avenue to its ultimate width along the frontage of Site 2 and Site 3. The following improvements would be installed:

- 6-foot-wide curb-adjacent sidewalk,
- Curb and gutter,
- Re-paving/widening the existing eastbound travel way.

Laurel Avenue

The Project would improve the street to its ultimate width along the frontage of Site 3 and Site 4. The following improvements would be installed:

- 6-foot-wide curb-adjacent sidewalk,
- Curb and gutter,
- Re-paving/widening the existing southbound travel way,
- Striping 25-foot-long left-turn lanes along northbound and southbound Laurel Avenue, and
- Access driveways would be built along the east and west side of Laurel Avenue, with passenger vehicle and truck access at the southern driveways accessing Sites 3 and 4. Truck movement from Sites 4 would

cross Laurel Avenue at the southern driveway and would travel along the drive aisle on the southern boundary of Site 3 to Locust Avenue.

Santa Ana Avenue

The Project would improve the south side of Santa Ana Avenue to its ultimate half-width along the Specific Plan site's northern frontage. The following improvements would be installed:

- 6-foot-wide curb-adjacent sidewalk,
- Curb and gutter, and
- Re-paving/widening the existing eastbound travel way.

Infrastructure Improvements

The following water, sewer, and drainage plans are conceptual and represent the intended infrastructure improvements to support the proposed development. Infrastructure improvements would be phased with the developments they support.

Water

Phase 1 (Development Sites 1 and 2) includes construction of a 16-inch diameter waterline along Locust Avenue and Laurel Avenue, a new 12-inch cross-tie between Locust Avenue and Laurel Avenue, and a 12-inch diameter waterline stretching along Santa Ana Avenue from the west to Maple Avenue. Phase 2 (Development Sites 3 and 4) includes construction of a new 16-inch diameter waterline along Laurel Avenue that would connect from Santa Ana Avenue to the end of the south end of Laurel Avenue. All proposed water facilities would be designed and constructed in accordance with WVWD standards. Figures 3-18 and 3-19 show the proposed water lines to be installed during Phase 1 and Phase 2.

Sewer

Phase 1 (Development Sites 1 and 2) includes construction of a 6-inch diameter force main along Maple Avenue from just north of Jurupa Avenue to Santa Ana Avenue. Sewer lift station facilities would be constructed at the south end of the force main. Phase 2 (Development Sites 3 and 4) includes construction of a 6-inch diameter force main along Locust Avenue from north of Jurupa Avenue to Santa Ana Avenue. A sewer lift station facility would be constructed at the south end of the force main. The proposed wastewater connection is required to be designed and constructed in accordance with City of Rialto standards. Figures 3-20 and 3-21 show the proposed sewer lines to be installed during Phase 1 and Phase 2.

Stormwater Drainage

Phase 1 (Development Sites 1 and 2) would require the construction of the 78-inch diameter storm drain in Locust Avenue from Santa Ana Avenue to Jurupa Avenue, and the remainder of the downstream system to the existing trap channel at 5th Street and Cedar Avenue, including the 90-inch to 60-inch storm drains in Jurupa Avenue and Linden Avenue to 5th Street. Phase 2 (Development Sites 3 and 4) would require lateral connections to the master drain on Locust Avenue and the construction of the 48-inch storm drain in Laurel Avenue with a new onsite 78-inch storm drain extension in Planning Area B near the southern boundary of the Specific Plan that would connect the storm drain in Laurel Avenue to the storm drain system at Locust Avenue to the east. Figures 3-22 and 3-23 show the proposed stormwater drainage lines to be installed during Phase 1 and Phase 2.

Dry Utilities

The Project proposes the relocation and undergrounding of existing overhead utility lines in coordination with Southern California Edison (electrical), AT&T (telecommunications), and Charter Communications (cable) in the Specific Plan Area. Phase 1 (Development Sites 1 and 2) includes conversion of existing utility lines along Locust Avenue and Maple Avenue from overhead to underground generally along the development sites' frontages and existing transmission poles along Jurupa Avenue between Locust Avenue to the west and Linden Avenue to the east would be relocated to provide room for the roadway improvements; the relocated lines would still be within the right-of-way. Additionally, existing utility lines along Rose Avenue would be removed as part of the construction of Development Site 2, and existing utility lines along Stallion Lane would be removed as part of the construction of Development Site 1 under the Opening Year – Option 2 scenario. Removal of existing utility lines along Rose Avenue, and Stallion Lane if applicable, would include removal of natural gas lines in coordination with the Southern California Gas Company. Phase 2 (Development Sites 3 and 4) would require the conversion of existing utility lines along Laurel Avenue from overhead to underground generally along the development sites' frontages.

Opening Year – Option 2

A maximum reasonable development scenario is also considered in this EIR that includes a conceptual site plan that encompasses the entire 141.4-acre Planning Area A whereas Opening Year – Option 1 encompasses approximately only 115 acres of Planning Area A. This scenario, Option 2, has not been included in the applications submitted to the County. Nevertheless, this EIR provides project-level impact analysis, unless otherwise stated (e.g., Option 2 is analyzed at the project-level concerning aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, greenhouse gas, land use and planning, noise, population and housing, public services, transportation, tribal cultural resources, and utilities and service systems impacts).

Under this scenario, the warehouse footprints at Development Sites 1 and 3 within Planning Area A are expanded; however, the expanded warehouses would remain within the 0.5:1 FAR assigned to Planning Area A. Specifically, the development area of Development Site 1 would encompass approximately 36.65 acres (this site under Option 1 encompasses 17.72 acres); and Development Site 3 would encompass 37.66 acres (this site under Option 1 encompasses 30.52 acres). The buildings would be designed similar to the buildings analyzed under Option 1. A summary of the Option 2 development scenario is provided in Table 3-5, *Opening Year – Option 2 Development Summary*, and Figure 3-24, *Opening Year – Option 2 Site Plan*, shows the conceptual site plan. As shown, this scenario would result in the development of approximately 2,712,040 SF of light industrial building space, which is approximately 523,796 SF below the overall capacity allowed by the Specific Plan and approximately 367,873 SF below the capacity of Planning Area A. The impacts generated by full buildout of the Specific Plan are analyzed under "Future Development Area – Specific Plan Buildout."

Table 3-5: Opening Year – Option 2 Development Summary

Development Area	Land (Acres)	Land Use	Proposed Development	Non-Trailer Parking Stalls Provided	Non-Trailer Parking Stalls Required
Site 1	36.65	Fulfillment Center	710,400 SF Warehouse	350 Stalls	246 Stalls
Site 2	57.60	High-Cube Warehouse	1,251,640 SF Warehouse	422 Stalls	418 Stalls
Site 3	37.66	Fulfillment Center	750,000 SF Warehouse	375 Stalls	255 Stalls
Site 4	9.5	Trailer Parking	289 Truck Trailers Stalls	-	-
Total	141.41 Acres		2,712,040 SF	1,147 Stalls	919 Stalls

3.4.3 Site Operations

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

Proposed warehouses at Development Sites 1 and 3 are assumed to be fulfillment centers (as defined by the TUMF High-Cube Warehouse Trip Generation Study, WSP, 2019) and the proposed warehouse at Development Site 2 is assumed to be a high-cube warehouse (as defined by the Institute of Transportation Engineers, *Trip Generation* 10th Edition, 2017 Land Use code 154 – High-Cube Transload and Short-Term Storage Warehouse)) based on size and design of the warehouses in Option 1 (i.e., small warehouses at Sites 1 and 3 and the cross dock design the warehouse at Site 2). These same warehouse use assumptions are also applied to the Option 2 scenario. A high-cube warehouse is primarily used for the storage and/or consolidation of manufactured goods prior to their distribution to retail locations or other warehouses. Fulfillment center warehouses are characterized by a significant storage function and direct distribution of ecommerce product to end users. Fulfillment centers typically handle smaller packages and quantities than other types of warehouses and often contain mezzanine levels. However, it is possible that Development Sites 1-3 uses may vary from what is assumed here; such changes in use may proceed as long as the impacts associated with such changes in use do not exceed what is analyzed in this EIR. If changes in use result in greater impacts, such uses may have to be analyzed through a subsequent CEQA analysis process before such uses may proceed. This discussion is provided for informational purposes only due to the amendments in the CEQA Guidelines which provide that automobile delay is no longer considered to be a significant impact.

The buildings are designed such that business operations would be conducted within the buildings, with the exception of traffic movement, parking, trailer connection and disconnection, storage and the loading and unloading of trailers at designated loading bays. The outdoor cargo handling equipment used during loading, and unloading of trailers (e.g., yard trucks, hostlers, yard goats, pallet jacks, forklifts) would be non-diesel powered, per contemporary industry standards.

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

3.4.4 Future Development Area – Specific Plan Buildout

The Project includes future development of industrial business park uses pursuant to the Bloomington Business Park Specific Plan within Planning Area B by the year 2040. Additionally, the Future Development Area would include full buildout of Planning Area A, outside of what is proposed by the Opening Year Developments. Buildout of the Future Development Area would occur in line with market conditions pursuant to purchase of land by future project applicants. The Specific Plan Buildout would allow development of up to 155,926 SF at a maximum FAR of 0.05 within 71.6 acres in Planning Area B and the development of up to 3,079,910 SF at a maximum FAR of 0.5 within 141.4 acres in Planning Area A for a total of 3,235,836 SF of light industrial and business park uses within the entire Specific Plan Area. Further buildout conditions of Planning Area A would be based on whether Opening Year Development – Option 1 or Opening Year Development – Option 2 is built.

3.4.5 Construction Activities and Schedule

For the purposes of a conservative analysis, it is assumed that construction of all four sites in Planning Area A (Phase 1 and Phase 2) under Option 1 would commence concurrently over approximately a 14-month period and would be operational in 2022.⁶ Buildout of Planning Area B would occur by 2040 as Phase 3. See Figure 3-25, *Buildout Construction Phasing*.

Construction activities would include the following:

- Demolition
- Site preparation
- Grading
- Building construction
- Paving
- Architectural coating

Sites 1 and 2 (Phase 1) under Option 1 would require soil export of 39,550 cubic yards and import of 76,250 cubic yards, respectively. Sites 3 and 4 (Phase 2) Under Option 1 would require 89,220 cubic yards of soil import and 36,730 cubic yards of import, respectively. As such, a total of 39,550 cubic yards of export and approximately 202,200 cubic yards of import is anticipated for Planning Area A. A total of 18,596 hauling trips would be generated during grading activities.

⁶ The 2021 Draft EIR assumed an opening year of 2022. Due to Project delays and litigation, this opening year is no longer feasible but provides a conservative analysis of potential impacts associated with the Project.

Table 3-6, *Construction Schedule*, provides the anticipated schedule for construction of Planning Area A, under Option 1. As mentioned, buildout of Planning Area B is expected by 2040.⁷ Construction and demolition debris would be hauled to Mid-Valley Sanitation Landfill, located nine miles north of the Specific Plan at 2390 Alder Avenue in the City of Rialto.

Table 3-6: Construction Schedule

Phase Name	Work Days
Demolition	55
Site Preparation	50
Grading	70
Building Construction	150
Paving	100
Architectural Coating	100

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

The types of heavy equipment that would be used during construction are listed in Table 3-7, *Construction Equipment Assumptions*. Even though daily construction activities are permitted to occur over a 12-hour period, construction equipment is not in continual operation and some pieces of equipment are used only periodically throughout a typical day. Thus, eight hours of daily use per piece of equipment (approximately two-thirds of the daily period over which construction activities are allowed) is a reasonable assumption. Should construction activities need to occur at night (such as concrete pouring activities that require air temperatures to be lower than occur during the day), the Project applicant would be required to obtain authorization for nighttime work from the County of San Bernardino.

Table 3-7: Construction Equipment Assumptions

Development Areas	Phase Name	Equipment	Amount	Hours Per Day
Planning Area A	Demolition	Concrete/Industrial Saws	2	8
		Excavators	6	8
		Rubber Tired Dozers	4	8
	Site Preparation	Crawler Tractors	7	8
		Rubber Tired Dozers	5	8
	Grading	Crawler Tractors	4	8
		Excavators	4	8
		Graders	2	8
		Rubber Tired Dozers	2	8
		Scrapers	4	8
	Building Construction	Cranes	2	8
		Crawler Tractors	6	8

⁷ An Opening Year of 2022 and a buildout of the Specific Plan by 2040 provides a conservative analysis of potential air quality and greenhouse gas emissions due to the fact that emissions in future years would likely be less due to the use of more advanced emissions reduction technologies.

Development Areas	Phase Name	Equipment	Amount	Hours Per Day
		Forklifts	6	8
		Generator Sets	2	8
		Welders	2	8
	Paving	Pavers	4	8
		Paving Equipment	4	8
		Rollers	4	8
	Architectural Coating	Air Compressors	2	8
Planning Area B	Demolition	Concrete/Industrial Saws	2	8
		Excavators	4	8
		Rubber Tired Dozers	3	8
	Site Preparation	Crawler Tractors	8	8
		Rubber Tired Dozers	6	8
	Grading	Crawler Tractors	4	8
		Excavators	4	8
		Graders	2	8
		Rubber Tired Dozers	2	8
		Scrapers	4	8
	Building Construction	Cranes	2	8
		Crawler Tractors	6	8
		Forklifts	6	8
		Generator Sets	2	8
		Welders	2	8
	Paving	Pavers	3	8
		Paving Equipment	3	8
		Rollers	3	8
	Architectural Coating	Air Compressors	2	8

3.4.6 Upzone

Pursuant to the Housing Crisis Act of 2019 (Senate Bill 330, or SB 330), replacement capacity for any displaced residential units must be provided at the time of project approval. The Project would rezone the Specific Plan site from residential to a non-residential land use and result in the loss of residential capacity. In compliance with SB 330, however, the Project applicant proposes to rezone the Upzone Site to a higher residential density to offset the loss of residential capacity at the Specific Plan site and avoid a net loss of residential capacity in Bloomington.

Specifically, the Project includes a Policy Plan Amendment that would re-designate the entire Upzone Site from Low Density Residential (LDR) to Medium Density Residential (MDR) and a Zoning Amendment to rezone the Upzone Site from Residential Single with 20,000 SF Lot Minimums (RS-20M) to Residential Multiple (RM). The RS-20M zone would allow the development of up to 52 residential units on the 24-acre Upzone Site. The RM zone would allow the development of up to 480 dwelling units. Accordingly, when accounting for the base density of the existing density (52 dwelling units) and the “transfer” of 213 dwelling units from the

rezoning of the Specific Plan Area to nonresidential, the Project would increase the residential development capacity in Bloomington by up to 215 dwelling units.

3.5 LAND USE AND ZONING

The Project would require a Policy Plan Amendment and Zoning Amendment for the Specific Plan Area and Upzone Site. The Policy Plan Amendment would include the change in land use designations and roadway classifications as discussed. See Figure 3-26, *Proposed Land Use Designations*. See Figure 3-27, *Proposed Zoning*.

Specific Plan Site

The Policy Plan Amendment would re-designate the entire Specific Plan site from Very Low Residential (VLDR) and Low Density Residential (LDR) to Special Development (SD). As set forth in the San Bernardino Countywide Plan, the SD designation sets development maximums of 30 dwelling units per acre and 2:1 FAR, which can be modified pursuant to adopted specific plans. The SD designation allows for a combination of residential, commercial, and/or manufacturing activities, subject to modifications pursuant to adopted specific plans.

The Zoning Amendment would rezone the entire Specific Plan Area from Residential Single 1-Acre Minimum with Additional Agriculture Overlay (RS-1-AA) and Residential Single with 20,000 SF Lot Minimums (RS-20M) to Specific Plan (SP). As set forth in the County's Development Code, the SP land use zoning district provides sites for a combination of residential, commercial, industrial, agricultural, open space, recreational and similar and compatible uses as determined by the Specific Plan.

The Specific Plan would apply the I/BP zoning designation to the entire Specific Plan. The I/BP designation permits logistics warehouse uses, e-commerce centers, warehousing and distribution, and cross-dock facilities. In addition, facilities related to manufacturing goods and materials prior to distribution to other facilities are allowed. Facilities for outdoor storage of trucks and trailers are allowed as well as ancillary offices and employee areas in conjunction with primary uses. Table 3-2, *Permitted Uses* above, lists the allowed land uses under the proposed Specific Plan.

Upzone Site

The Policy Plan Amendment would re-designate the entire Upzone Site from Low Density Residential (LDR) to Medium Density Residential (MDR). The Zoning Amendment would also rezone the entire Upzone Site from Residential Single with 20,000 SF Lot Minimums (RS-20M) to Residential Multiple (RM).

3.6 REGULATORY REQUIREMENTS AND PROJECT DESIGN FEATURES

Throughout the impact analysis in this EIR, reference is made to Regulatory Requirements (RRs) that are applied to all development on the basis of federal, State, or local law, which effectively reduce environmental impacts. Where applicable, RRs are listed to show their effect in reducing potential environmental impacts. The Project voluntarily incorporates various measures as part of the physical design of the Project, which will be incorporated into the Project's MMRP. These Project Design Features (PDFs) are included in Section 5.12, *Noise*, as PDF NOI-1.

3.7 DISCRETIONARY APPROVALS AND PERMITS

The County has primary reapproval responsibility for the Project. As such, the County serves as the Lead Agency for this EIR pursuant to CEQA Guidelines Section 15050. The Board of Supervisors is the decision-making authority for the Project and will consider the Project. The County will consider the information contained in this EIR and the Project's administrative record in its decision-making processes. In the event of reapproval of the Project and certification of its Recirculated EIR, the County would conduct administrative reviews and grant ministerial permits and reapprovals to implement Project requirements and conditions of approval.

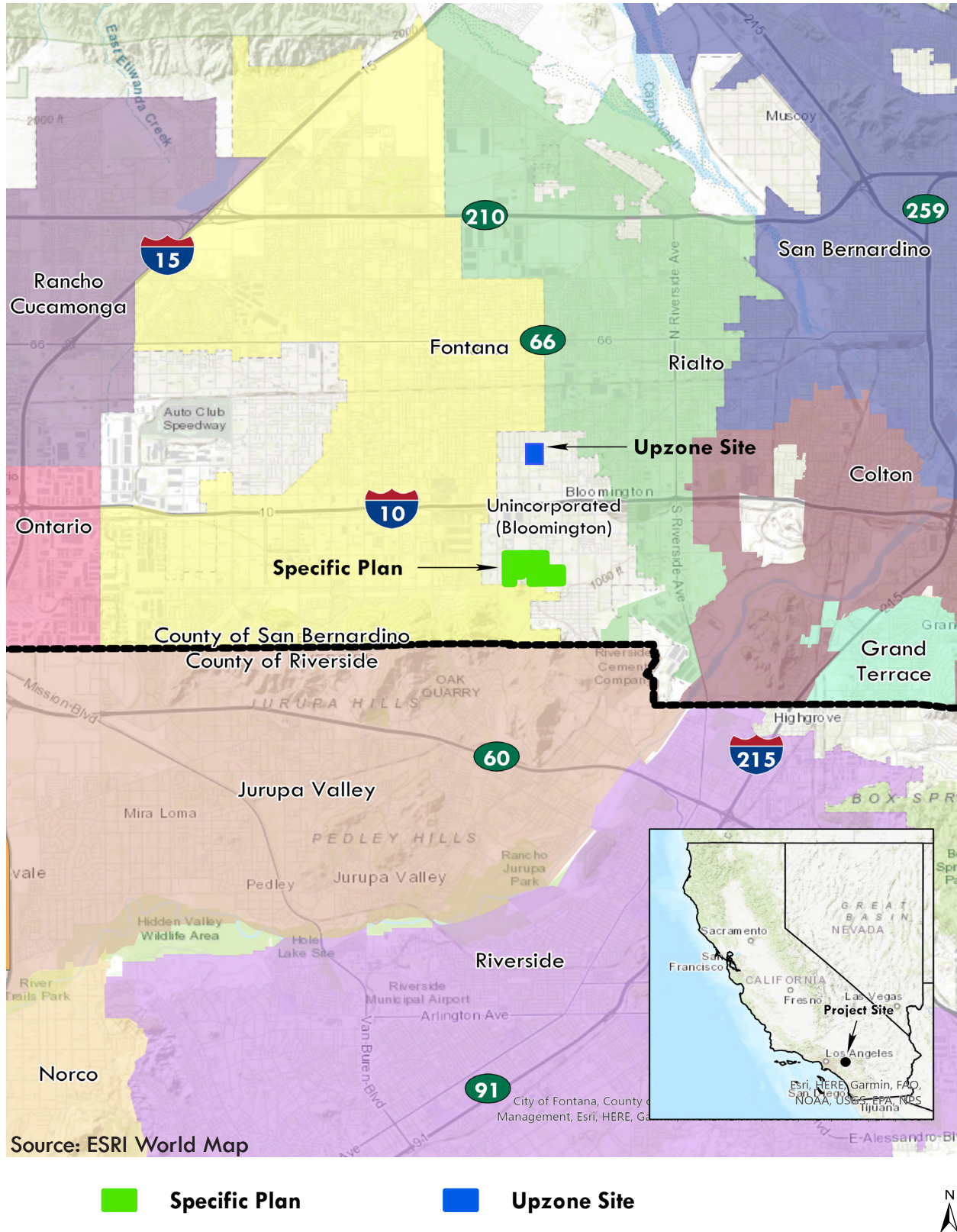
A list of actions under County jurisdiction is provided in Table 3-8, *Project Approvals/Permits*. Additional discretionary, ministerial and/or administrative actions may be necessary from other government agencies to fully implement the Project. Table 3-8 lists the government agencies that are expected to use the Project's EIR during their consultation and review of the Project and its implementing actions and provides a summary of the subsequent actions associated with the Project.

Table 3-8: Project Approvals/Permits

Public Agency	Approval and Decisions
County of San Bernardino	
Proposed Project – Discretionary Approvals	
County of San Bernardino Board of Supervisors	- Reapprove, conditionally approve, or deny of Bloomington Business Park Specific Plan, Policy Plan Amendment, Zoning Amendment, Site Plan Approvals, Conditional Use Permits, Vesting Tentative Parcel Maps, Community Benefits Agreement/Development Agreement, and Community Facilities District - Reject or certify this Recirculated EIR along with appropriate CEQA Findings and Mitigation Monitoring and Reporting Program
Subsequent County of San Bernardino Discretionary and Ministerial Approvals	
County of San Bernardino Implementing Approvals	- Approve Final Parcel Maps, lot line adjustments, or parcel mergers, as may be appropriate - Approve precise site plan(s) and landscaping/irrigation plan(s), as may be appropriate - Issue Grading Permits - Issue Building Permits - Issue Occupancy Permits - Approve Road Improvements Plans - Issue Encroachment Permits - Accept public right-of-way dedications - Approve Water Quality Management Plan (WQMP)
Other/Responsible Agencies – Subsequent Approvals and Permits	
San Bernardino County Flood Control District	Approvals for construction of storm water infrastructure and connection to municipal storm water system
West Valley Water District	Approvals for construction of water infrastructure and connection to water distribution system
City of Rialto	Administrative approvals for connections to offsite sewer infrastructure
Santa Ana Regional Water Quality Control Board	- Issuance of a Construction Activity General Construction Permit - Issuance of a National Pollutant Discharge Elimination System (NPDES) Permit - Approve WQMP
Southern California Edison	Approve power pole removals and undergrounding of utilities

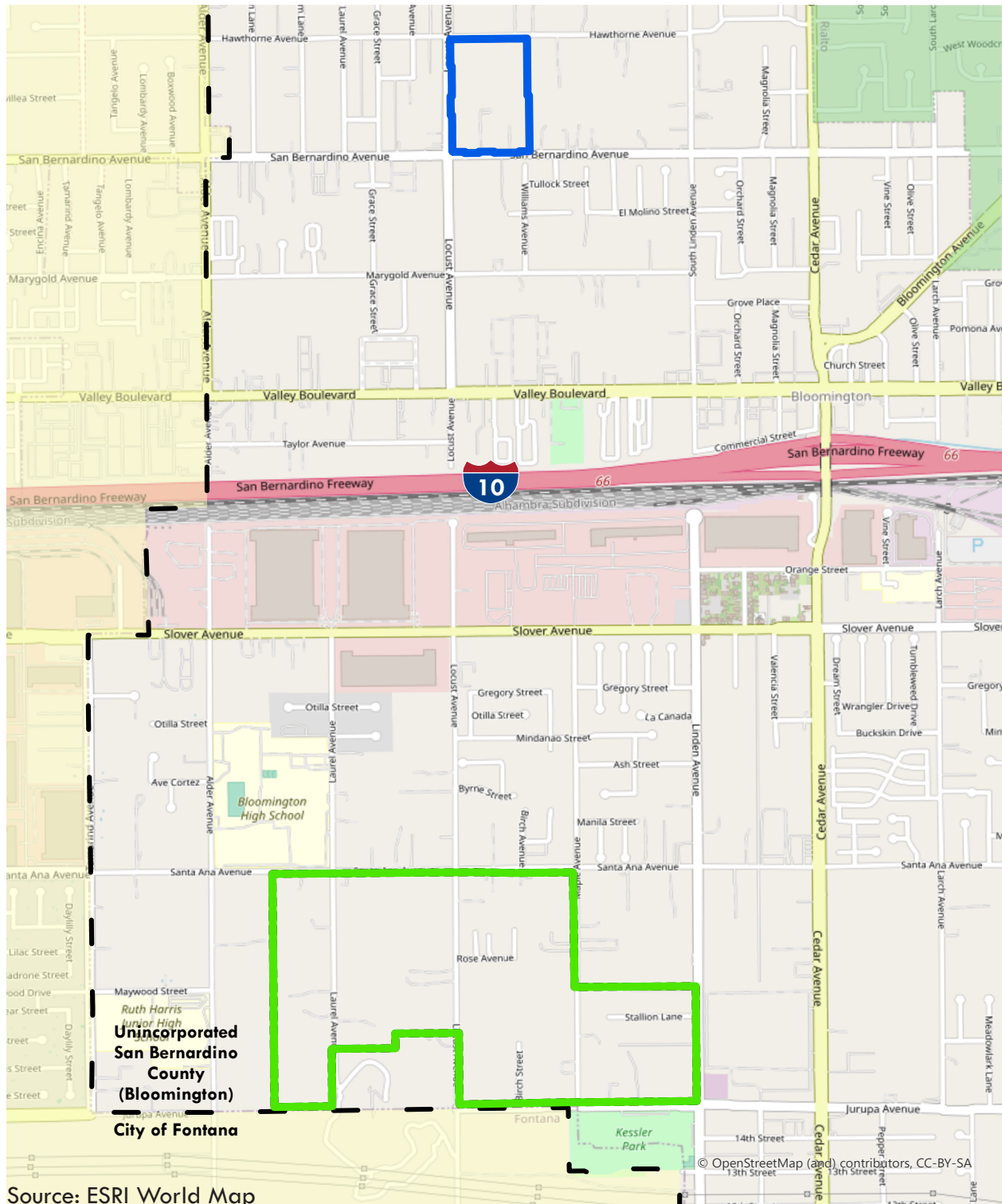
Public Agency	Approval and Decisions
South Coast Air Quality Management District	• Issuance of Permits to construct for stationary equipment

Regional Location



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Local Vicinity

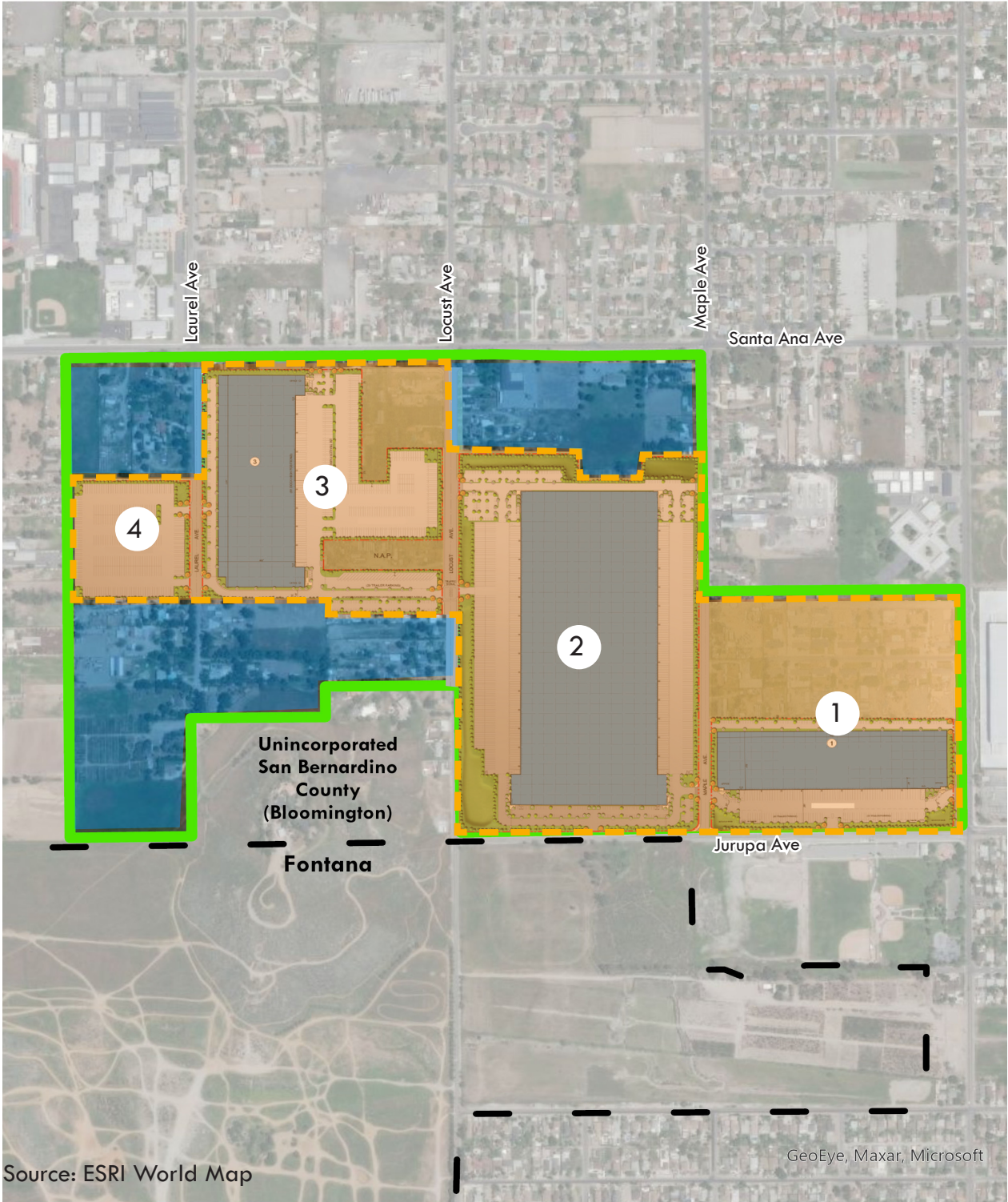


 **Specific Plan**  **Upzone Site**



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Specific Plan Planning Areas

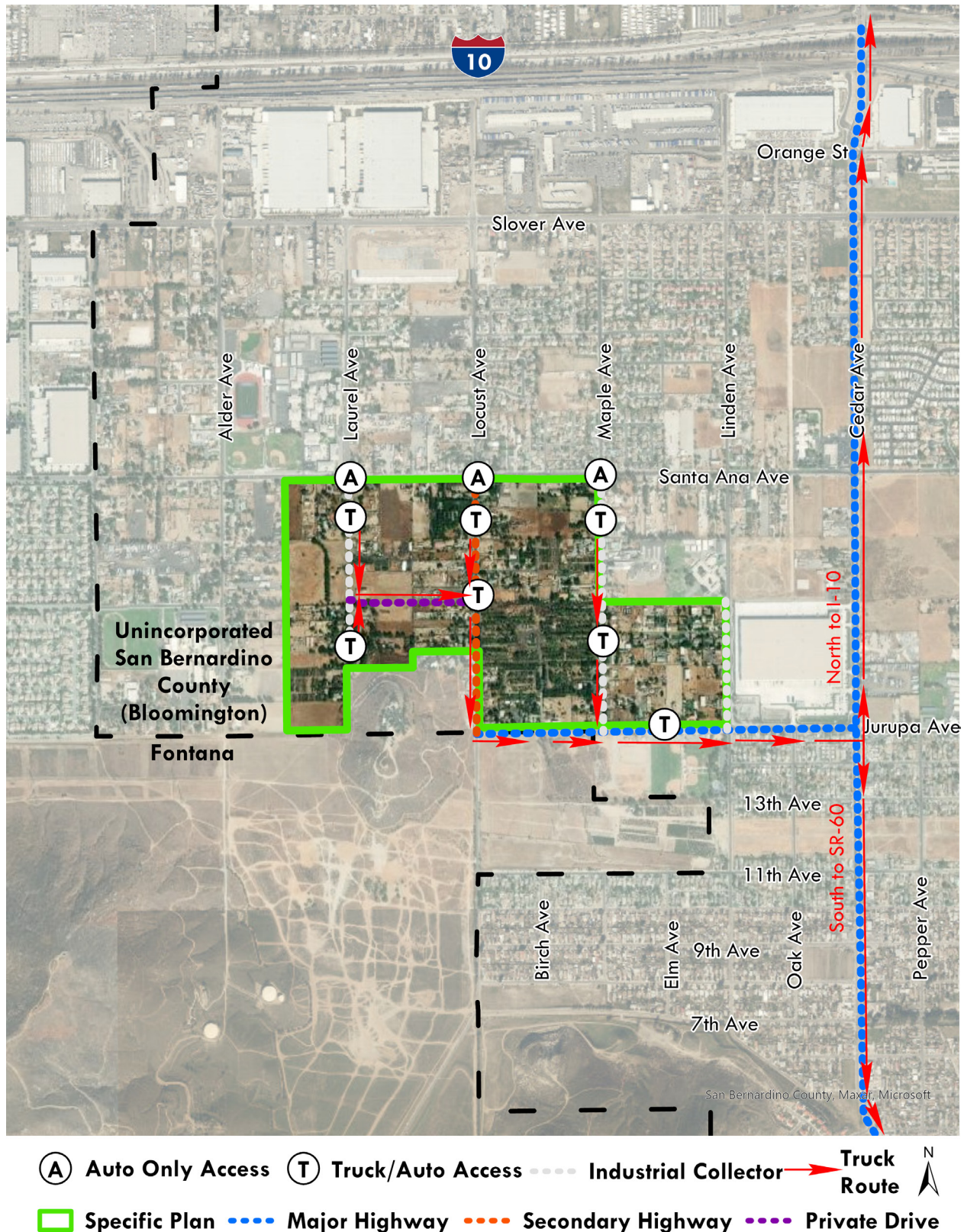


- Specific Plan
- Planning Area A
- Site Number



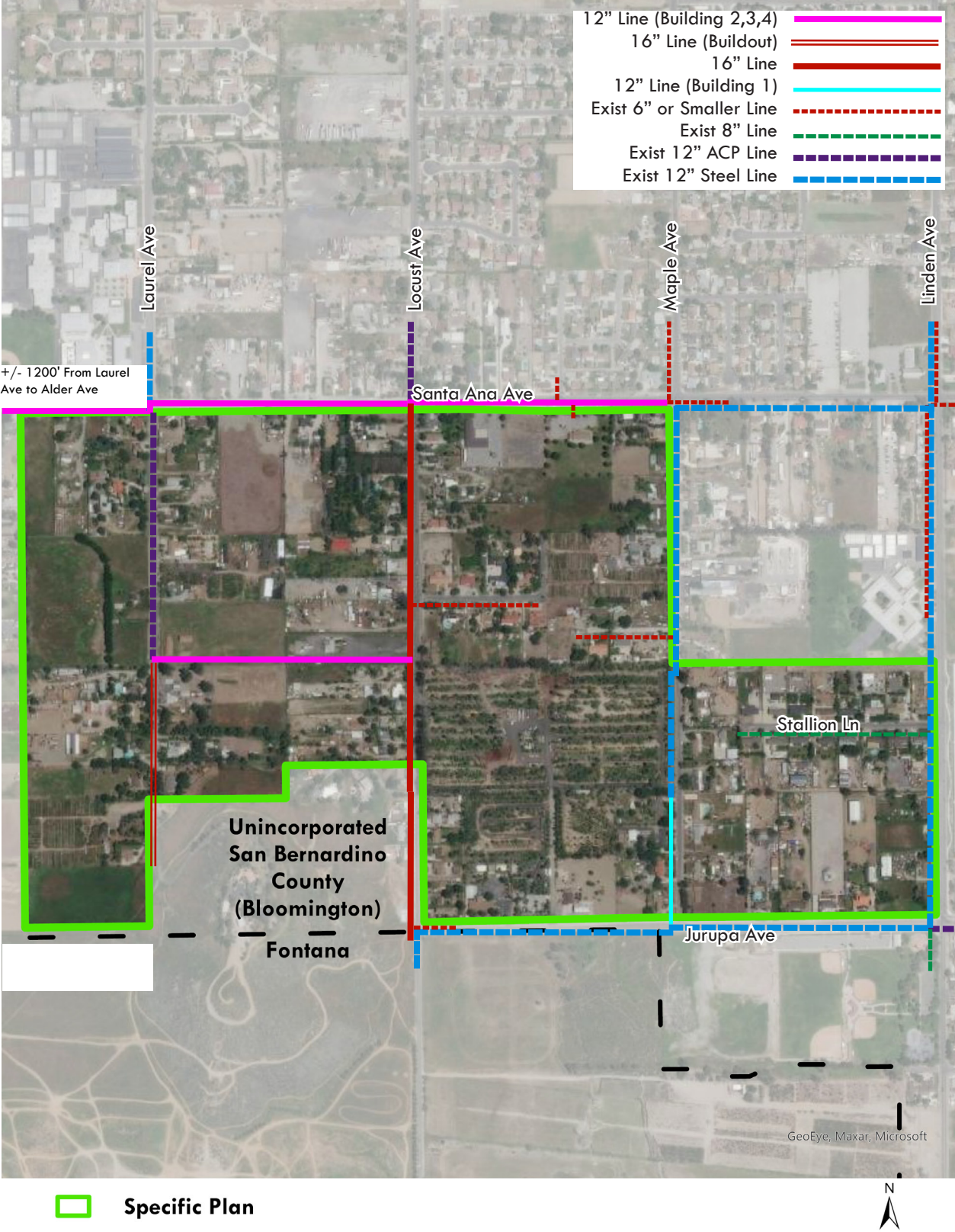
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Circulation Plan



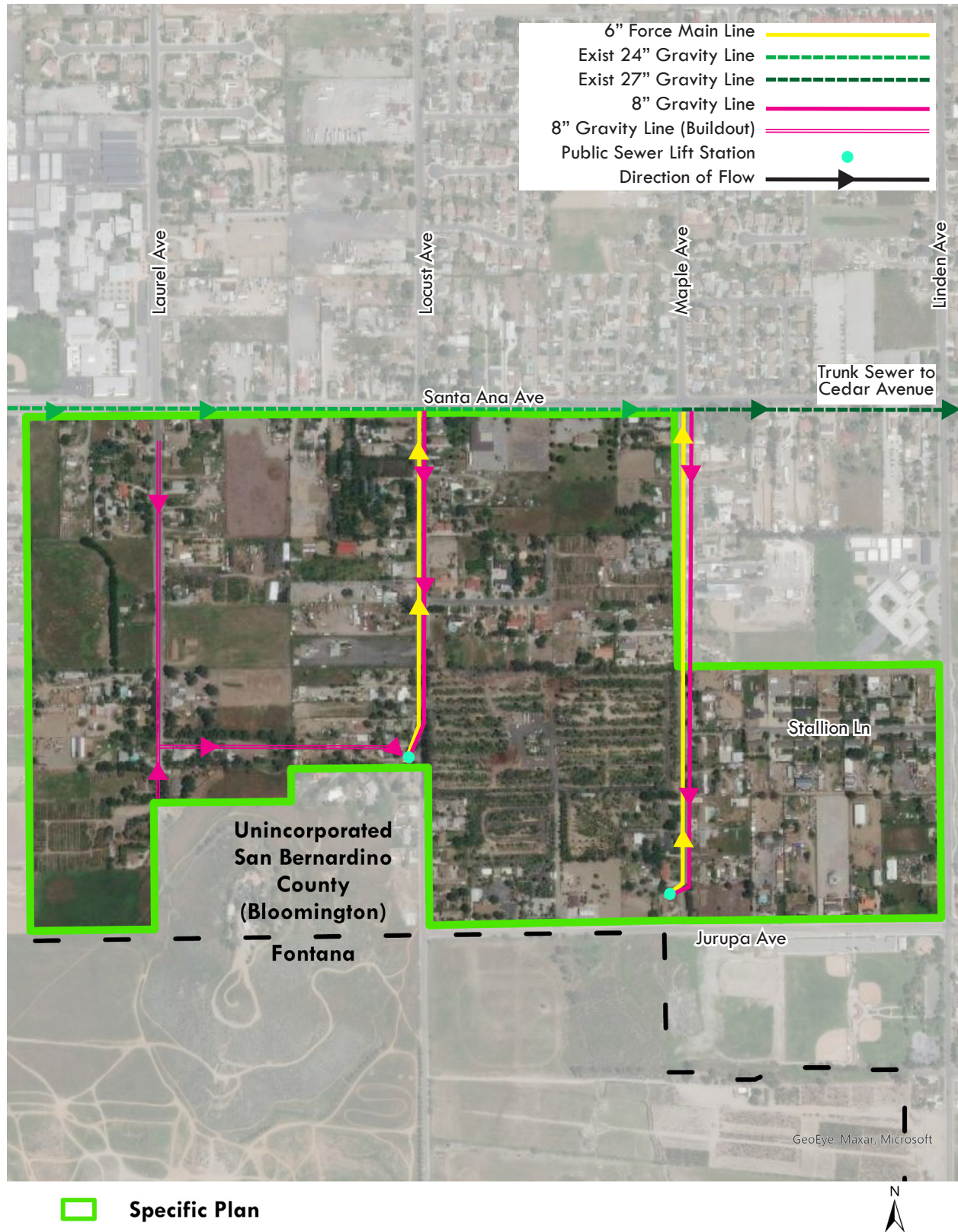
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Buildout Water Plan

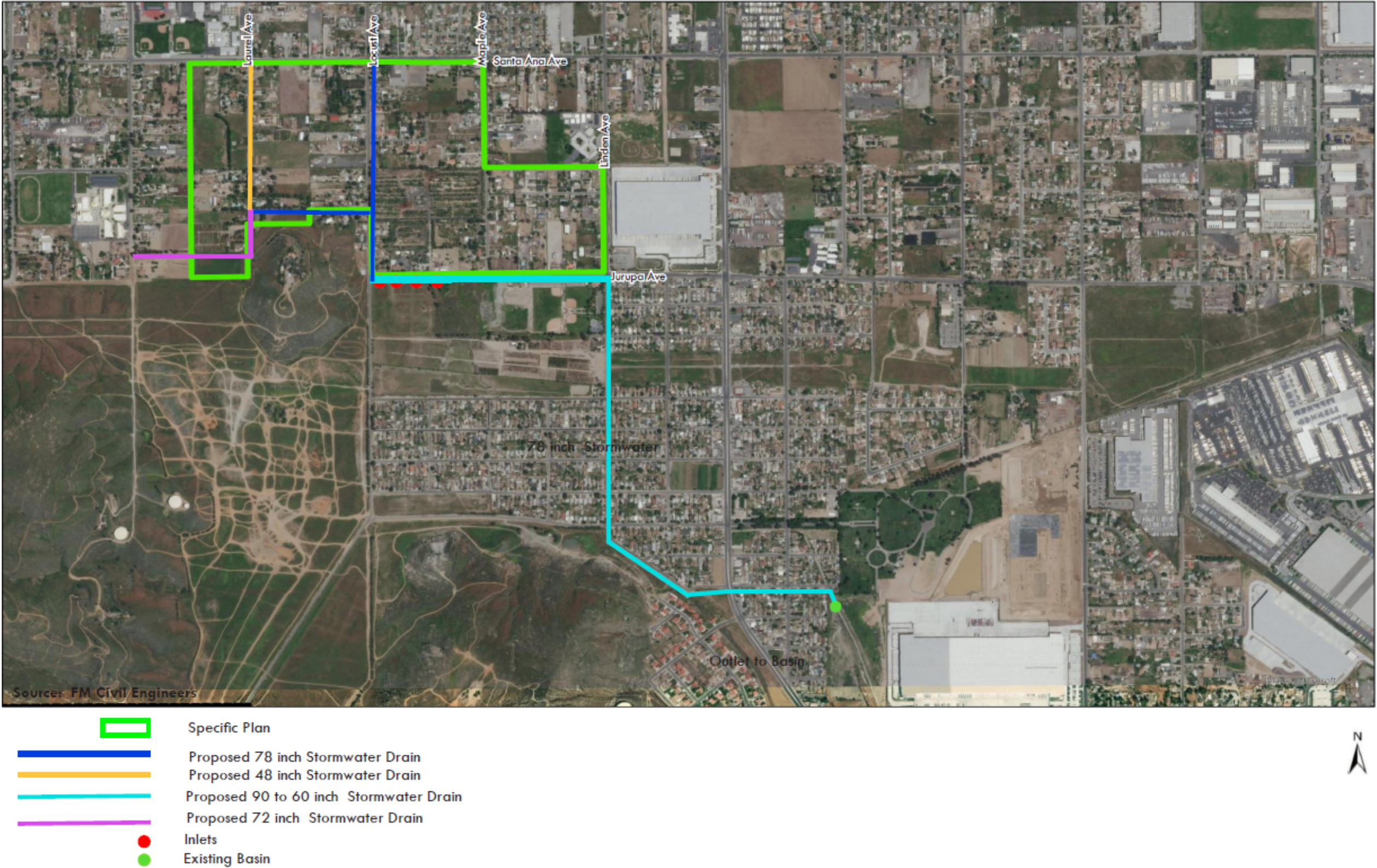


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Buildout Sewer Plan

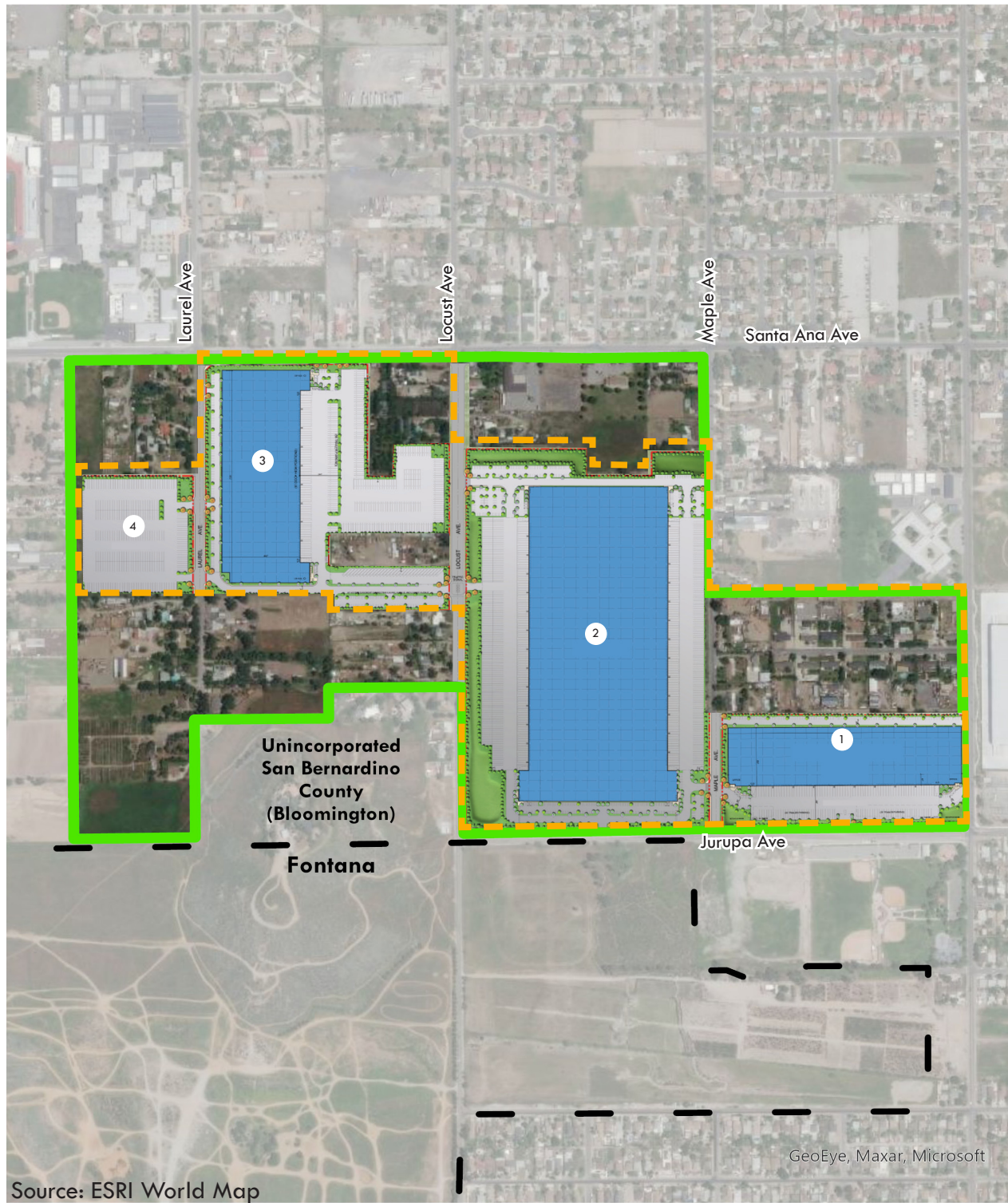


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Opening Year-Option 1 Site Plan



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Conceptual Building Elevation Color and Materials



P1 - SW 7636 (259)
ORIGAMI WHITE



P2 - SW 6148 (207)
WOOL SKEIN



P3 - SW 6149 (207)
RELAXED KHAKI



P4 - SW 9117 (207)
URBAN JUNGLE



P5 - SW 6151 (207)
QUIVER TAN



G - MEDIUM PERFORMANCE
REFLECTIVE GLAZING BLUE

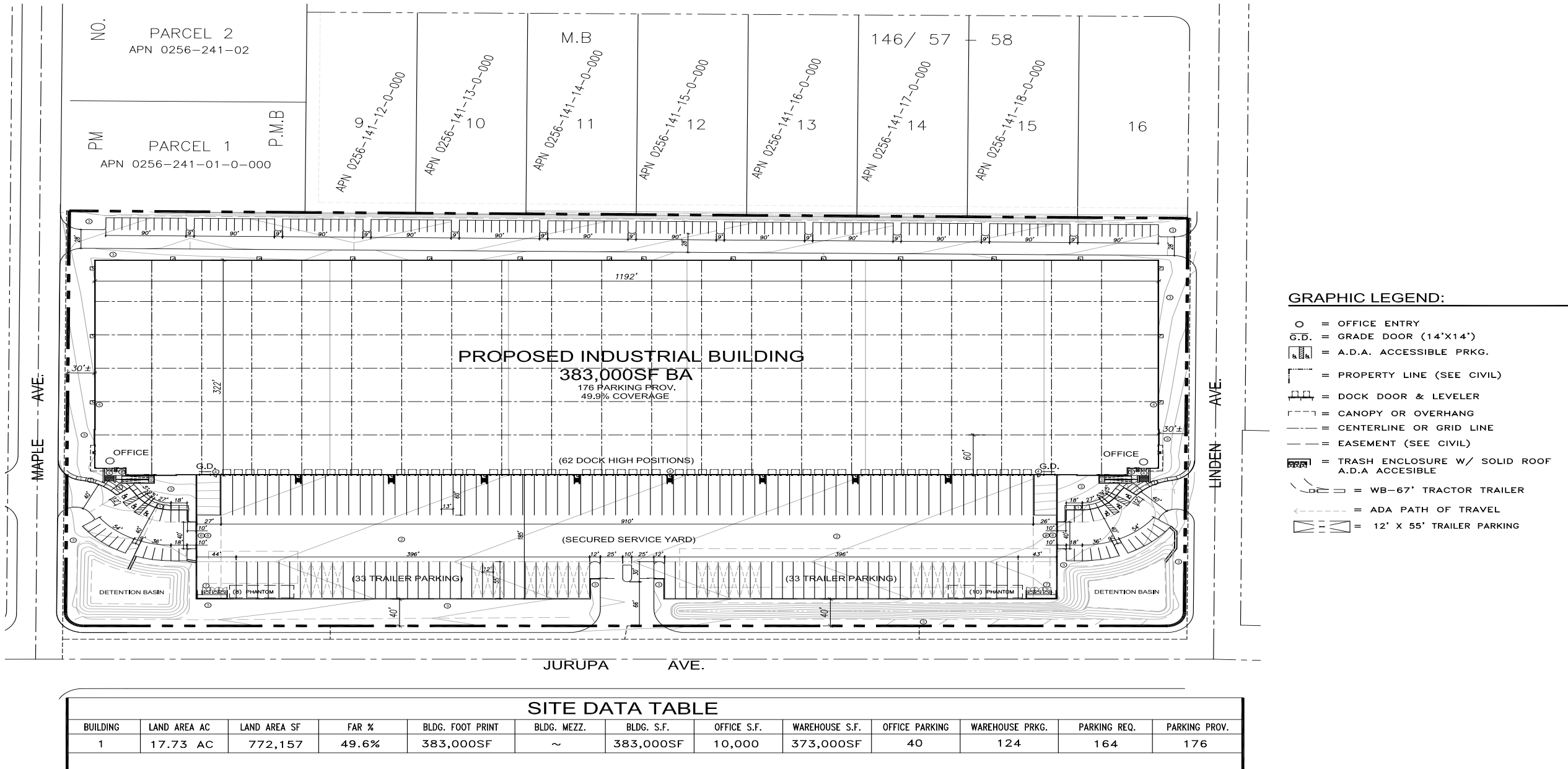


M - DRYLAC POWDER COATING
ANODIZED SILVER 038/91020

Source: AO Architects

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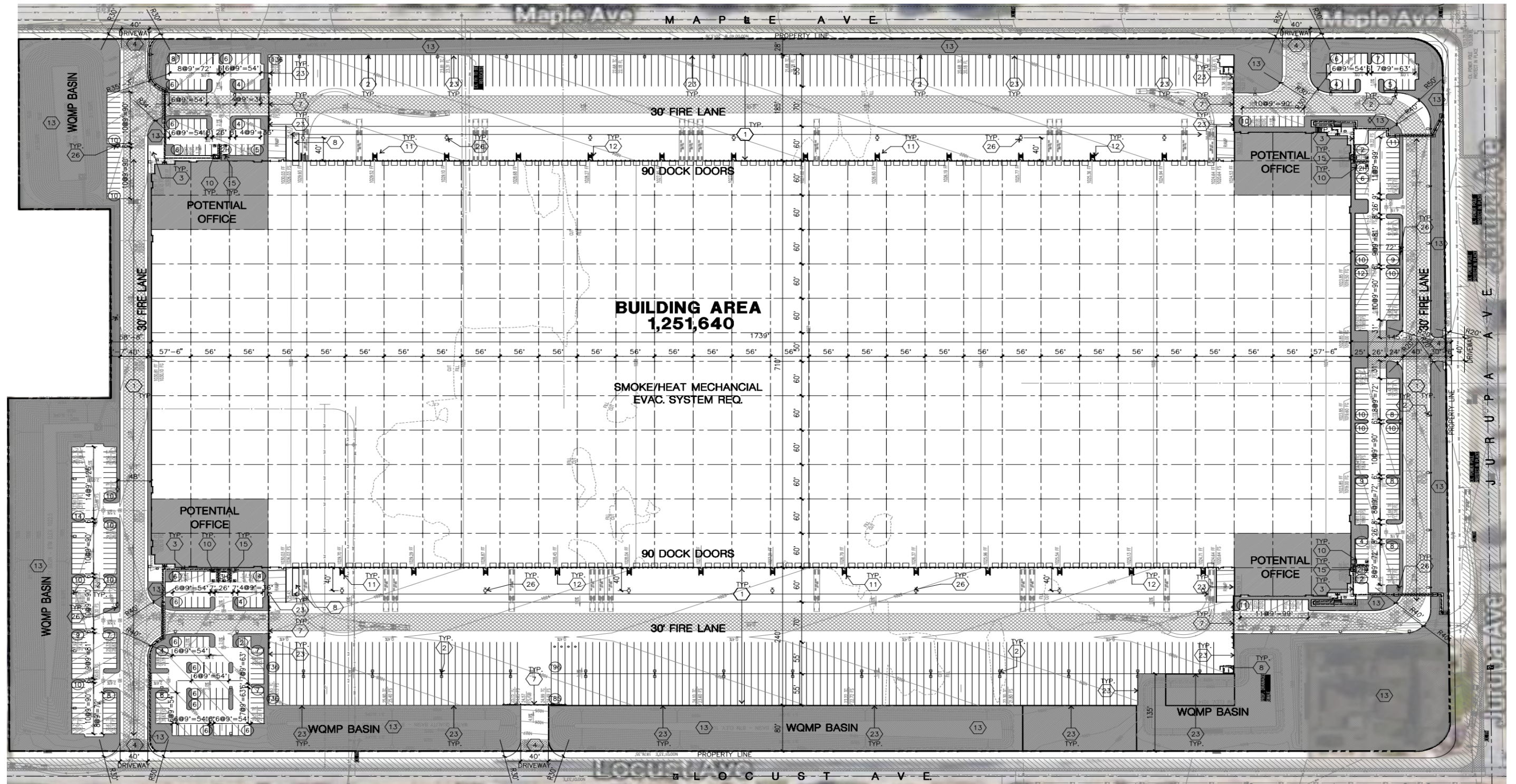
Site 1 Conceptual Site Plan



Source: AO Architects

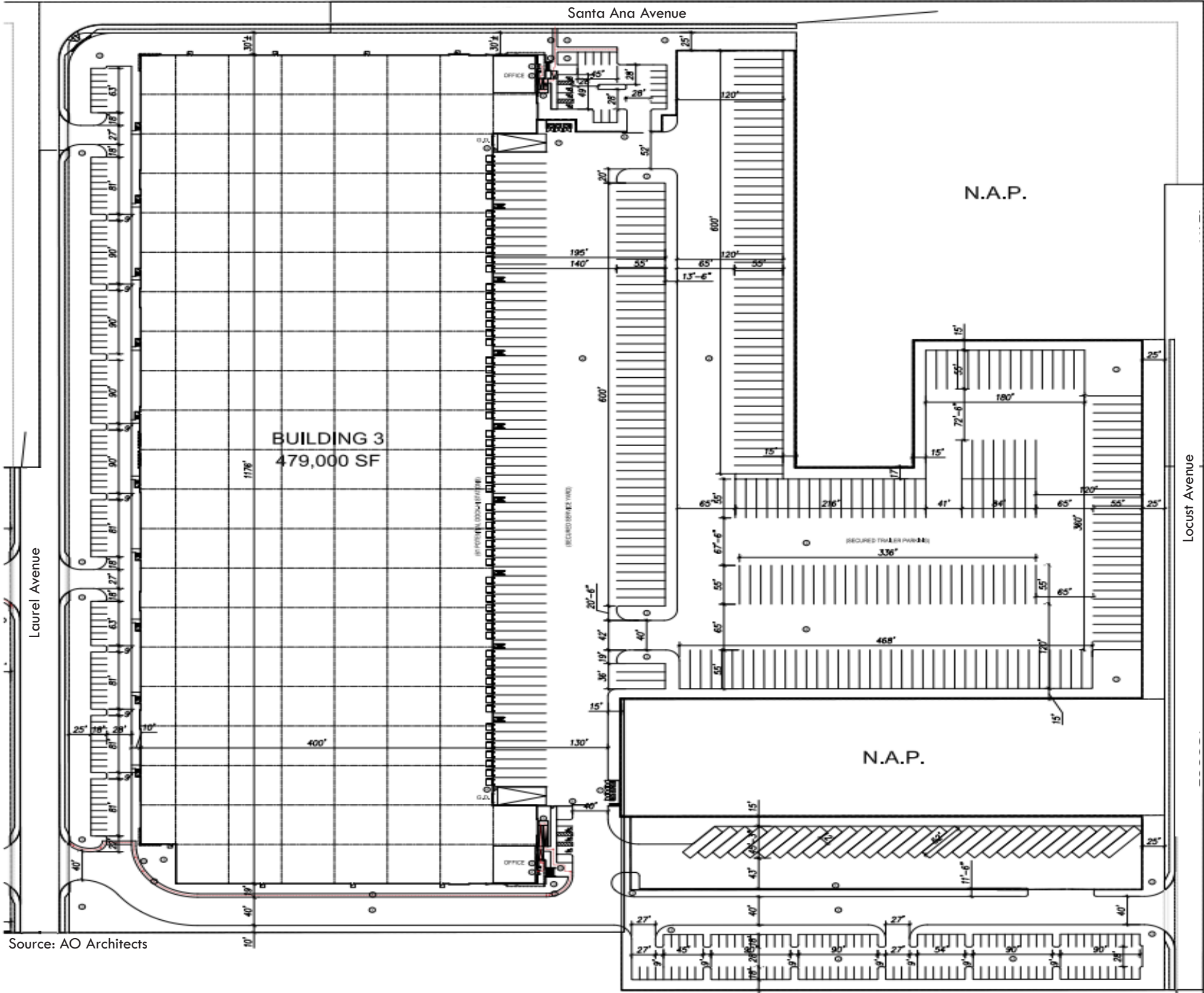
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Site 2 Conceptual Site Plan

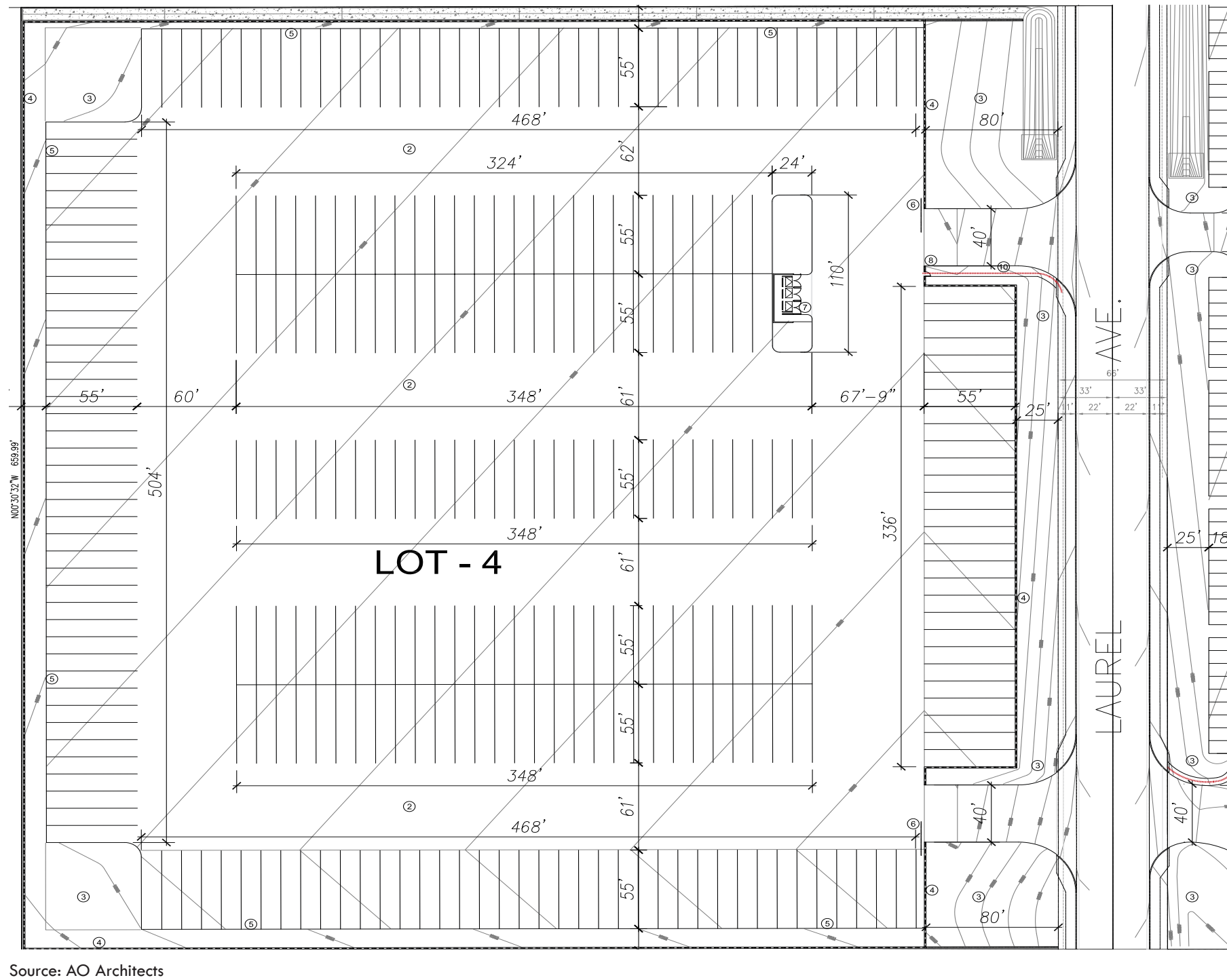


Source: HPA Architecture

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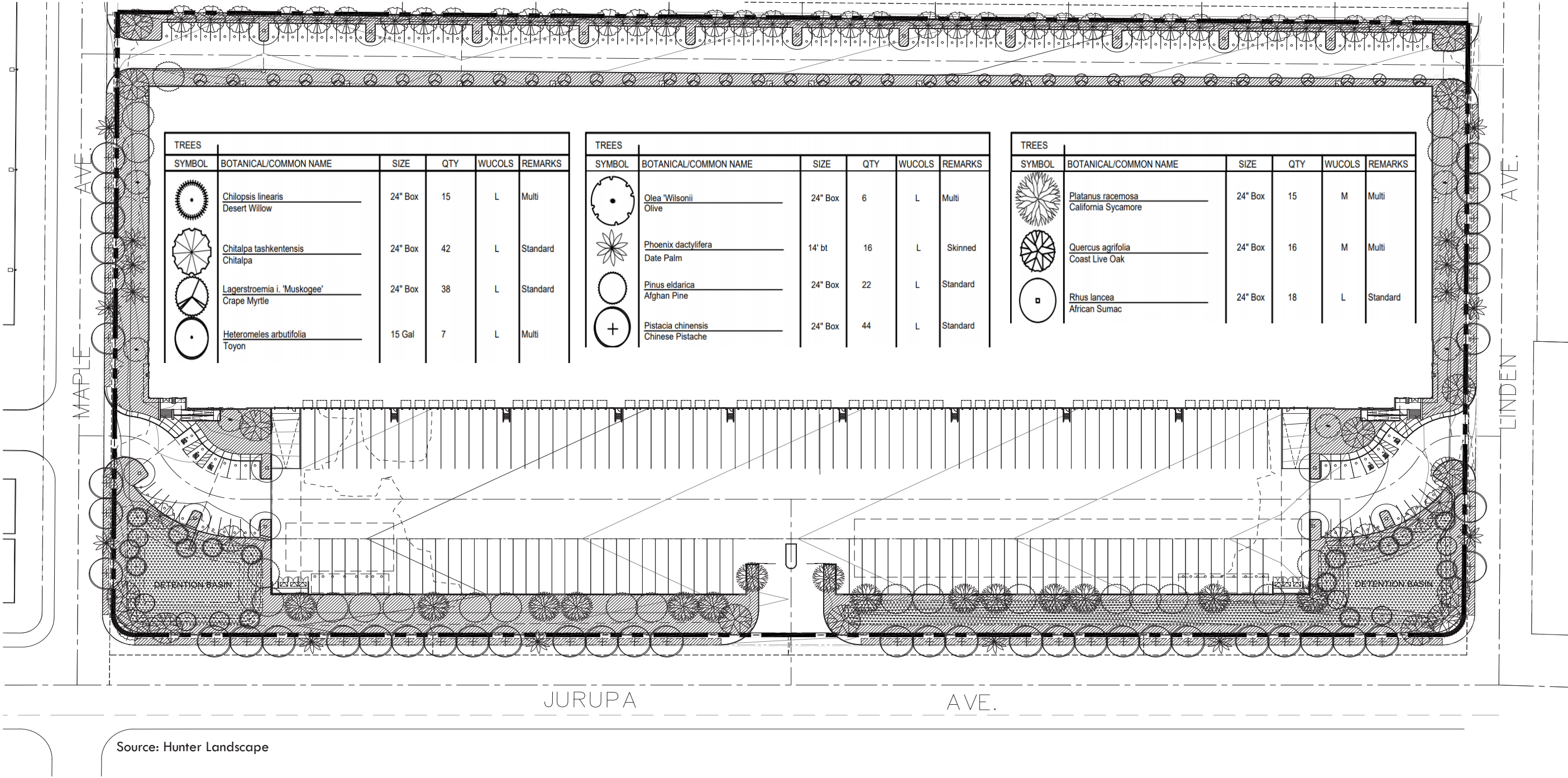
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Source: AO Architects

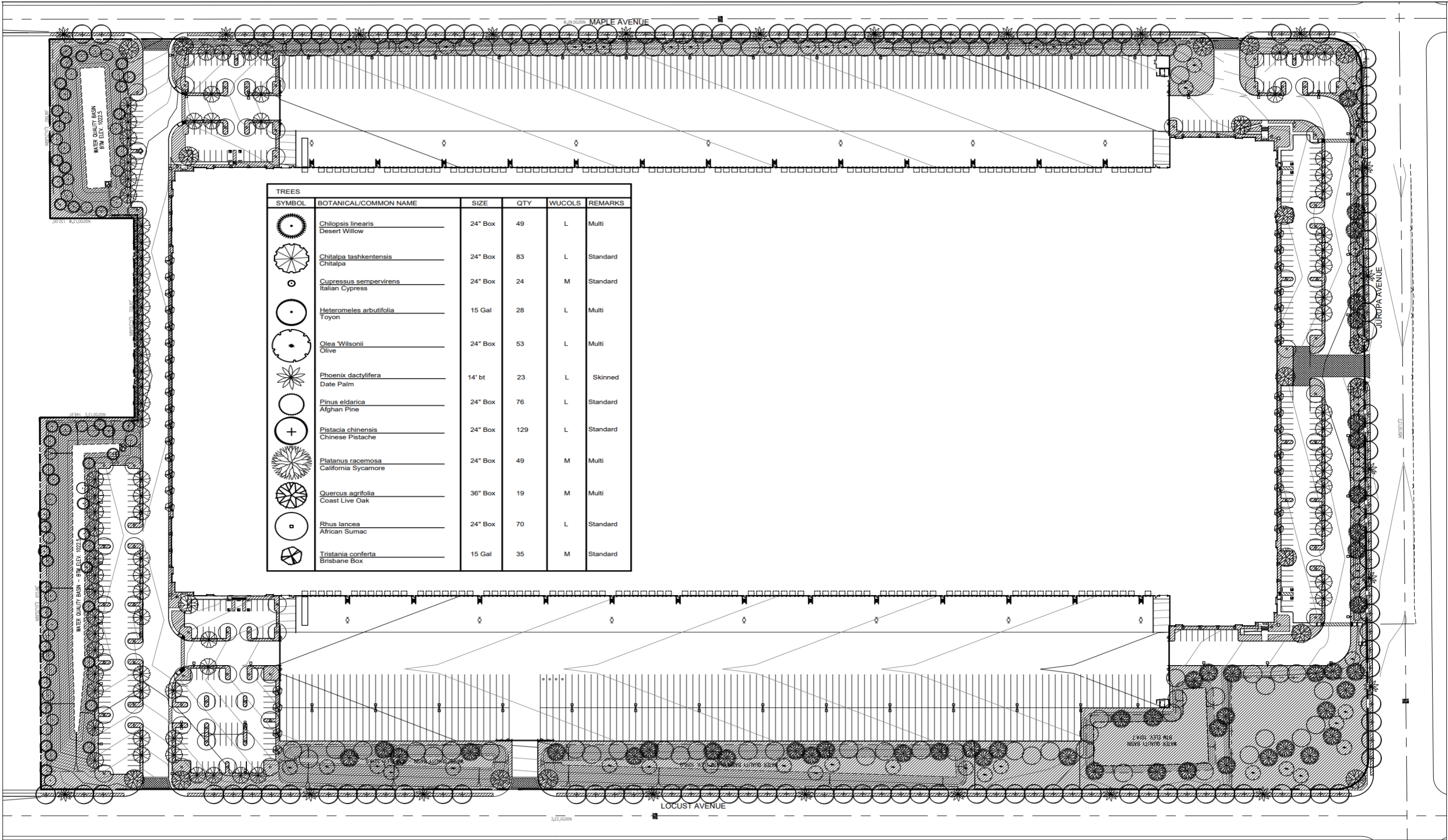
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Site 1 Conceptual Landscaping Plan



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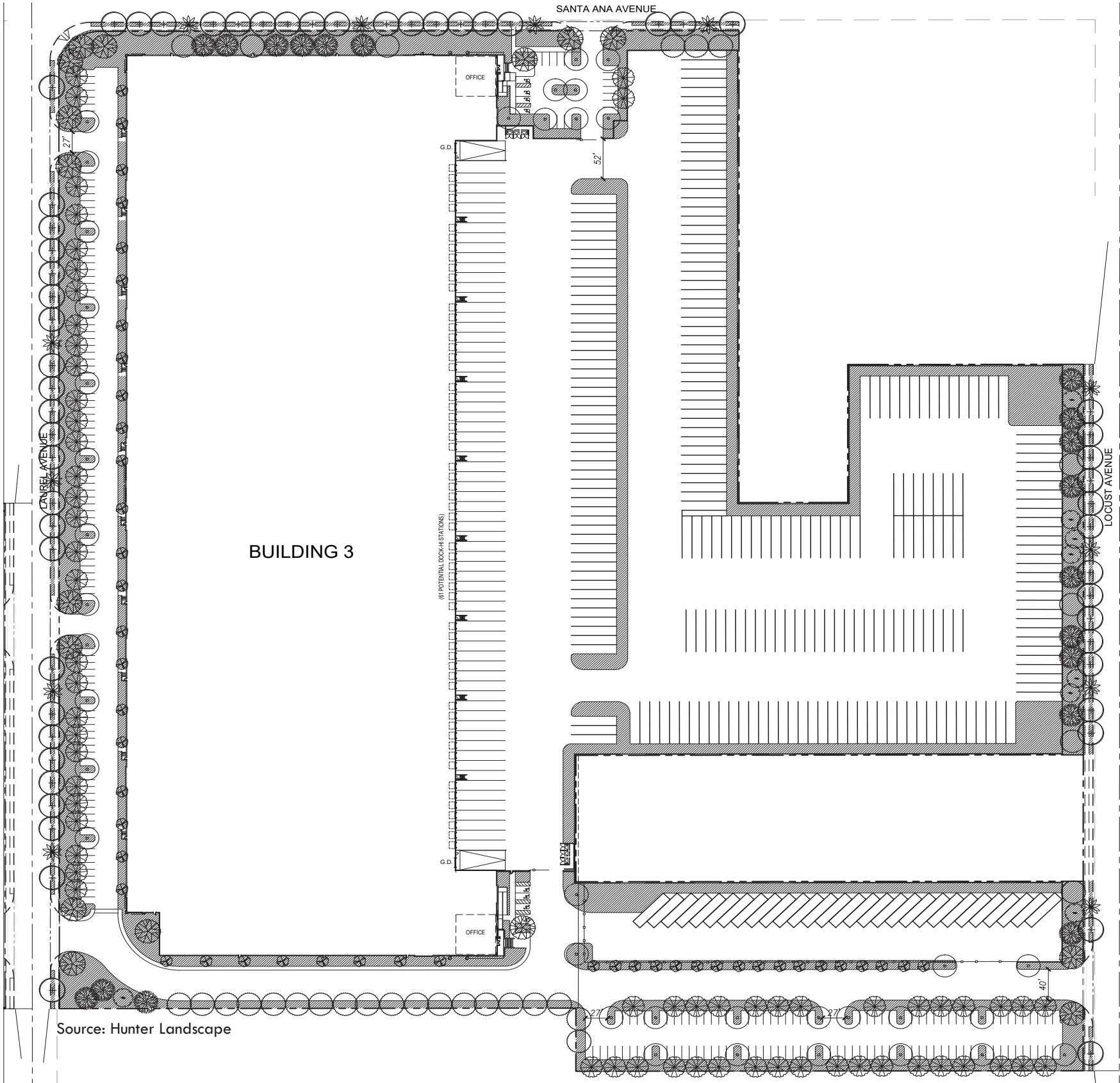
Site 2 Conceptual Landscaping Plan



Source: Hunter Landscape

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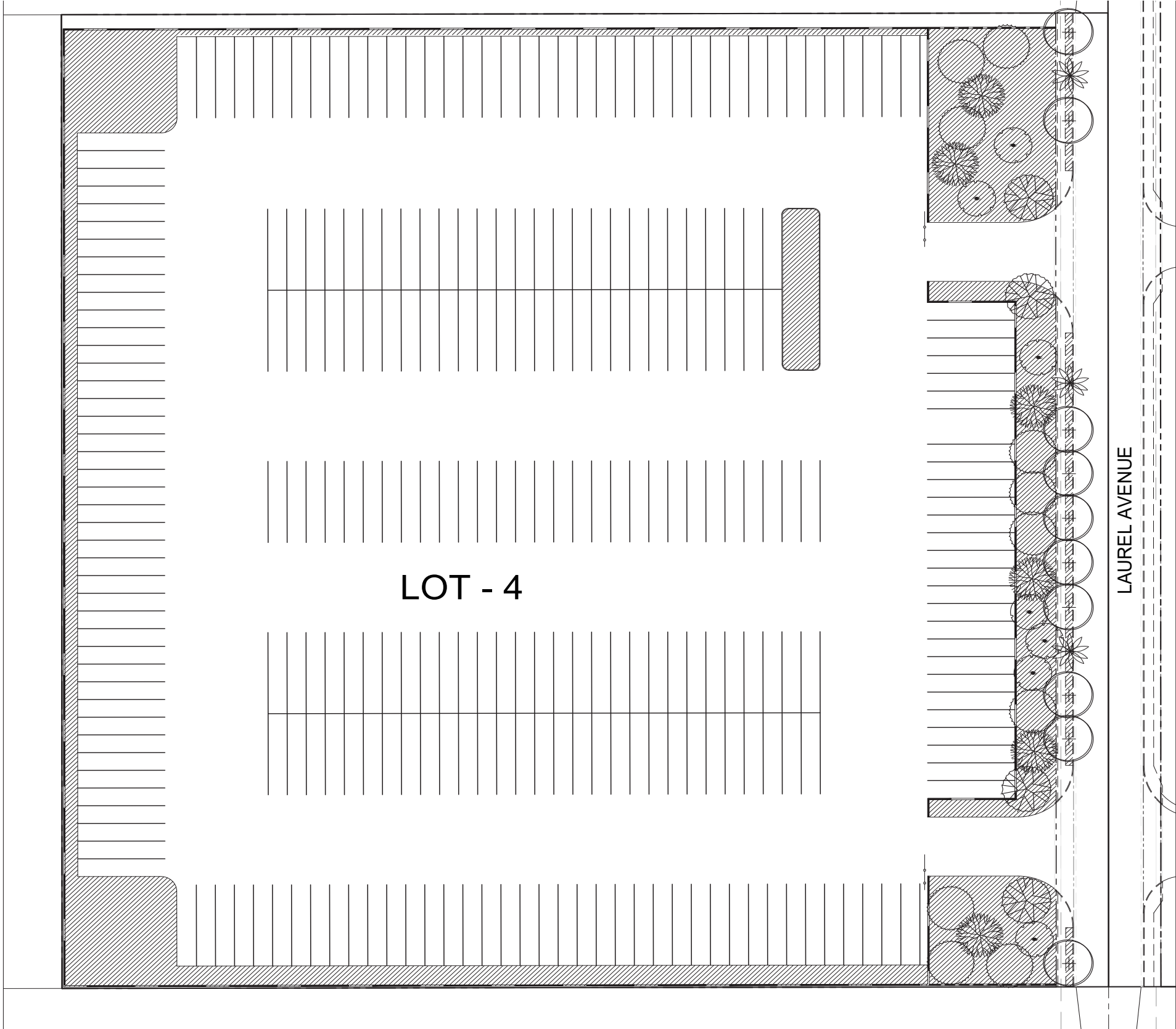
Site 3 Conceptual Landscaping Plan



TREES					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	<u>Chitalpa tashkentensis</u> Chitalpa	24" Box	63	L	Standard
	<u>Cupressus sempervirens</u> Italian Cypress	24" Box	4	M	Standard
	<u>Olea 'Wilsonii'</u> Olive	24" Box	8	L	Multi
	<u>Phoenix dactylifera</u> Date Palm	14' bt	12	L	Skinned
	<u>Pinus eldarica</u> Afghan Pine	24" Box	30	L	Standard
	<u>Pistacia chinensis</u> Chinese Pistache	24" Box	57	L	Standard
	<u>Platanus racemosa</u> California Sycamore	24" Box	18	M	Multi
	<u>Quercus agrifolia</u> Coast Live Oak	24" Box	16	M	Multi
	<u>Rhus lancea</u> African Sumac	24" Box	37	L	Standard
	<u>Tristania conferta</u> Brisbane Box	15 Gal	47	M	Standard

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Site 4 Conceptual Landscaping Plan

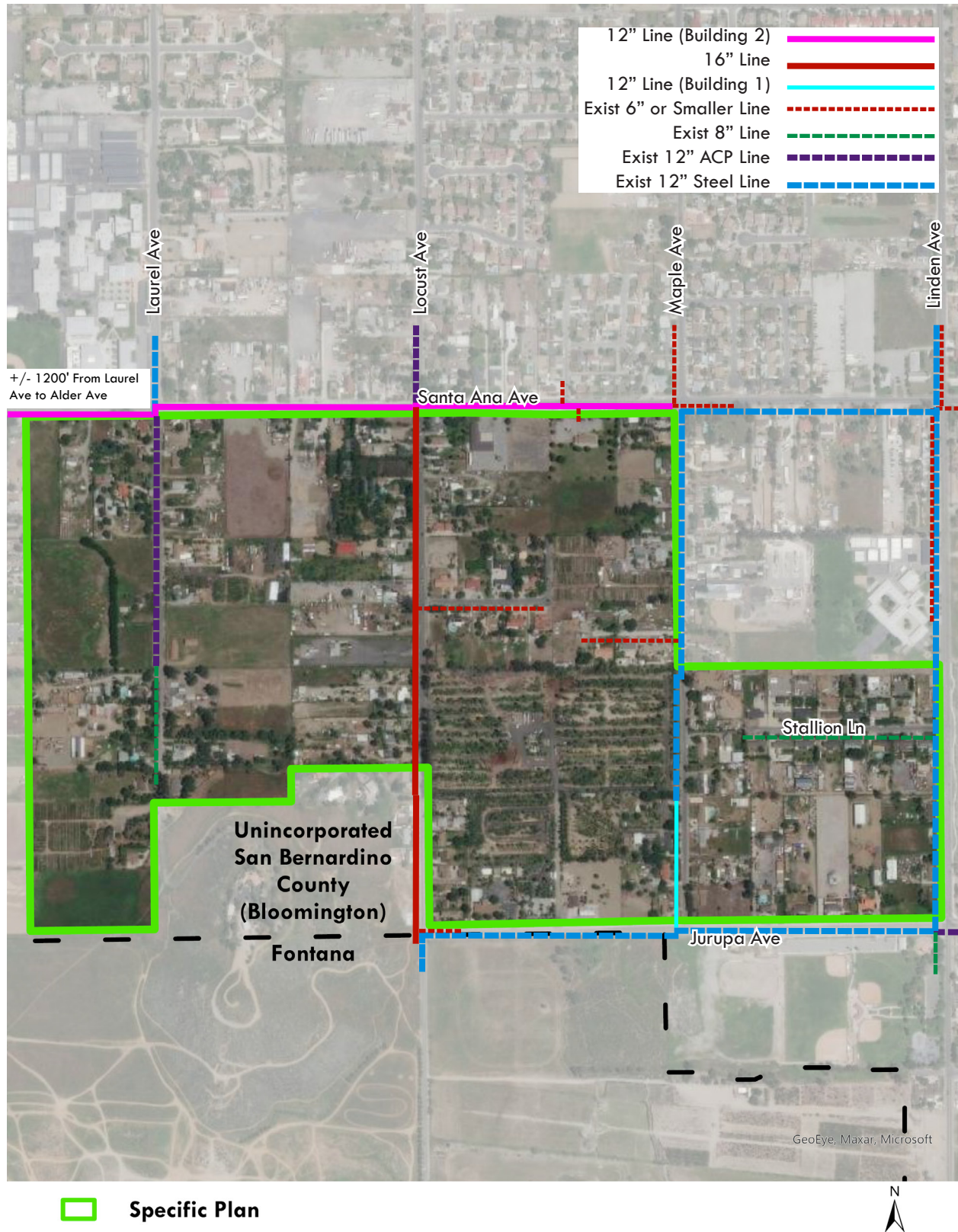


TREES					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	<u>Olea 'Wilsonii'</u> Olive	24" Box	7	L	Multi
	<u>Phoenix dactylifera</u> Date Palm	14' bt	3	L	Skinned
	<u>Pinus eldarica</u> Afghan Pine	24" Box	10	L	Standard
	<u>Pistacia chinensis</u> Chinese Pistache	24" Box	10	L	Standard
	<u>Platanus racemosa</u> California Sycamore	24" Box	6	M	Multi
	<u>Quercus agrifolia</u> Coast Live Oak	24" Box	4	M	Multi

Source: Hunter Landscape

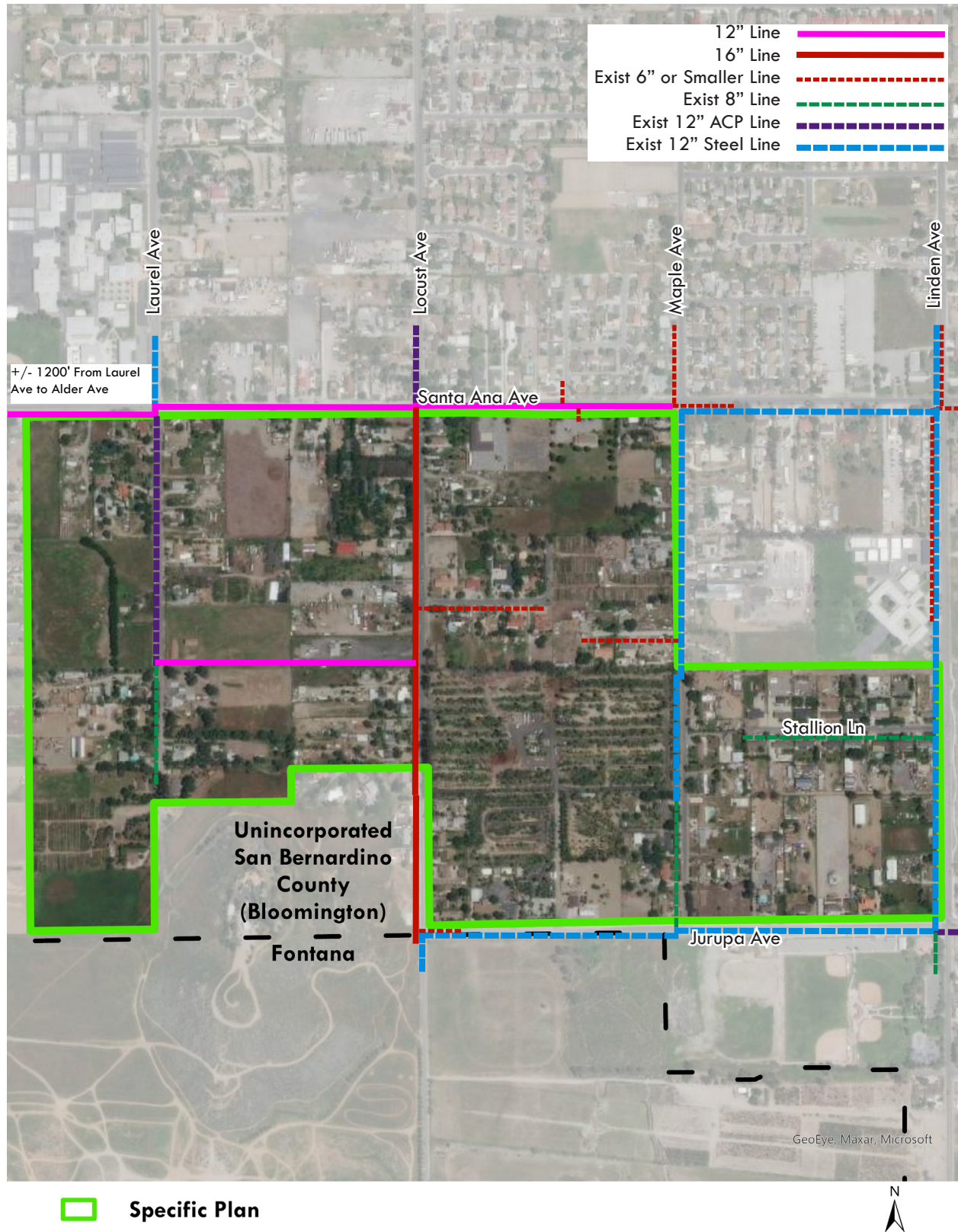
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Phase 1 Water Plan



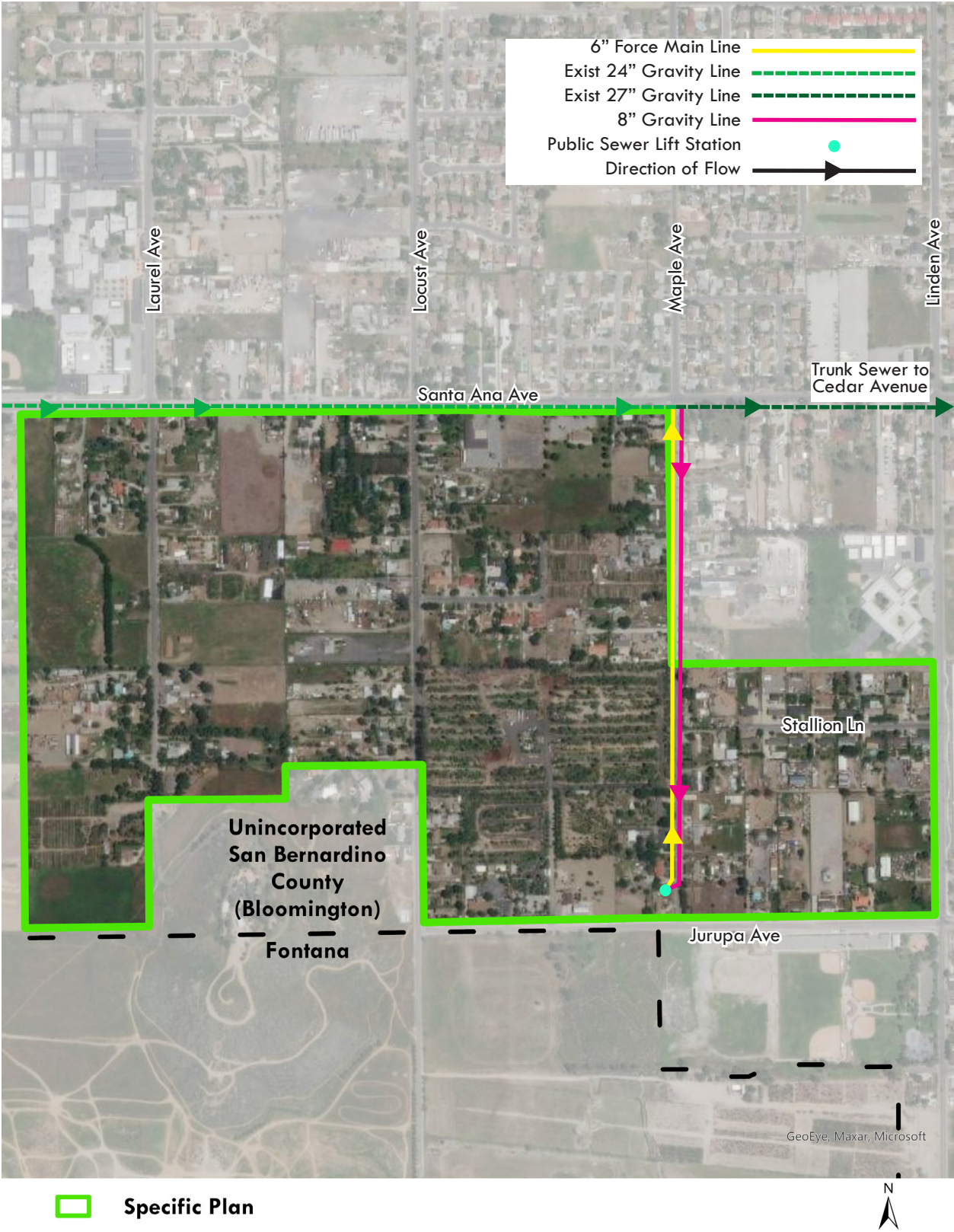
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Phase 2 Water Plan



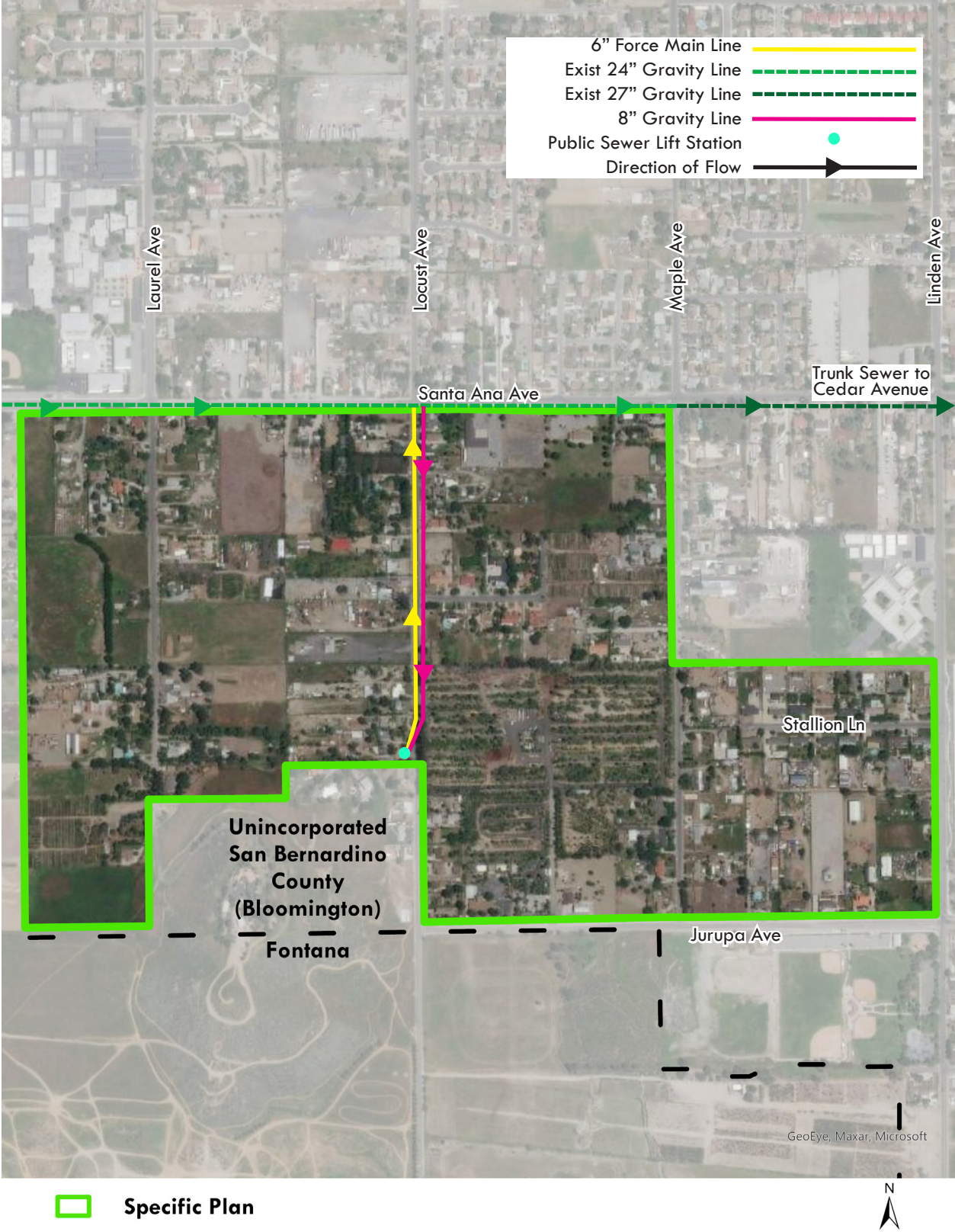
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Phase 1 Sewer Plan

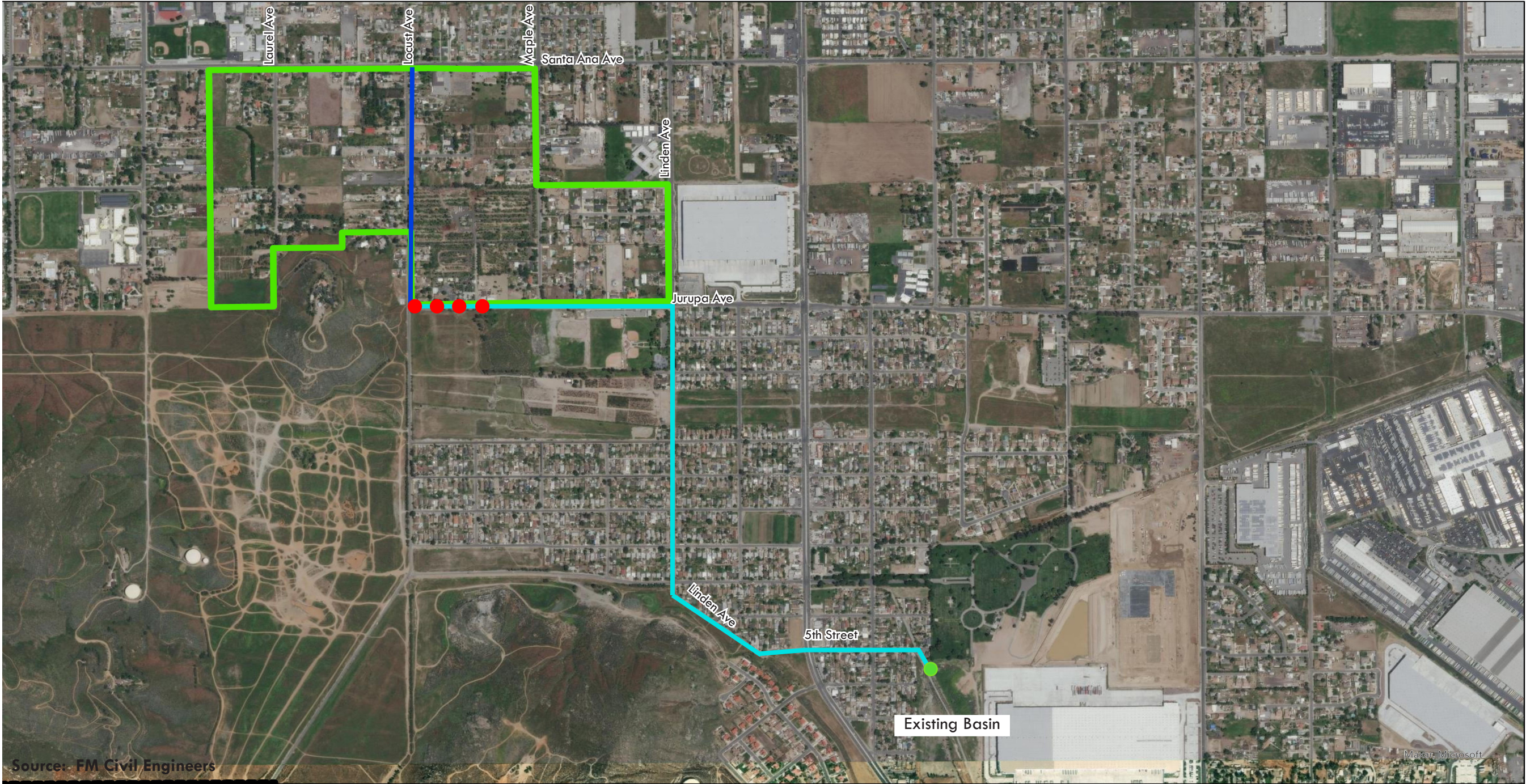


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Phase 2 Sewer Plan



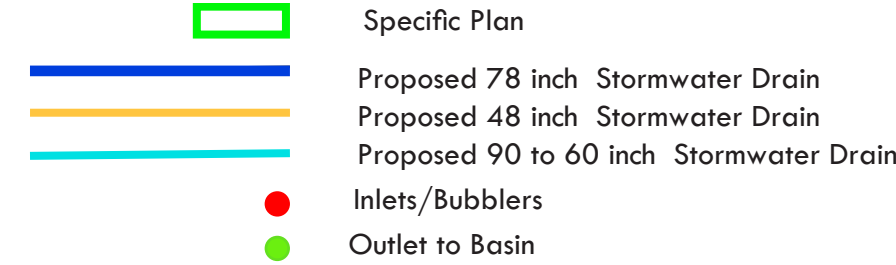
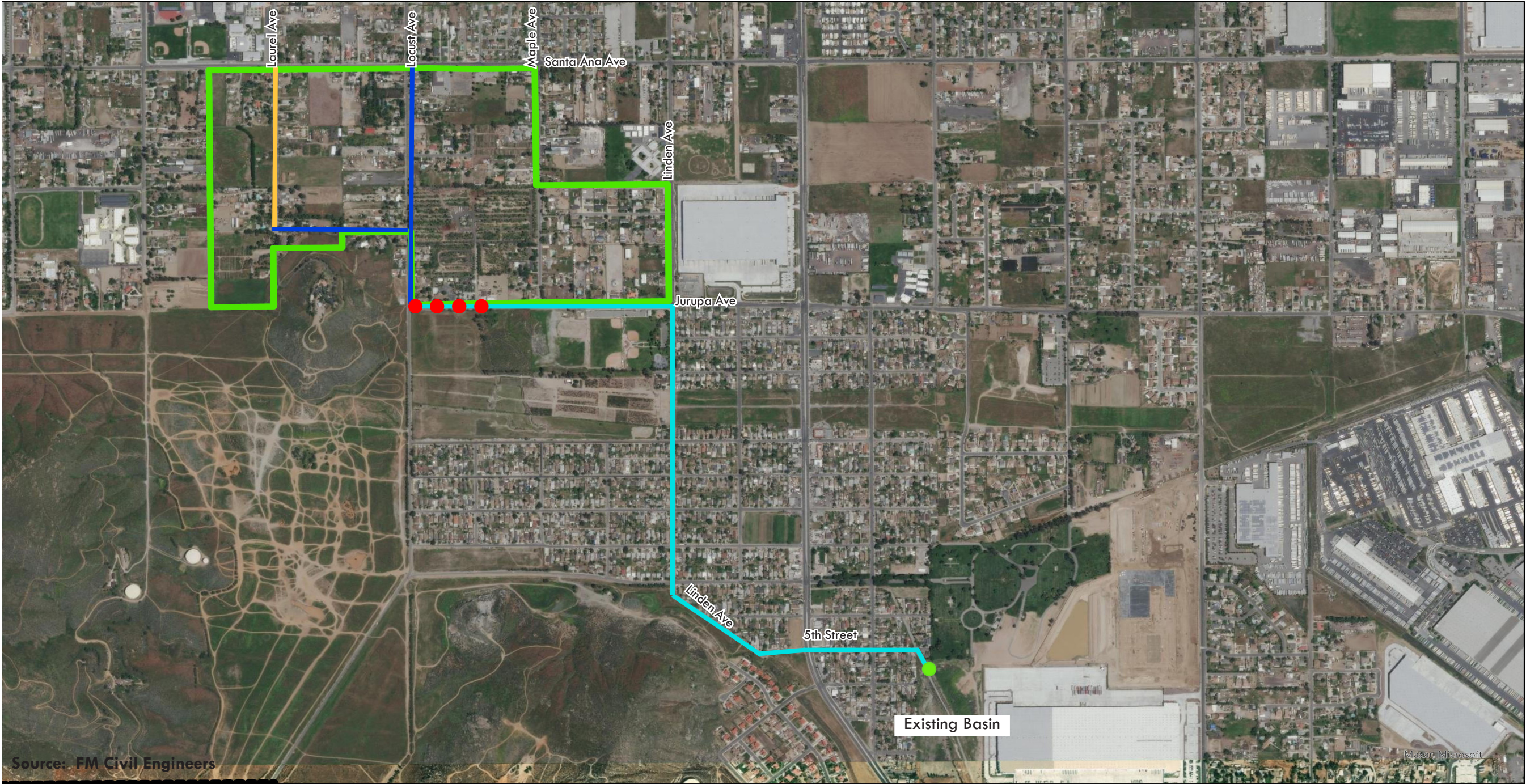
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-  Specific Plan
-  Proposed 78 inch Stormwater Drain
-  Proposed 90 to 60 inch Stormwater Drain
-  Inlets/Bubblers
-  Outlet to Basin

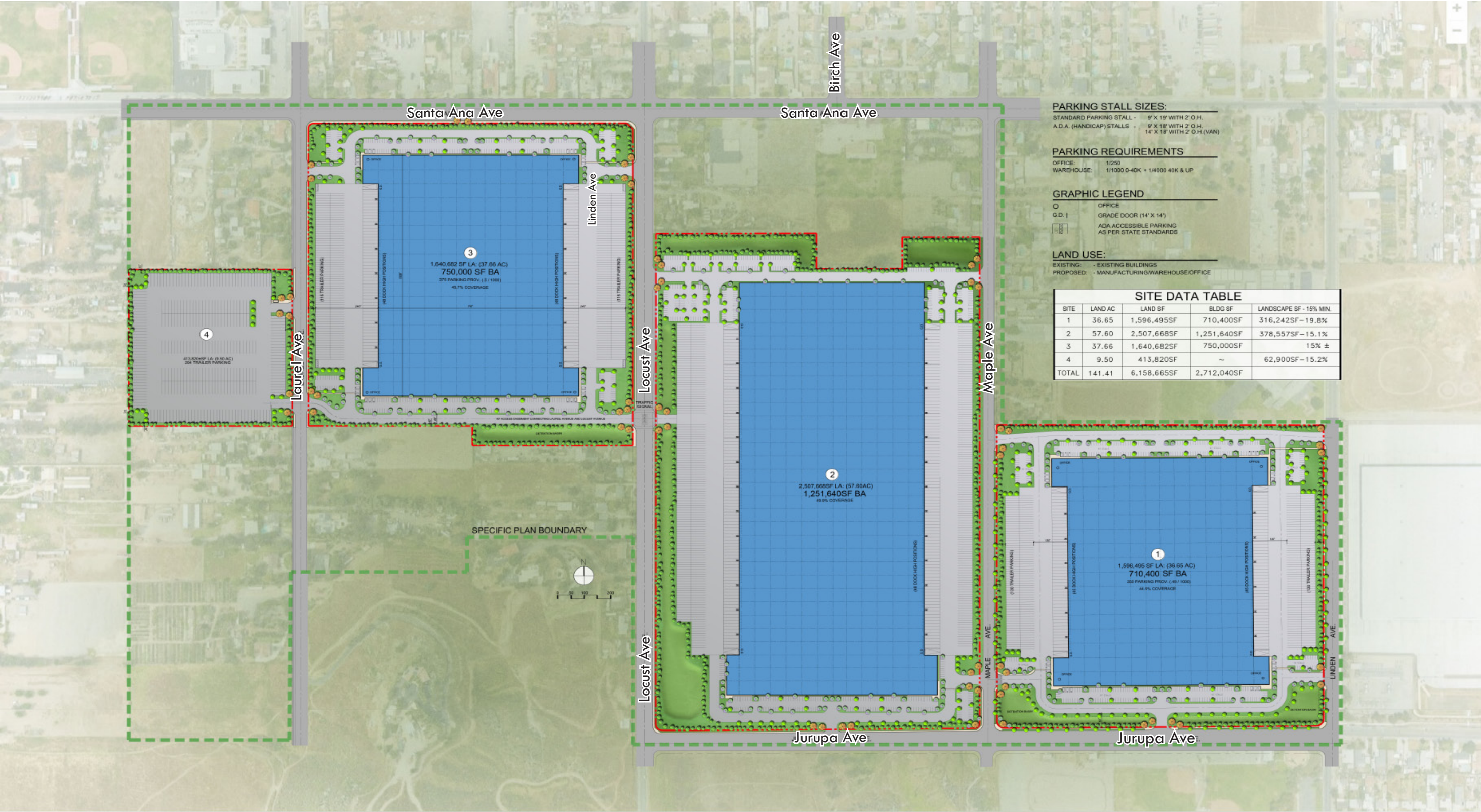


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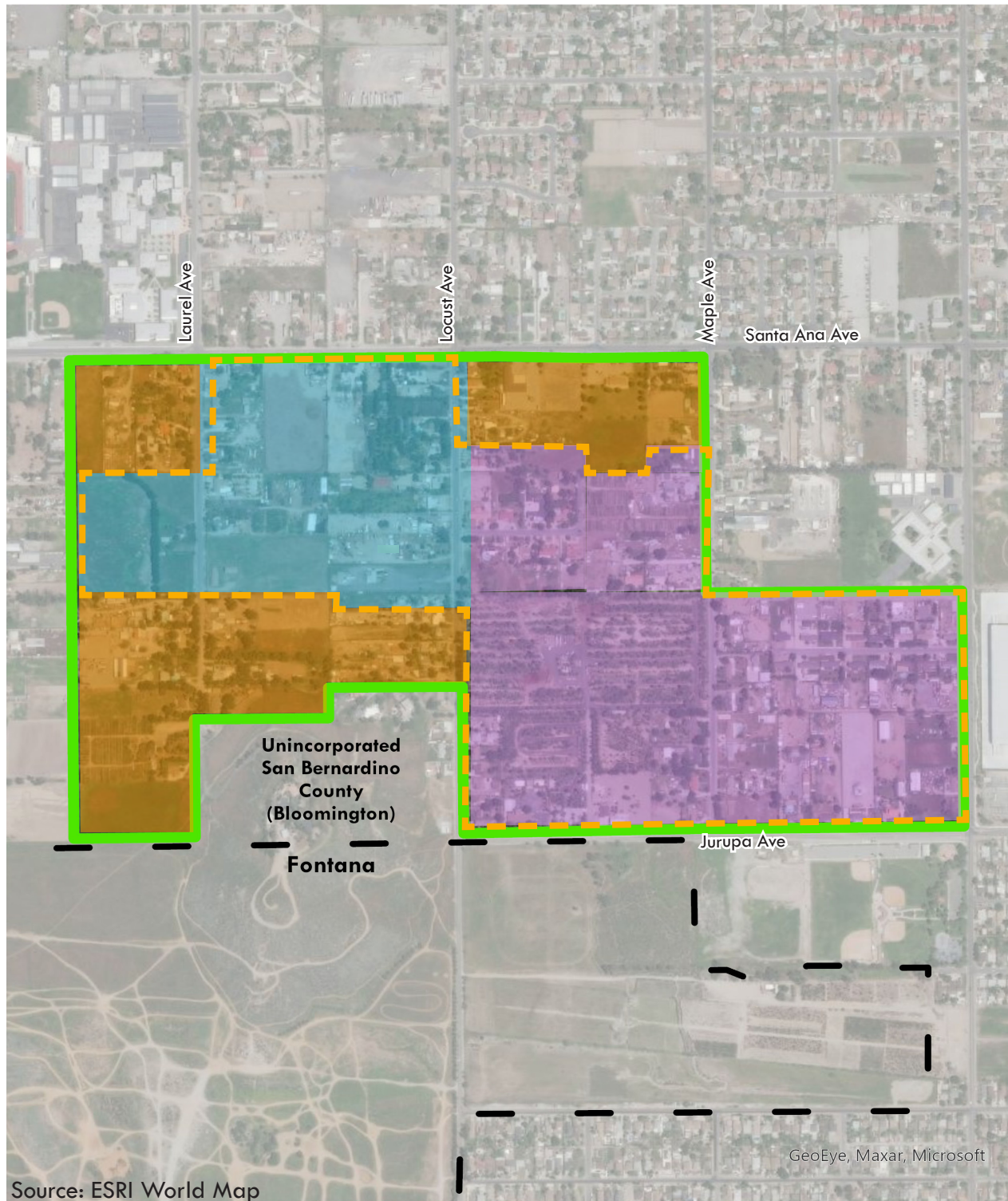
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Opening Year-Option 2 Site Plan



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Buildout Construction Phasing



 Specific Plan

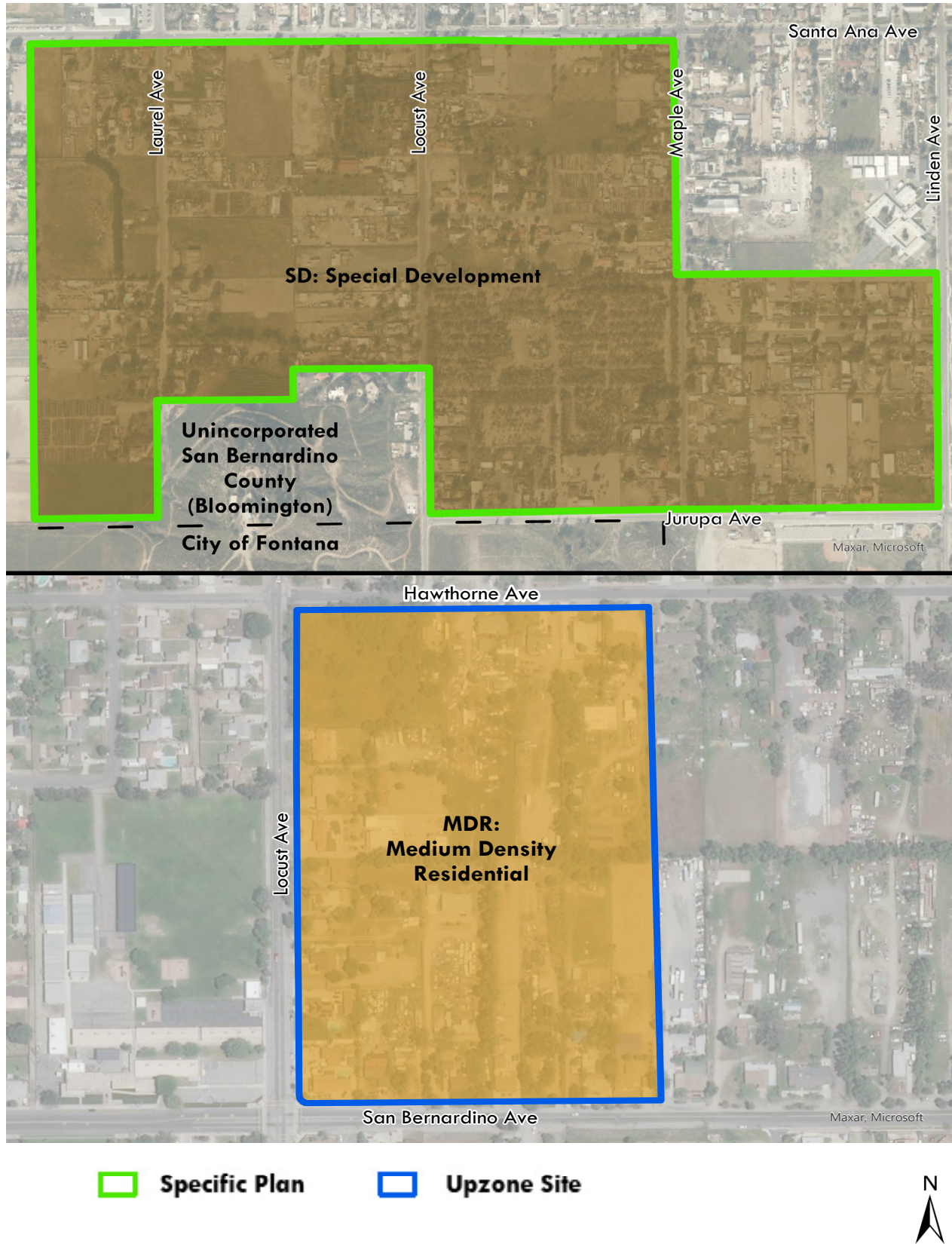
 Planning Area A

 Site Number



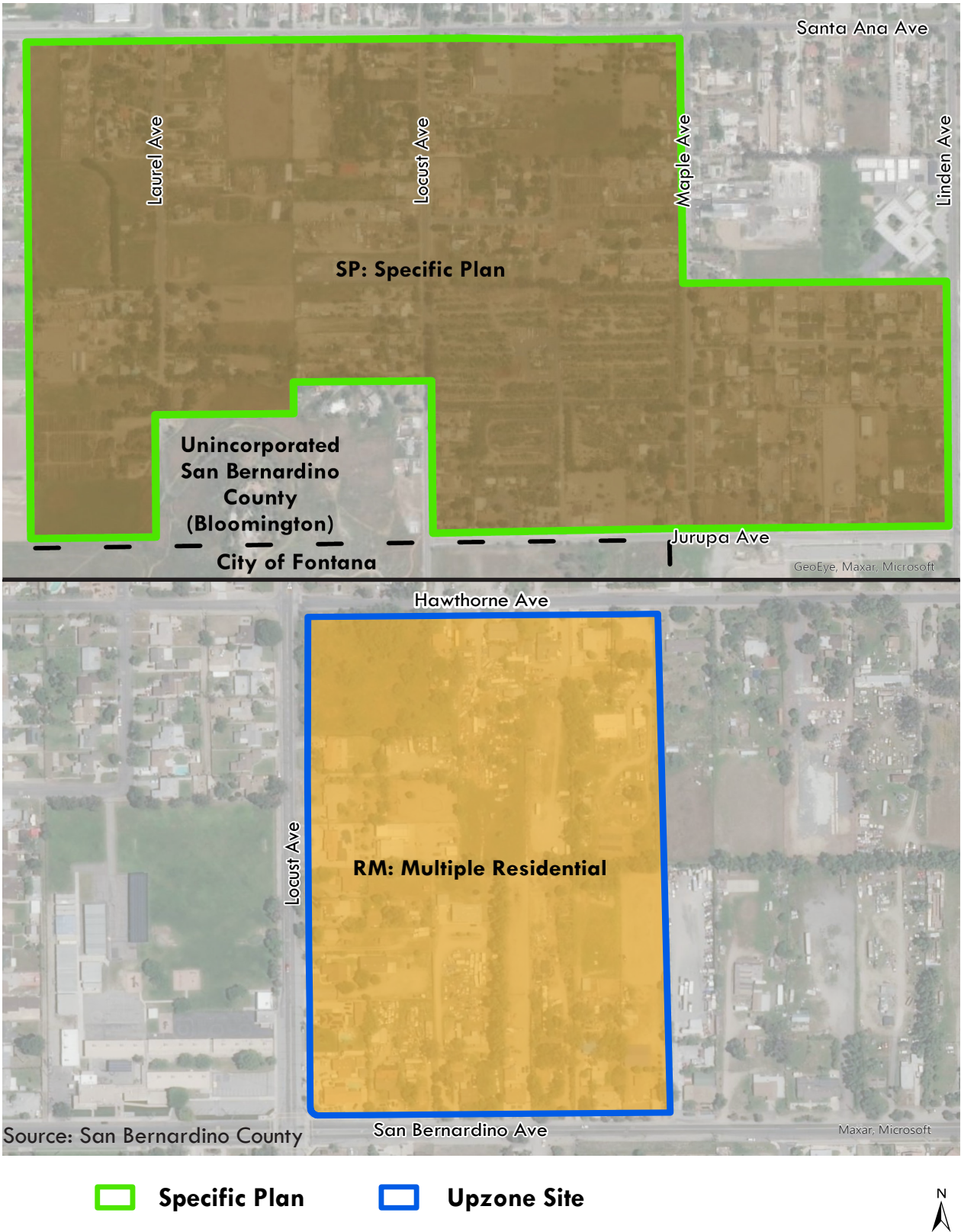
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Proposed Land Use Designations



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Proposed Zoning



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4. Environmental Setting

The purpose of this section is to provide a description of the environmental setting of the Project, as it existed at the time the original Notice of Preparation of Draft EIR (NOP) was published on December 20, 2020, from both a local and a regional perspective. For purposes of this analysis, the environmental conditions that existed within the Specific Plan area at the time of the original NOP publishing represent the environmental baseline for the proposed Project. In addition to the summary below, detailed environmental setting descriptions are provided in each subsection of Section 5 of this Recirculated Draft EIR.

4.1 REGIONAL SETTING AND LOCATION

The Project is in the Bloomington community of unincorporated San Bernardino County. Bloomington is in the southwestern portion of the County, which is known as the Valley Region. The Valley Region is south and west of the San Bernardino National Forest boundaries. The San Bernardino Mountains and Yucaipa and Crafton Hills form the eastern limits of the Valley Region, and the Santa Ana River and Jurupa Mountains form the southern limits. The Valley Region is the most populated and the most urbanized in San Bernardino County.

Bloomington encompasses approximately five square miles and is bisected by I-10. It is the largest and most developed unincorporated community in the County and consists of a residential mix of large-lot rural estate homes, contemporary single-family detached housing subdivisions, a small number of rental apartments, and several mobile home parks. The areas along I-10 have a variety of industrial businesses, and there is a mix of small business and retail along Valley Boulevard and Cedar Avenue. The southern area of Bloomington includes light industrial warehouses along the southern side of the I-10 to the west of the Colton Rail Yard as well as warehouses farther south (see Figure 3-2, *Local Vicinity*, in Section 3, *Project Description*).

Bloomington and the surrounding cities of Fontana, Rialto, and Jurupa Valley have been experiencing a transformation from historical rural and agricultural uses to a business- and jobs-creating land use pattern. High-cube light industrial warehousing, distribution and fulfillment centers, and business parks have been introduced into the area. Industrial warehouses are spread all across the Southern California region, with large concentrations around downtown Los Angeles and the Inland Empire (Riverside-San Bernardino-Ontario metropolitan area).

4.2 LOCAL SETTING AND LOCATION

The Project includes two Project sites in the Bloomington community: the Specific Plan and Upzone Site.

4.2.1 Specific Plan

The 213-acre Specific Plan area is an aggregation of 118 parcels, located south of I-10. The site is generally bounded by Santa Ana Avenue to the north, Maple Avenue and Linden Avenue to the east, Jurupa Avenue to the south, and Alder Avenue to the west.

Figure 4-1, *Specific Plan Aerial View*, shows an aerial image of the Specific Plan area; Figure 4-2, *Existing Views of the Specific Plan Area*, shows more detailed aeriels of the Specific Plan area, and Figures 4-3 and 4-4 show photographs of the Specific Plan area from street level. As shown, the Specific Plan area is generally flat with a gentle slope to the south historically used for large-lot, low density residences; and commercial and light industrial uses, such as: horse ranch, commercial nurseries, truck transportation, and auto repair.

The Specific Plan area includes two Planning Areas, one of which includes four Development Sites. The Assessor Parcel Numbers (APNs) included in each Planning Area and Development Sites are listed in Tables 4-1 and 4-2.

Table 4-1: Specific Plan Parcels within Planning Area A

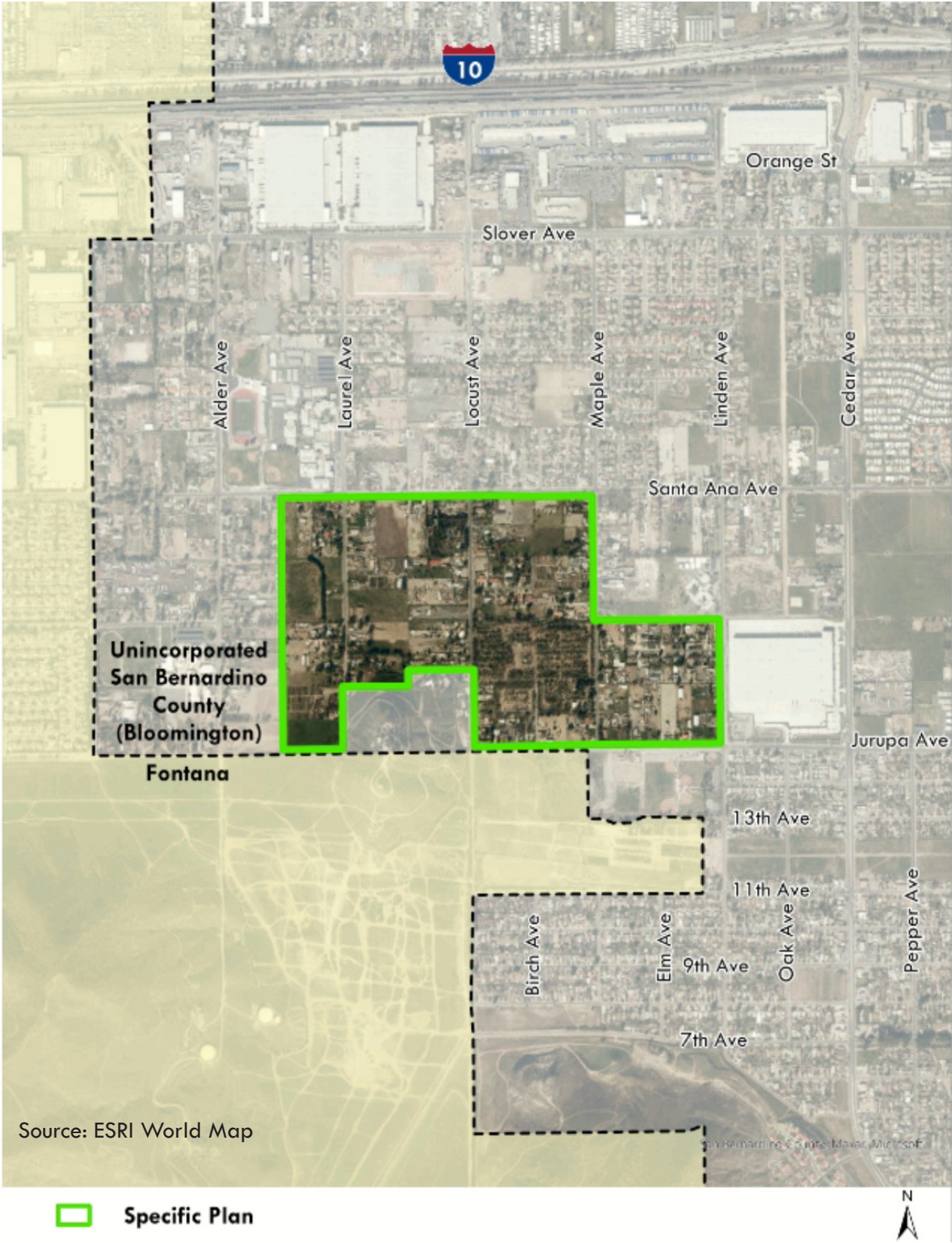
Site 1 APNs	Site 2 APNs	Site 3 APNs	Site 4 APN
0256-121-45	0256-111-55	0256-101-34	0256-091-07
0256-121-46	0256-111-02	0256-101-35	
0256-121-47	0256-111-56	0256-101-36	
0256-121-48	0256-111-03	0256-101-45	
0256-121-37	0256-111-04	0256-101-48	
0256-121-38	0256-111-05	0256-101-49	
0256-121-39	0256-111-06	0256-101-57	
0256-121-40	0256-111-07	0256-101-06	
0256-121-41	0256-111-08	0256-101-07	
0256-121-42	0256-111-09	0256-101-10	
0256-121-43	0256-111-10	0256-101-11	
0256-121-44	0256-111-26	0256-101-12	
0256-241-01	0256-111-29	0256-101-14	
0256-241-02	0256-111-11	0256-101-15	
0256-241-03	0256-111-18	0256-101-37	
0256-241-04	0256-111-19	0256-101-38	
0256-241-05	0256-111-58	0256-101-59	
0256-241-06	0256-111-59	0256-101-60	
0256-241-07	0256-111-60	0256-101-02	
0256-241-08	0256-111-61	0256-101-03	
0256-241-09	0256-111-44	0256-101-04	
0256-241-10	0256-111-45	0256-101-05	
0256-241-11	0256-111-48	0256-101-58	
0256-241-12	0256-111-49		
0256-241-13	0256-111-50		
0256-241-14	0256-111-51		
0256-241-15	0256-111-52		
0256-241-16	0256-111-53		
0256-241-17	0256-111-42		
0256-241-18	0256-111-40		
0256-241-19	0256-111-43		
	0256-111-41		

Table 4-2: Specific Plan Parcels within Planning Area B

APN	APN	APN
0256-091-44	0256-101-55	0256-111-32
0256-091-06	0256-101-56	0256-111-34
0256-091-23	0256-101-16	0256-111-35
0256-091-24	0256-101-17	0256-111-37
0256-091-29	0256-101-18	0256-111-38
0256-091-30	0256-101-19	0256-111-39
0256-091-32	0256-101-20	0256-091-04
0256-091-33	0256-111-23	0256-091-03
0256-091-43	0256-111-27	0256-111-22
0256-101-32	0256-111-31	0256-111-28
0256-101-33		

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Specific Plan Aerial View



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Existing Views of the Specific Plan Area



View looking north from the southwestern boundary of Specific Plan Area.



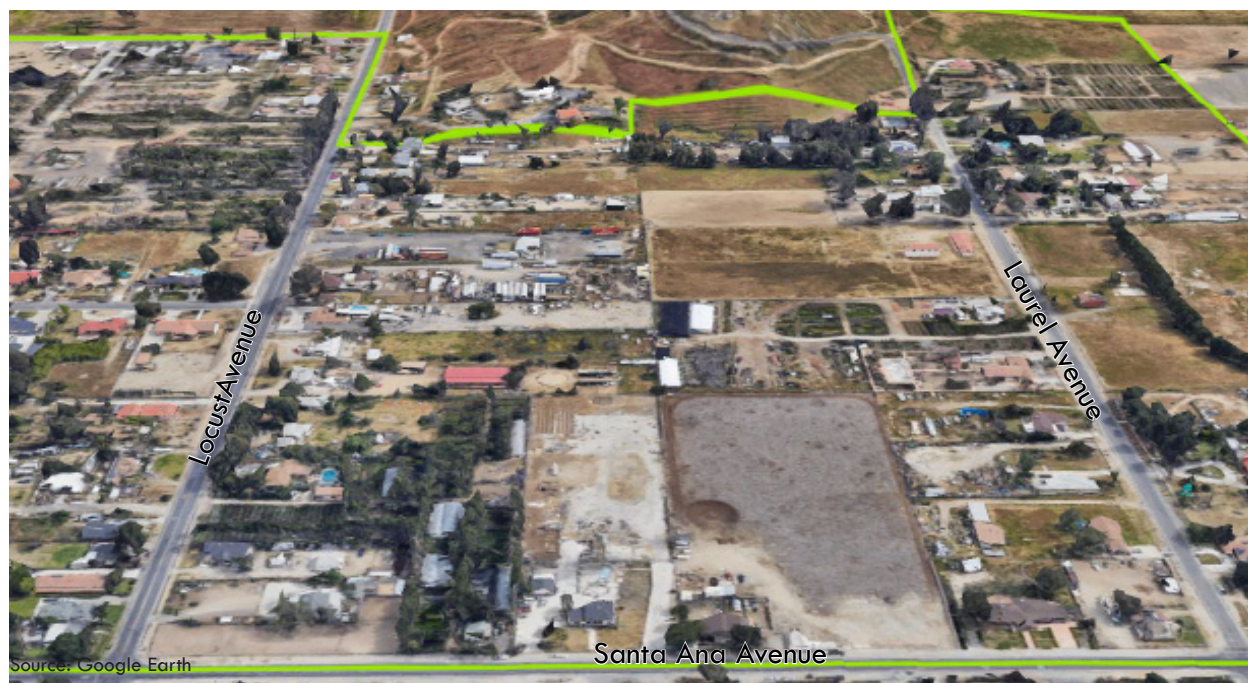
View looking south from the northwestern boundary of the Specific Plan Area

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Existing Views of the Specific Plan Area



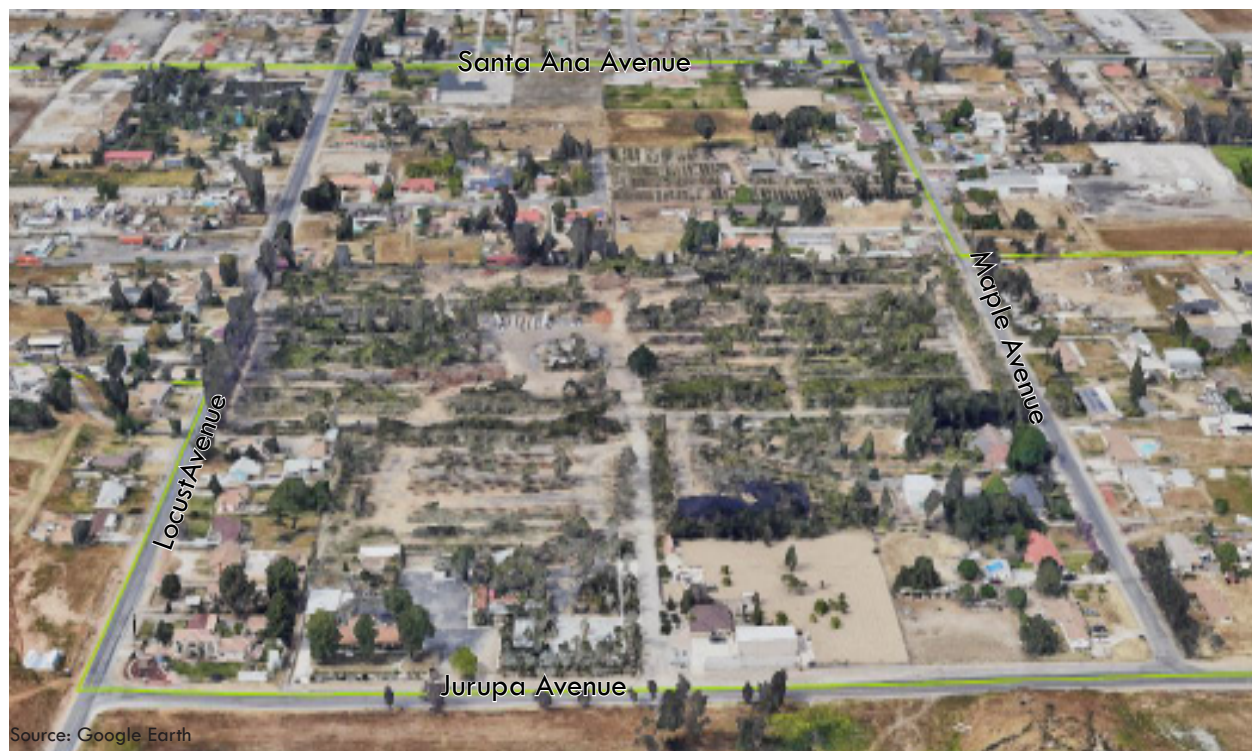
View looking north from the southern boundary of the Specific Plan Area.



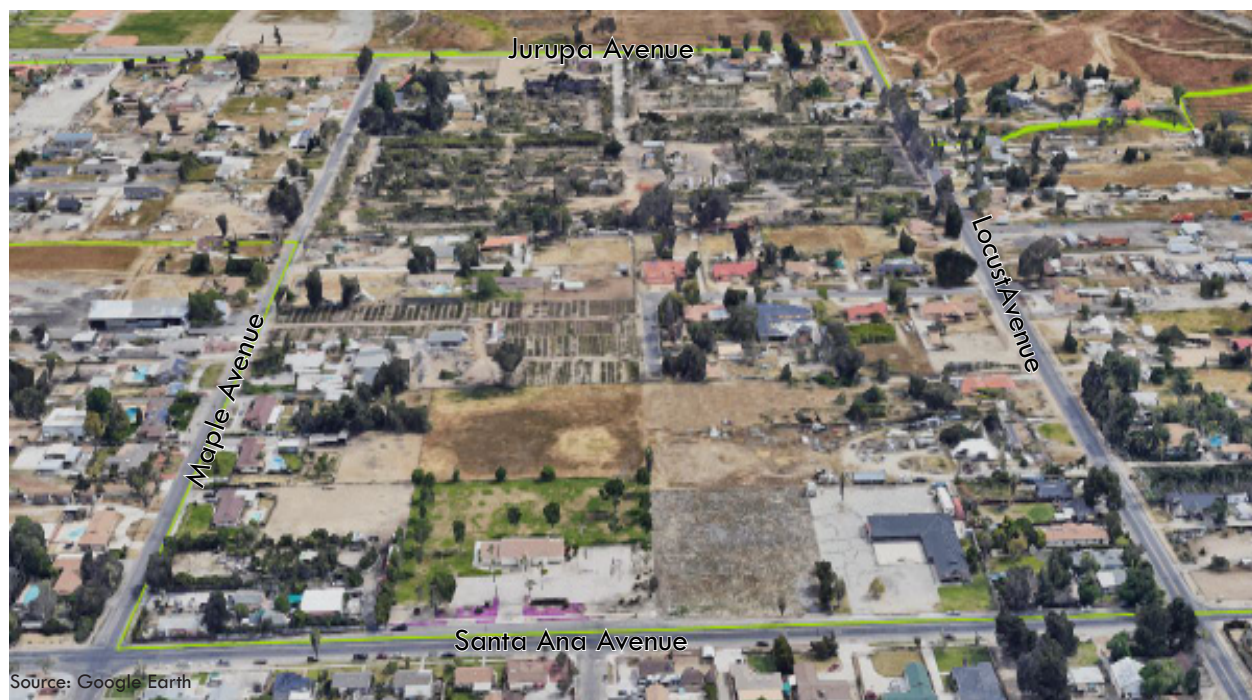
View looking south from the northern boundary of the Specific Plan Area.

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Existing Views of the Specific Plan Area



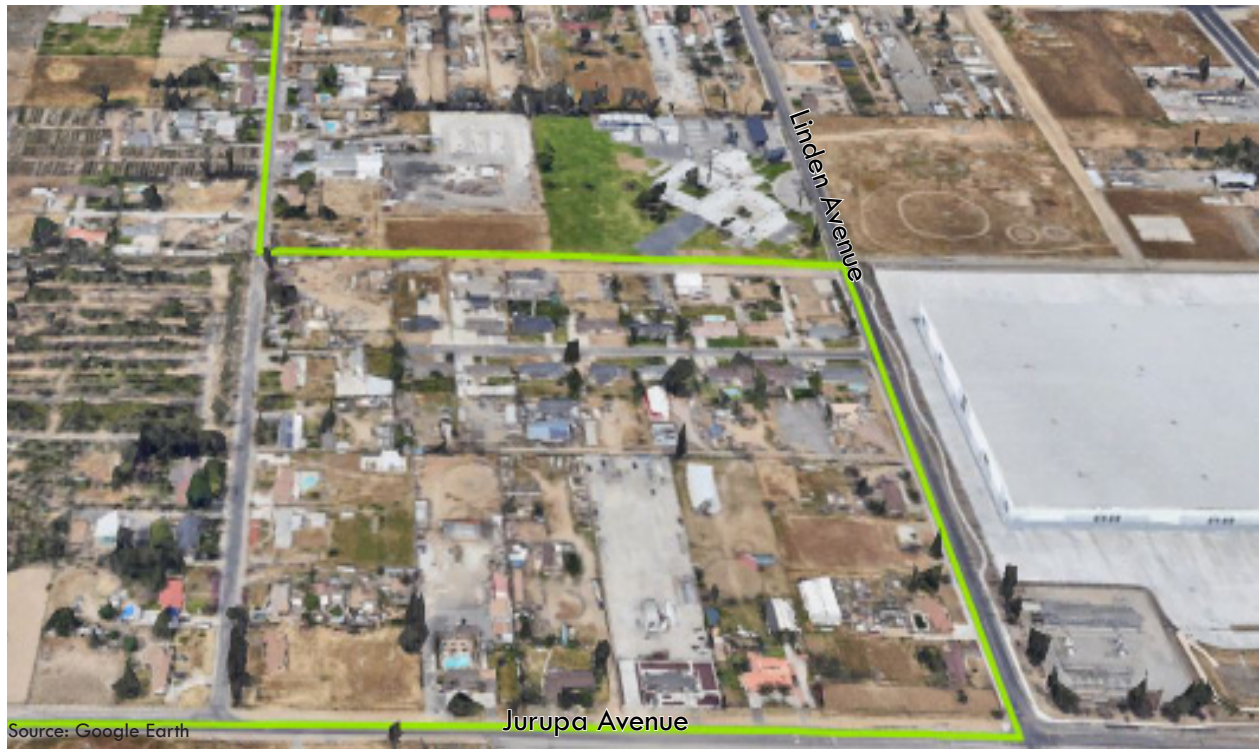
View looking north from southern boundary of the Specific Plan Area.



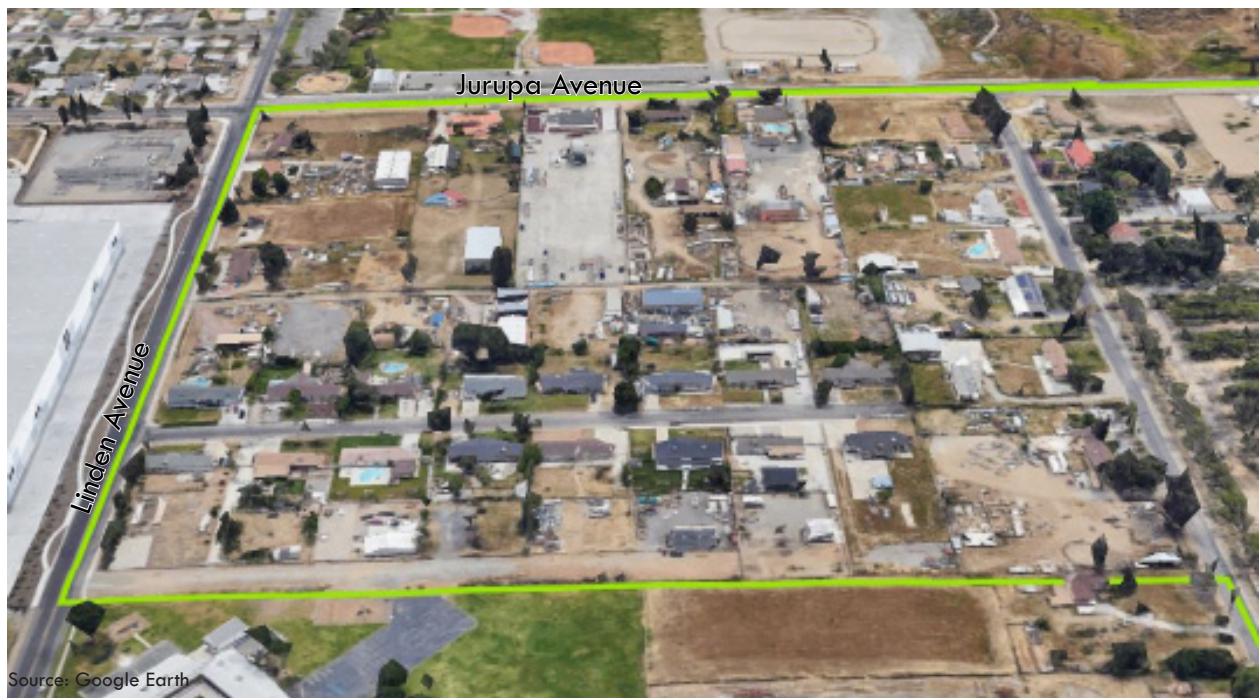
View looking south from northern boundary of the Specific Plan Area.

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Existing Views of the Specific Plan Area



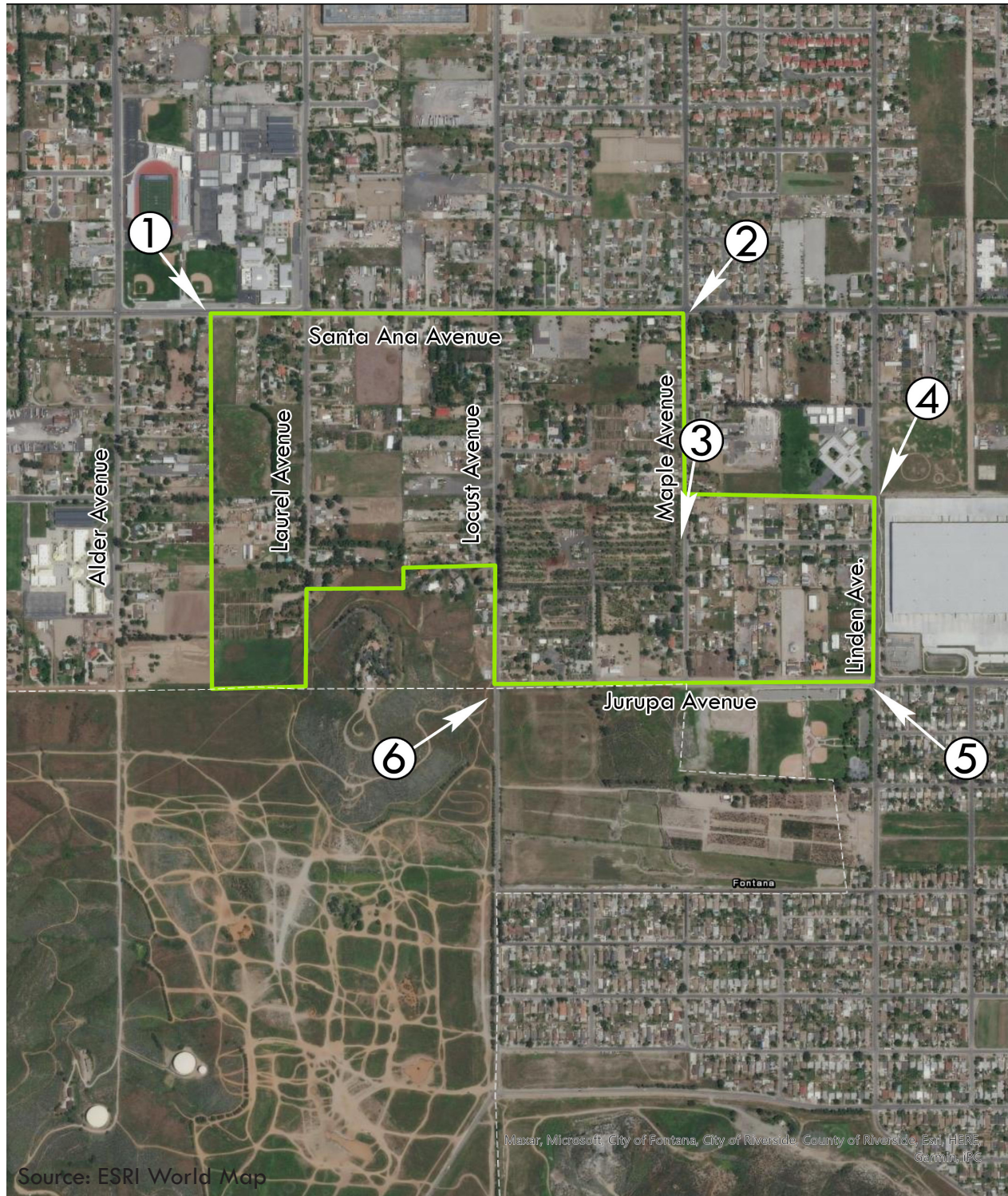
View looking north from the southeastern boundary of the Specific Plan Area.



View looking south from the eastern boundary of the Specific Plan Area.

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Specific Plan Existing Site Photo Locations



 Specific Plan



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Existing Site Photos of Specific Plan Area

①



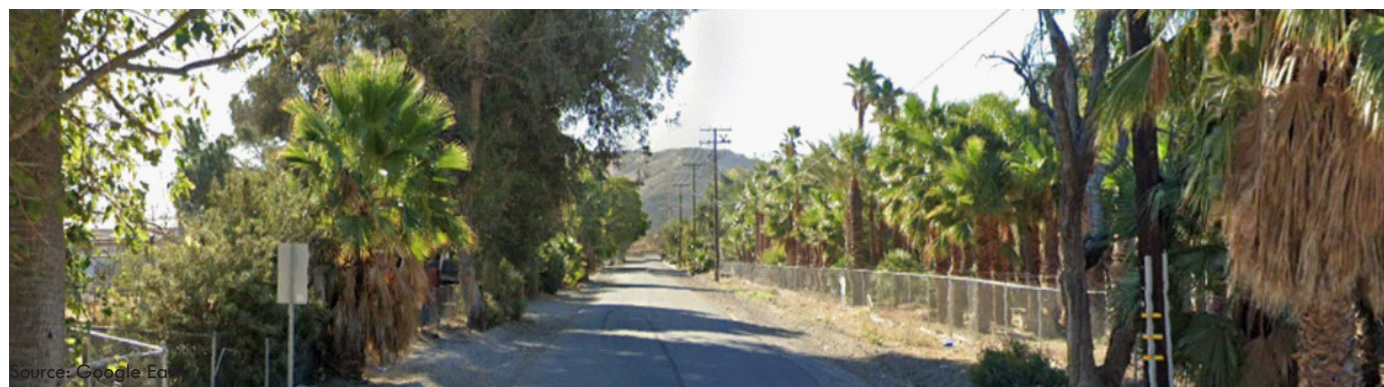
View of northwest corner of Specific Plan from Santa Ana Avenue. Note a private hillside in the background.

②



View of northeast corner of Specific Plan at the intersection of Maple Avenue (left) and Santa Ana Avenue (right).

③



View facing south toward the Specific Plan, near mid-block of Maple Avenue.

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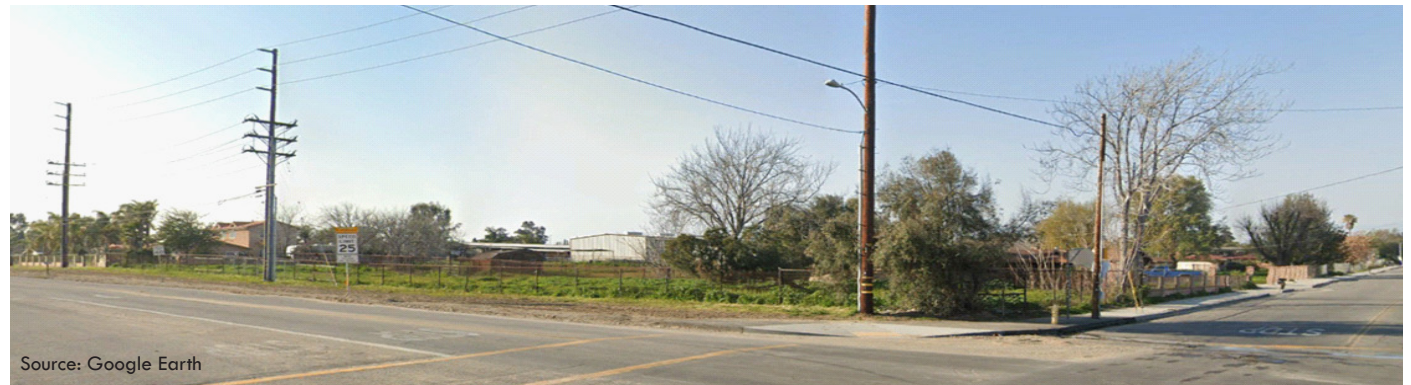
Existing Site Photos of Specific Plan Area

④



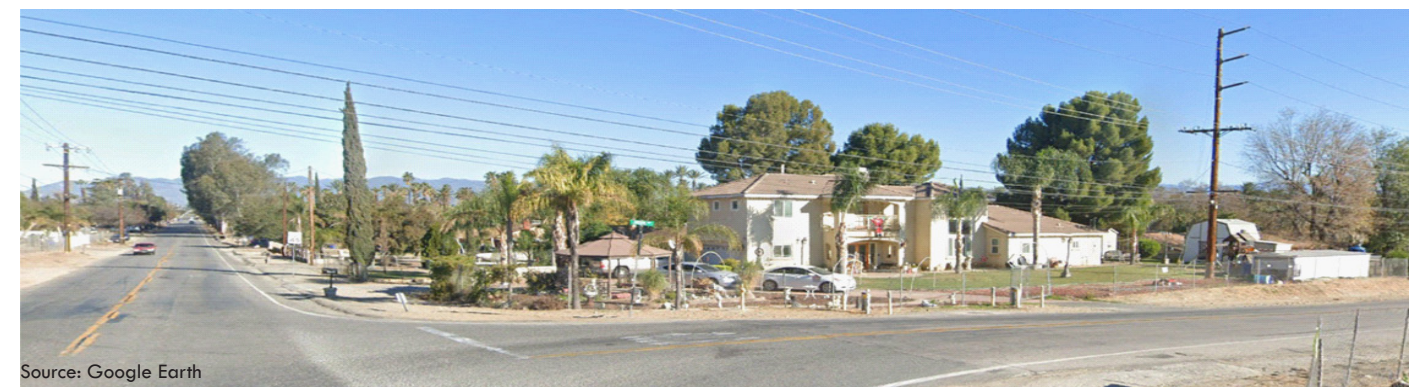
View facing south, near the southeast corner of Walter Zimmerman Elementary School; Specific Plan is on the right.

⑤



View of southeast corner of Specific Plan at the intersection of Jurupa Avenue (left) and Linden Avenue (right).

⑥



View of Specific Plan at the intersection of Locust Avenue (left) and Jurupa Avenue (right).

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4.2.1 Upzone Site

The Upzone Site encompasses 24 acres in northern Bloomington, which is north of I-10. The site includes 23 parcels: APN 0249-161-10 through -15, -20 through -23, -34, -35, -37, -38, and -46 through -54. The Upzone Site is surrounded by San Bernardino Avenue to the south, Locust Avenue to the west, and Hawthorne Avenue to the north. It contains 21 lots developed with residential structures, as well as non-conforming commercial uses. Figure 4-5, *Upzone Site Aerial View*, shows an aerial image of the Upzone; Figure 4-6, *Existing Views of the Upzone Site*, shows more detailed aerial of the Upzone; and Figure 4-7, *Site Photos of the Upzone Site*, shows photographs of the Upzone from street level.

4.3 SURROUNDING LAND USES AND DEVELOPMENT

4.3.1 Specific Plan

A mix of residential, commercial, industrial, and institutional uses surround the Specific Plan area. Views of the uses surrounding the proposed Specific Plan area are shown on Figures 4-1 and 4-2.

- **North:** North of Santa Ana Avenue—the northern boundary of the Specific Plan—Bloomington High School, a commercial plant nursery, two trucking yards, and single-family residences.
- **East:** The area northeast of the Specific Plan—i.e., east of Maple Avenue—is developed with single-family residences, a church, and Walter Zimmerman Elementary School. The area east of the southern portion of the Specific Plan is developed with an electric substation and a high-cube warehouse facility.
- **South:** Southwest of the Jurupa Avenue/Linden Avenue intersection are Kessler Park and Crestmore Disposal Site/Landfill in unincorporated County. The area southeast of Jurupa and Locust Avenue is open space in the City of Fontana that has been approved for warehouse development. The area west of Locust Avenue are hillside properties with residential uses.
- **West:** West of the Specific Plan are residential lots on Alder Avenue with residential structures and commercial/light industrial uses, as well as Ruth Harris Middle School.

4.3.2 Upzone Site

The Upzone Site is surrounded by single-family residential uses to the north, Mary Lewis Elementary School northwest of the San Bernardino Avenue/Locust Avenue intersection, single-family residences southwest of Hawthorne Avenue at Locust Avenue, and single-family residences to the south and east. Views of the uses surrounding the Upzone are provided in Figures 4-5 and 4-6.

4.4 APPLICABLE LOCAL AND REGIONAL PLANS AND POLICIES

4.4.1 San Bernardino Countywide Plan and Zoning

The Project is in unincorporated San Bernardino County. The County's prevailing planning documents are its Countywide Plan and Development Code. See Figures 4-8 and 4-9 for existing Countywide Plan Designations and zoning for the Specific Plan area and Upzone Site.

4.4.2 Specific Plan

The Specific Plan area has the following Countywide Plan land use designations:

- The northern half is designated Low Density Residential (LDR). LDR allows development of two to five residential units per acre. Typical uses include single-family residential uses and public and quasi-public facilities such as parks, religious facilities, schools, sheriff's stations, and fire stations.
- The southern half of the site is designated Very Low Density Residential (VLDR). VLDR allows development of two units per acre max. Typical uses of VLDR include those of LDR, as well as incidental agriculture.

The entire Specific Plan area, except for two parcels in Planning Area A, is zoned RS-1-AA (Single Residential with 1-Acre Minimum Lot and Additional Agriculture Overlay); the two parcels identified as 11048 and 11079 Laurel Avenue are zoned RS-20M (Single Residential with 20,000 square-foot Lot Minimums).

The County's Development Code states that the purpose of the AA Overlay is to "create, preserve, and improve areas for small-scale and medium-scale agricultural uses utilizing productive agricultural lands for raising, some processing, and the sale of plant crops, animals, or their primary products. It is an overlay where agricultural uses exist compatibly with a variety of rural residential lifestyles" (County of San Bernardino, § 82.07.010). The Specific Plan area is also in the City of Rialto's Sphere of Influence.

4.4.3 Upzone Site

The Upzone Site has a Countywide Plan land use designation of LDR, which allows development of two to five residential units per acre. The Countywide Plan states that the primary purpose of the LDR is to promote conventional suburban residential neighborhoods that support and are served by common infrastructure, public facilities, and services. The Upzone Site is zoned RS-20M (Single Residential with 20,000 square-foot Minimum Lot).

4.4.4 Senate Bill (SB) 330, Housing Crisis Act of 2019

Pursuant to Senate Bill (SB) 330, also known as the Housing Crisis Act of 2019, which was signed into law on October 9, 2019, a local agency is prohibited from disapproving, or conditionally approving in a manner that renders infeasible, a housing development project for very low-, low-, or moderate-income households or an emergency shelter unless the local agency makes specified written findings based on a preponderance of the evidence in the record. Further, Government Code Section 66300(b)(1)(A) stipulates that agencies shall not "chang[e] the general plan land use designation, specific plan land use designation, or zoning...to a less intensive use... below what was allowed under the land use designation and zoning ordinances in effect on January 1, 2018." For purposes of Government Code Section 66300(b)(1)(A), a "less intensive use" includes, but is not limited to, reductions to height, density, or floor area ratio, new or increased open space or lot size requirements, or new or increased setback requirements, minimum frontage requirements, or maximum lot coverage limitations, or any changes that would lessen the intensity of potential housing development. Pursuant to SB 330, replacement capacity for any displaced residential units must be provided at the time of project reapproval. The Project would rezone the Specific Plan area from residential to non-residential Specific Plan uses that would result in the loss of residential capacity. In compliance with SB 330, the Project proposes to rezone the Upzone Site to a higher residential density to offset the loss of residential capacity at the Specific Plan area and avoid a net loss of residential capacity in Bloomington.

On January 1, 2018, the zoning in effect at the Specific Plan area was Residential Single 1-Acre Minimum with Additional Agriculture Overlay (RS-1-AA). Accordingly, the 213-acre Specific Plan area has the potential to accommodate development of up to 213 residential units. The zoning in effect at the Upzone Site on January 1, 2018 – as it is currently – was Residential Single with 20,000 square-foot Lot Minimums (RS-20M); accordingly, up to 52 residential units could be developed on the 24-acre site. Therefore, a total of 265 dwelling units could be developed at both the Specific Plan area and Upzone Site. The proposed rezoning of the Upzone Site to Residential Multiple (RM) would permit development of 20 dwelling units per

acre or up to 480 units and would offset the Project's displacement of 265 units. Moreover, it would augment the residential supply in the Bloomington community by 215 units. This EIR evaluates the impacts associated with the land use changes only. Future development of the Upzone Site would require separate environmental analysis.

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Upzone Site Aerial View



 **Upzone Site**



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Existing Views of the Upzone Site



View looking north from the southern boundary of the Upzone site.



View looking south from the northern boundary of the Upzone site.

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Existing Site Photos of Upzone Site

1



View of the southeast corner of the Upzone Site at the intersection of Locust Avenue (left) and Jurupa Avenue (right).

2



View of the northwest corner of the Upzone Site at the intersection of Hawthorne Avenue (left) and Locust Avenue (right).

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Existing Site Photos of Upzone Site

3



View of the southeast corner of the upzone site heading west on San Bernardino Avenue.

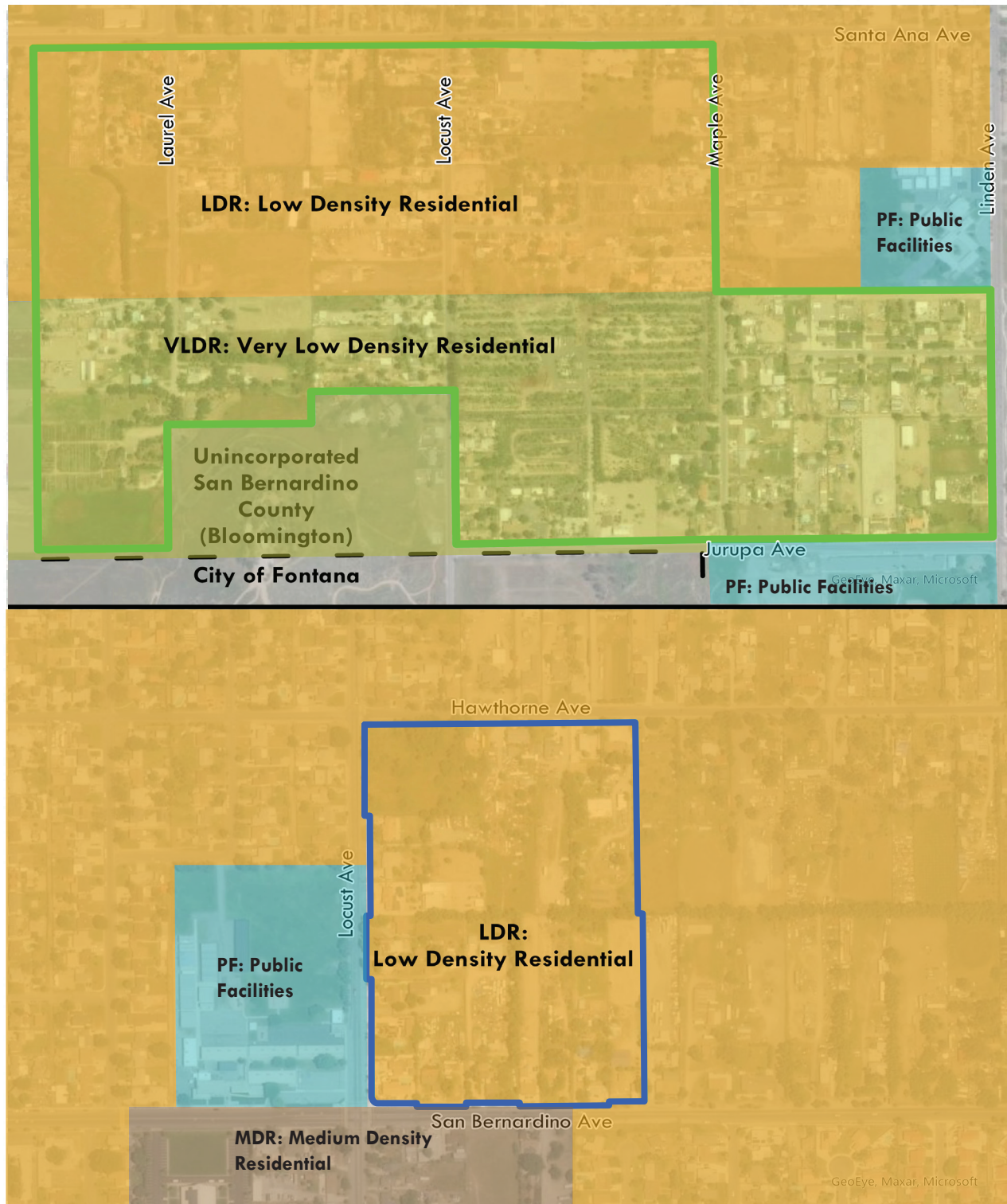
4



View of the northeast corner of the upzone site (left) heading west on Hawthorne Avenue.

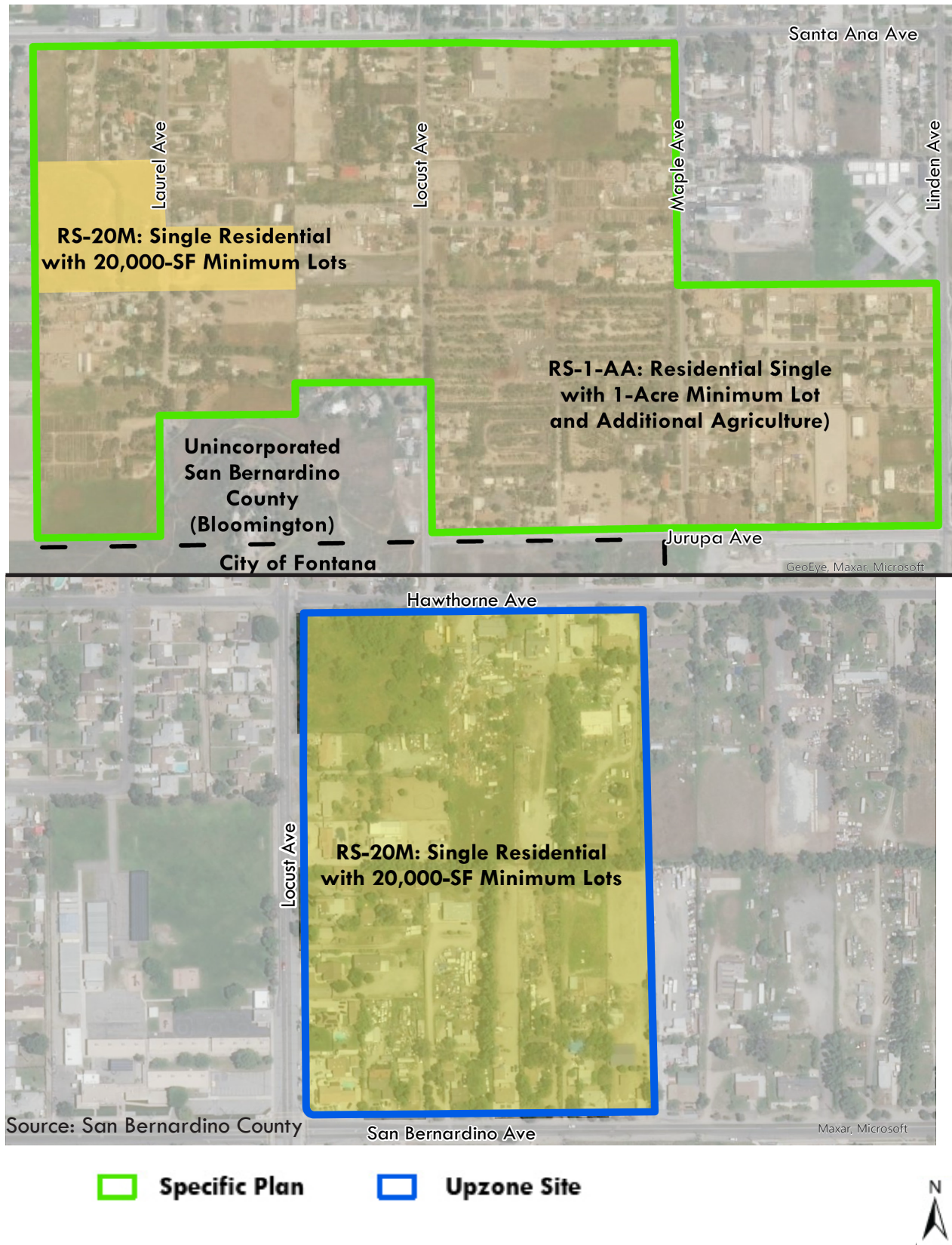
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Existing Countywide Plan Designations



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Existing Zoning



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4.5 PHYSICAL ENVIRONMENTAL CONDITIONS

CEQA Guidelines § 15125(a)(1) states that the physical environmental condition in the vicinity of the Project as it existed at the time the NOP was released for public review should normally be used as the comparative baseline for the EIR. The NOP for this EIR was released for public review on December 30, 2020. The following pages include a description of the physical environmental condition (“existing conditions”) on a regional and local basis of that approximate date. More information regarding the Project’s site’s environmental setting is provided in the specific subsections of EIR Section 5, *Environmental Analysis*.

4.5.1 Air Quality

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

The SCAQMD monitors levels of various criteria pollutants at 38 permanent monitoring stations and 5 single-pollutant source Lead (Pb) air monitoring sites throughout the air district. In 2019, the federal and state ambient air quality standards (NAAQS and CAAQS) were exceeded on one or more days for ozone, PM₁₀, and PM_{2.5} at most monitoring locations. No areas of the SCAB exceeded federal or state standards for NO₂, SO₂, CO, sulfates, or lead.

4.5.2 Energy

Electricity

The Southern California Edison Company (SCE) is the electrical purveyor in the County of San Bernardino. SCE provides electricity service to more than 14 million people in a 50,000 square-mile area of central, coastal and Southern California. California utilities are experiencing increasing demands that require modernization of the electric distribution grid to, among other things, accommodate two-way flows of electricity and increase the grid's capacity. SCE is in the process of implementing infrastructure upgrades to ensure the ability to meet future demands. The Specific Plan area and Upzone Site is currently served by the electrical distribution system that exists adjacent to roadways that are within and surround the Specific Plan area and Upzone Site.

Natural Gas

The Southern California Gas Company (SoCalGas) is the natural gas purveyor in the County of San Bernardino and is the principal distributor of natural gas in Southern California. The Specific Plan area and Upzone Site are currently served by the natural gas distribution system that exists within the adjacent roadways.

4.5.3 Greenhouse Gases

Gases that trap heat in the atmosphere are called greenhouse gases (GHGs). The major concern with GHGs is that increases in their concentrations are contributing to global climate change. Global climate change is a change in the average weather on Earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the rate of global climate change and the extent of

the impacts attributable to human activities, most in the scientific community agree that there is a direct link between increased emissions of GHGs and long-term global temperature increases.

The principal GHGs are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). Greenhouse gas emissions are currently generated by operation of the existing residences and businesses and the related vehicular trips. The Project site is located in Bloomington, which is an unincorporated community within the Valley Region of Unincorporated San Bernardino County. The Valley Region is the most populated and urbanized in the County. About 85% of the region is within incorporated cities. Bloomington is located adjacent to City of Rialto to the north, City of Colton to the east, and City of Fontana to the west. When including both incorporated and unincorporated areas, the most widespread existing land use in the Valley Region is undeveloped (30%), followed by single-family residential (27%), then transportation, communications, and utilities (10.1%), and industrial (10%). When only considering unincorporated lands, the Valley Region is 40% undeveloped, 24% single family residential, 9% industrial, and 12% transportation, communications, and utilities. The primary GHG emissions in the Bloomington area are from on-road transportation; building energy; and waste.

4.5.4 Noise

Existing Noise Levels

To assess the existing noise level environment, 24-hour noise level measurements were taken at various locations, which are shown in Section 5.12, Noise, on Figures 5.12-1 through 5.12-3. The background ambient noise levels in the Specific Plan area and Upzone Site are dominated by the transportation-related noise associated with surface streets in addition to background industrial land use activities. This includes the auto and heavy truck activities on study area roadways. A description of these locations and the existing noise levels are provided Table 4-3.

Table 4-3: Summary of 24-Hour Ambient Noise Level Measurements

Location ¹	Description	Energy Average Noise Level (dBA L _{eq}) ²		CNEL
		Daytime	Nighttime	
OYD1-L1, OYD2-L3	Near an existing single-family residence at 18121 Rose Avenue.	70.6	67.2	74.5
OYD1-L2	Near an existing single-family residence at 11181 Maple Avenue.	60.9	56.3	64.0
OYD2-L1	Near an existing single-family residence at 10976 Laurel Avenue.	58.6	55.2	62.6
OYD2-L2	Near an existing single-family residence at 18234 Santa Ana Avenue.	62.5	60.2	67.4
OYD2-L4, SP-L5	Near an existing single-family residence at 10940 Maple Avenue.	58.9	56.4	63.6
OYD2-L5	Near an existing single-family residence at 10866 Alder Avenue.	67.2	65.0	72.2
OYD2-L6	Near Walter Zimmerman Elementary School at 11050 Linden Avenue.	56.5	54.4	61.6
OYD2-L7	Near an existing single-family residence at 18507 Jurupa Avenue.	67.9	62.1	70.3
OYD2-L8	Near Kessler Park at 18401 Jurupa Avenue.	59.2	54.5	62.3
OYD2-L9, SP-L6	Near an existing single-family residence at 11223 Alder Avenue.	57.5	54.7	62.5
OYD2-L10	Near an existing single-family residence at 11188 Laurel Avenue.	55.3	52.5	59.8
SP-L1	Near an existing single-family residence at 11178 Locust Avenue.	71.1	77.6	83.6
SP-L2	Near an existing single-family residence at 11007 Maple Avenue.	60.8	57.0	65.0

Location ¹	Description	Energy Average Noise Level (dBA L _{eq}) ²		CNEL
		Daytime	Nighttime	
SP-L3	Near an existing single-family residence at 17937 Santa Ana Avenue.	70.1	64.5	72.7
SP-L4	Near an existing single-family residence at 17991 Santa Ana Avenue.	75.0	73.1	80.1

Source: Urban Crossroads, 2021 (Appendix J1 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

¹ See Figure 5.12-1 through 5.12-3 for the noise level measurement locations.

² Energy (logarithmic) average levels.

"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

Existing Vibration

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

4.6 ASSUMPTIONS REGARDING CUMULATIVE IMPACTS

Cumulative impacts are defined as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts" (CEQA Guidelines Section 15130[b]). Cumulative impacts are the change caused by the incremental impact of the Project evaluated in the EIR together with the incremental impacts from closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Additionally, pursuant to the CEQA Guidelines Section 15130(a)(1), an EIR should not discuss cumulative impacts that do not result at least in part from the project being evaluated in the EIR. Thus, cumulative impact analysis is not provided for any environmental issue where the proposed Project would have no environmental impact. Analysis of cumulative impacts is, however, provided for all Project impacts that are evaluated within this Draft EIR.

The information used in an analysis of cumulative impacts comes from one of two sources:

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

The cumulative impact analyses in this EIR use a combination of sources A and B. Depending on the environmental category, the cumulative impact analysis may use either source. Some impacts are site specific, and others may have impacts outside Project boundaries, such as regional air quality.

Table 4-4 provides a list of projects considered in this cumulative environmental analysis, which was compiled per information provided by each agency, and Figure 4-10 shows the locations. Cumulative projects shown on Table 4-4 are either under consideration or approved but are not yet constructed.

Table 4-4: Cumulative Project List

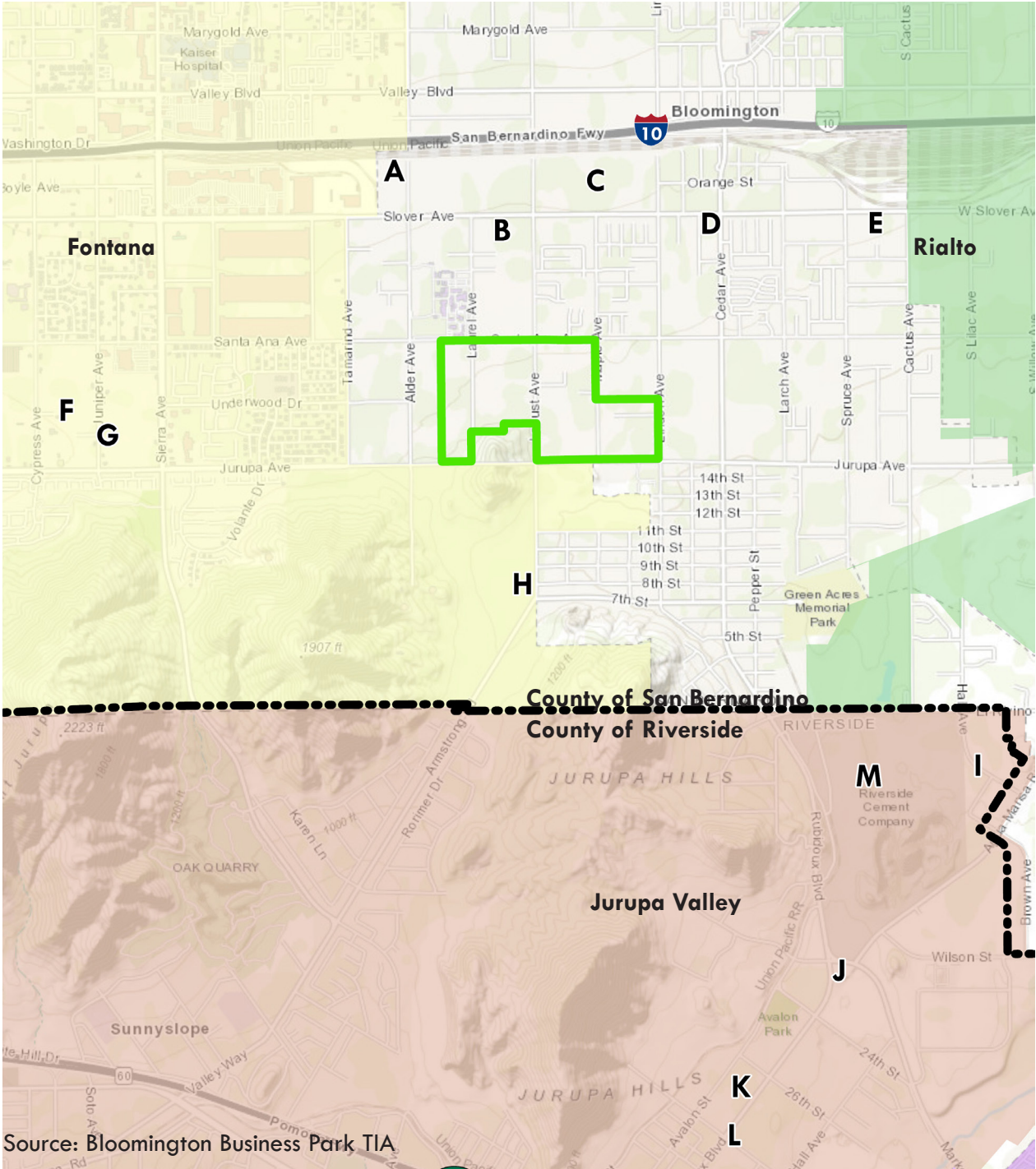
Project No.	Project Status	Project Name	Land Use	Size	
		Address/Location			
County of San Bernardino					
A	Approved	Alder Avenue Industrial	Industrial	174,780	GSF
		Alder Ave & Slover Ave			
B	Approved	Bloomington Business Center		344,000	GSF
		Slover Ave & Locust Ave			
C	Approved	Slover High Cube	Industrial	708,240	GSF
		Slover Ave between Locust Ave & Linden Ave			
D	Approved	Chevron Slover	Commercial	13	Fuel Pumps
		Slover Ave & Cedar Ave			
E	Approved	Slover Cactus Warehouse	Industrial	257,860	GSF
		Slover Ave & Cactus Ave			
City of Fontana					
F	Under Construction	Goodman Industrial Park	Industrial	1,118,460	GSF
		Santa Ana Ave & Juniper Ave			
G	Approved	Fontana Foothills Commerce Center	Industrial	754,410	GSF
		Juniper Ave & Jurupa Ave, Merrill Ave & Catawba Ave			
H	Under Construction	West Valley Logistics Center	Industrial	3,473,690	GSF
		Locust Avenue/Armstrong Road			
City of Jurupa Valley					
I	Proposed	Agua Mansa Development Project		335,000	GSF
		Agua Mansa Development Project			
J	Proposed	Agua Mansa Road/Hall Ave			
		Karcher Industrial Project			
K	Proposed	Rubidoux Blvd & Market Street			
		Drive Thru Restaurant & Gas Station/Convenience Store			
L	Proposed	26 th Street & Rubidoux Blvd			
		Ice Box			
M	Proposed	28 th Street & Rubidoux Blvd			
		Agua Mansa Commerce Center Specific Plan			
Agua Mansa Road & Rubidoux Blvd					

DU = Dwelling Unit

GSF = Gross Square Feet

GLSF = Gross Leasable Square Feet

Cumulative Projects



Source: Bloomington Business Park TIA

■ Specific Plan

- A: Alder Ave Industrial PCE
- B: Bloomington Business Center
- C: Slover High Cube
- D: Chevron Slover
- E: Slover Cactus Wararehouse
- F: Goodman Industrial Park

- G: Fontana Foothills Commerce Center
- H: West Logistics Center
- I: Agua Mansa Development Project
- J: Karcher Industrial Project
- K: Drive thru Restaurant and Gas Station/Convenience Store
- L: Ice Box
- M: Agua Mansa Commerce Park SP



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5. Environmental Impact Analysis

The purpose of this Recirculated Draft EIR is to provide the analysis required to address the CEQA deficiencies in the previously certified Final EIR that were identified in the San Bernardino County Superior Court opinion issued on September 17, 2024. That decision held that the certified Final EIR was adequate except for its analysis of alternatives, air quality impacts (Friant Ranch analysis and feasibility of zero emission truck mitigation), greenhouse gas emissions impacts, energy impacts, and construction noise impacts, as discussed in Section 2.0, *Introduction*. The Court ordered “the County to set aside certification of the EIR and related Project approvals”. These environmental issues overturned by the Court were evaluated in the following sections of the 2021 Draft EIR (Recirculated Draft EIR Volume 2):

5.3 Air Quality

5.6 Energy

5.8 Greenhouse Gas Emissions

5.12 Noise

7.0 Alternatives

The 2021 Draft EIR section numbers listed above also provide reference to the other analysis that the Court found legally valid. This Recirculated Draft EIR is focused on the deficiencies identified by the Court and evaluates the direct and indirect impacts resulting from the planning, construction, and operations of the Project. Under CEQA, EIRs are intended to focus their discussion on significant impacts and may limit discussion of other impacts to a brief explanation of why the impacts are not significant.

FORMAT OF THE ENVIRONMENTAL TOPIC SECTIONS

Each environmental topic section generally includes the following main subsections:

- **Introduction:** This describes the purpose of analysis for the environmental topic and referenced documents used to complete the analysis. This subsection may define terms used.
- **Regulatory Setting:** This subsection describes applicable federal, state, and local plans, policies, and regulations that the Project must address and may affect its implementation.
- **Environmental Setting:** This subsection describes the existing physical environmental conditions (environmental baseline) related to the environmental topic being analyzed.
- **Thresholds of Significance:** This subsection sets forth the thresholds of significance (significance criteria) used to determine whether impacts are “significant.” The thresholds of significance used to assess the significance of impacts are based on those provided in Appendix G of the CEQA Guidelines.
- **Methodology:** This subsection provides a description of the methods used to analyze the impact and determine whether it would be significant or less than significant.
- **Environmental Impacts:** This subsection provides an analysis of the impact statements for each identified significance threshold. The analysis of each impact statement is organized as follows:
 - A statement of the CEQA threshold being analyzed,
 - The Recirculated Draft EIR’s conclusion as to the significance of the impact.
 - An impact assessment that evaluates the changes to the physical environment that would result from the Project.
 - An identification of significance comparing identified impacts of the Project to the significance threshold with implementation of existing regulations, prior to implementation of any required mitigation.
- **Cumulative Impacts:** This subsection describes the potential cumulative impacts that would occur from the Project’s environmental effects in combination with other cumulative projects (See Table 4-4).

- **Existing Regulations and Plans, Programs, or Policies.** A list of applicable laws and regulations that would reduce potentially significant impacts.
- **Level of Significance Before Mitigation.** A determination of the significance of the impacts after the application of applicable existing regulations and regulatory requirements.
- **Mitigation Measures.** For each impact determined to be potentially significant after the application of applicable laws and regulations, feasible mitigation measure(s) to be implemented are provided. Mitigation measures include enforceable actions to:
 - avoid a significant impact;
 - minimize the severity of a significant impact;
 - rectify an impact by repairing, rehabilitating, or restoring the effected physical environment;
 - reduce or eliminate the impact over time through preservation and/or maintenance operations during the life of the Project; and/or
 - compensating for the impact by replacing or providing substitute resources or environmental conditions.
- **Level of Significance after Mitigation.** This section provides the determination of the impact's level of significance after the application of regulations, regulatory requirements, and mitigation measures.

IMPACT SIGNIFICANCE CLASSIFICATIONS

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

- **No Impact.** The Project would not change the environment.
- **Less Than Significant.** The Project would not cause any substantial, adverse change in the environment.
- **Less Than Significant with Mitigation Incorporated.** The EIR includes mitigation measures that avoid substantial adverse impacts on the environment.
- **Significant and Unavoidable.** The Project would cause a substantial adverse effect on the environment, and no feasible mitigation measures are available to reduce the impact to a less than significant level.

5.3 Air Quality

5.3.1 INTRODUCTION

This section of the Recirculated Draft EIR provides an overview of the existing air quality within the Specific Plan area and surrounding region, a summary of applicable regulations, and analyses of potential short-term and long-term air quality impacts from implementation of the proposed Specific Plan. Mitigation measures are recommended as necessary to reduce significant air quality impacts. This analysis is based on the following County documents, Urban Crossroads studies prepared as part of the original Draft EIR and Final EIR, and Urban Crossroads studies prepared for this Recirculated Draft EIR:

- *County of San Bernardino Countywide Plan*, September 2022
- *Countywide Plan Environmental Impact Report (CWP EIR)*, August 2020
- *County of San Bernardino Development Code*
- *Bloomington Business Park Specific Plan Air Quality Analysis*, Urban Crossroads, July 2021, included as Appendix C1 of Volume 2
- *Bloomington Business Park Mobile Source Health Risk Assessment*, Urban Crossroads, July 2021, included as Appendix C2 of Volume 2
- *Residential Upzone Project Focused Air Quality & Greenhouse Gas Memo*, Urban Crossroads, May 2021, included as Appendix C5 of Volume 2
- *Supplemental Air Quality Analysis Memorandum*, Urban Crossroads, March 2022, included as Appendix A of Volume 3
- *Bloomington Business Park Specific Plan Comparative Health Impact, Zero-Emission Truck Feasibility, GHG Mitigation, and Energy Cumulative Impact Analysis*, Urban Crossroads, February 2025, included as Appendix B

5.3.2 REGULATORY SETTING

5.3.2.1 Federal Regulations

United States Environmental Protection Agency

Criteria Air Pollutants

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

The CAA requires the USEPA to establish National Ambient Air Quality Standards (NAAQS). The USEPA has established primary and secondary NAAQS for the following criteria air pollutants: ozone, CO, NO₂, SO₂, PM₁₀, PM_{2.5}, and lead. Table 5.3-1 shows the NAAQS for these pollutants. The CAA also requires each state to prepare an air quality control plan, referred to as a State Implementation Plan (SIP). The CAA Amendments of 1990 (CAAA) added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. The SIP is modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins, as reported

by their jurisdictional agencies. The USEPA is responsible for reviewing all SIPs to determine whether they conform to the mandates of the CAA and its amendments, and to determine whether implementing the SIPs will achieve air quality goals. If the USEPA determines a SIP to be inadequate, a federal implementation plan that imposes additional control measures may be prepared for the nonattainment area.

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

Hazardous Air Pollutants

The USEPA has programs for identifying and regulating hazardous air pollutants (HAPs). Title III of the CAAA directed the USEPA to promulgate national emissions standards for HAPs (NESHAP). The NESHAP may differ for major sources than for area sources of HAPs. Major sources are defined as stationary sources with potential to emit more than 10 tons per year (tpy) of any HAP or more than 25 tpy of any combination of HAPs; all other sources are considered area sources. The emissions standards are to be promulgated in two phases. In the first phase (1992–2000), the USEPA developed technology-based emission standards designed to produce the maximum emission reduction achievable. These standards are generally referred to as requiring maximum achievable control technology (MACT). For area sources, the standards may be different, based on generally available control technology. In the second phase (2001–2008), the USEPA promulgated health-risk-based emissions standards that were deemed necessary to address risks remaining after implementation of the technology-based NESHAP standards.

Table 5.3-1: Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Ozone	1 hour	0.09 ppm	---	High concentrations can directly affect lungs, causing irritation. Long-term exposure may cause damage to lung tissue.	Formed when ROG and NO _x react in the presence of sunlight. Major sources include on-road motor vehicles, solvent evaporation, and commercial/industrial mobile equipment.
	8 hours	0.07 ppm	0.075 ppm		
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Classified as a chemical asphyxiant, carbon monoxide interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm		
Nitrogen Dioxide (NO_x)	1 hour	0.18 ppm	0.100 ppm	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown.	Motor vehicles, petroleum refining operations, industrial sources, aircraft, ships, and railroads.
	Annual Arithmetic Mean	0.030 ppm	0.053 ppm		
Sulfur Dioxide (SO₂)	1 hour	0.25 ppm	75 ppb	Irritates upper respiratory tract; injurious to lung tissue. Can yellow the leaves of plants, destructive to marble, iron, and steel. Limits visibility and reduces sunlight.	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	3 hours	---	0.50 ppm		
	24 hours	0.04 ppm	0.14 ppm		
	Annual Arithmetic Mean	---	0.03 ppm		
	24 hours	50 µg/m ³	150 µg/m ³		

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Respirable Particulate Matter (PM₁₀)	Annual Arithmetic Mean	20 µg/m ³	---	May irritate eyes and respiratory tract, decreases in lung capacity, cancer and increased mortality. Produces haze and limits visibility.	Dust and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
Fine Particulate Matter (PM_{2.5})	24 hours Annual Arithmetic Mean	--- 12 µg/m ³	35 µg/m ³ 12 µg/m ³	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and results in surface soiling.	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning; Also, formed from photochemical reactions of other pollutants, including NO _x , sulfur oxides, and organics.
Lead (Pb)	30 Day Average Calendar Quarter Rolling 3-Month Average	1.5 µg/m ³ --- ---	--- 1.5 µg/m ³ 0.15 µg/m ³	Disturbs gastrointestinal system, and causes anemia, kidney disease, and neuromuscular and neurological dysfunction (in severe cases).	<i>Present source:</i> lead smelters, battery manufacturing and recycling facilities. <i>Past source:</i> combustion of leaded gasoline.
Hydrogen Sulfide	1 hour	0.03 ppm	...	Nuisance odor (rotten egg smell), headache and breathing difficulties (higher concentrations)	Geothermal power plants, petroleum production and refining
Sulfates (SO₄)	24 hour	25 µg/m ³	...	Decrease in ventilatory functions; aggravation of asthmatic symptoms; aggravation of cardio-pulmonary disease; vegetation damage; degradation of visibility; property damage.	Industrial processes.
Visibility Reducing Particles	8 hour	Extinction of 0.23/km; visibility of 10 miles or more	...	Reduces visibility, reduced airport safety, lower real estate value, and discourages tourism.	See PM _{2.5} .

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

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

5.3.2.2 State Regulations

California Air Resources Board

Criteria Air Pollutants

The California Air Resources Board (CARB), a department of the California Environmental Protection Agency, oversees air quality planning and control throughout California. CARB is responsible for coordination and oversight of State and local air pollution control programs in California and for implementation of the California Clean Air Act (CCAA). The CCAA, which was adopted in 1988, requires CARB to establish the California Ambient Air Quality Standards (CAAQS). CARB has established CAAQS for sulfates, hydrogen

sulfide, vinyl chloride, visibility-reducing particulate matter, and the above-mentioned criteria air pollutants. Applicable CAAQS are shown in Table 5.3-1.

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

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

Diesel Regulations

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

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

Toxic Air Contaminants

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

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

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

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

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

California Assembly Bill 1493– Pavley

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

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

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

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

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 11: The California Green Building Standards Code (CALGreen) was first adopted in 2009 in response to a legislative mandate to reduce California's GHG emissions. CALGreen is updated on a regular basis, with the 2019 California Green Building Code Standards being applicable when the original 2021 Draft EIR was published. Currently, the most recently approved update is the 2022 California Green Building Code Standards that became effective January 1, 2023.

CCR Title 24 Part 6, California Energy Code, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption.

The 2022 CALGreen and California Energy Code standards that reduce air quality emissions and are applicable to the proposed Project include, but are not limited to, the following:

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- Designated parking for clean air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106. 5.3.3 (5.106.5.3). Additionally, Table 5.106.5.4.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty electric vehicle supply equipment for warehouses, grocery stores, and retail stores.
- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight and glare ratings per Table 5.106.8 (5.106.8).
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
 - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
 - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
 - Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combined flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
 - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate

of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).

- Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELo), whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 square feet (SF) or for excess consumption where any tenant within a new building or within an addition is projected to consume more than 1,000 gallons per day (GPD) (5.303.1.1 and 5.303.1.2).
- Outdoor water uses in rehabilitated landscape projects equal or greater than 2,500 SF. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 SF requiring a building or landscape permit (5.304.3).
- Commissioning. For new buildings 10,000 SF and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

The 2022 CALGreen Code has been adopted by the County of San Bernardino in Development Code Section 63.1501.

5.3.2.3 Regional Regulations

South Coast Air Quality Management District

Criteria Air Pollutants

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

Air Quality Management Plan

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

The 2012 AQMP was adopted by the SCAQMD Governing Board on December 12, 2012. The purpose of the 2012 AQMP for the Basin is to set forth a comprehensive and integrated program that will lead the region into compliance with the federal 24-hour PM_{2.5} air quality standard, and to provide an update to the Basin's commitment towards meeting the federal 8-hour ozone standards. The AQMP would also serve to satisfy recent USEPA requirements for a new attainment demonstration of the revoked 1-hour ozone standard, as well as a vehicle miles travelled (VMT) emissions offset demonstration. The 2012 AQMP, as approved by CARB, serves as the official SIP submittal for the federal 2006 24-hour PM_{2.5} standard. In

addition, the AQMP updates specific new control measures and commitments for emissions reductions to implement the attainment strategy for the 8-hour ozone SIP. The 2012 AQMP set forth programs which require integrated planning efforts and the cooperation of all levels of government: local, regional, State, and federal.

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

The 2022 AQMP was adopted by the SCAQMD Governing Board on December 2, 2022. The 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost-effective and feasible, and low NO_x technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other CAA measures to achieve the 2015 federal 8-hour ozone standard. SCAQMD proposes a total of 49 control measures for the 2022 AQMP, including control measures focused on widespread deployment of zero emission and low NO_x technologies through a combination of regulatory approaches and incentives.

The RTP/SCS also provides a combination of transportation and land use strategies that help the region achieve State GHG emissions reduction goals and Federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and use resources more efficiently. GHG emissions resulting from development-related mobile sources are the most potent source of emissions.

SCAQMD Rules and Regulations

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

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

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

Rule 402 – Nuisance. A person shall not discharge from any source whatsoever such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any such persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or

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

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

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

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Water active sites at least three times daily. Locations where grading is to occur shall be thoroughly watered prior to earthmoving.
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 0.6 meters (2 feet) of freeboard (vertical space between the top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.
- Reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less.
- Suspend all grading activities when wind speeds (including instantaneous wind gusts) exceed 25 mph.
- Provide bumper strips or similar best management practices where vehicles enter and exit the construction site onto paved roads, or wash off trucks and any equipment leaving the site each trip.
- Replant disturbed areas as soon as practical.
- Sweep onsite streets (and offsite streets if silt is carried to adjacent public thoroughfares) to reduce the amount of particulate matter on public streets. All sweepers shall be compliant with SCAQMD Rule 1186.1, Less Polluting Sweepers.

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

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

Rule 1108 - Volatile Organic Compounds. This rule governs the sale, use, and manufacturing of asphalt and limits the volatile organic compound (VOC) content in asphalt used in the Basin. This rule also regulates

the VOC content of asphalt used during construction. Therefore, all asphalt used during construction of the Project must comply with SCAQMD Rule 1108.

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

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

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

5.3.2.3 Local Regulations

San Bernardino Countywide Plan

The Countywide Plan Natural Resources Element contains the following policies related to air quality that are applicable to the Project:

- Policy NR-1.2** We promote the improvement of indoor air quality through the California Building and Energy Codes and through the provision of public health programs and services.
- Policy NR-1.8** We invest in County facilities and fleet vehicles to improve energy efficiency and reduce emissions. We encourage County contractors and other builders and developers to use low-emission construction vehicles and equipment to improve air quality and reduce emissions.
- Policy NR-1.9** We use the CALGreen Code to meet energy efficiency standards for new buildings and encourage the upgrading of existing buildings to incorporate design elements, building materials, and fixtures that improve environmental sustainability and reduce emissions.

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

- Policy HZ-3.1** We require a cumulative health risk assessment when a project potentially effects sensitive receptors in unincorporated environmental justice focus areas. We require such assessments to evaluate impacts of truck traffic from the project to freeways.

The following Regulatory Requirements (RR) from the San Bernardino CWP EIR related to air quality are applicable to the Project:

- RR AIR-1** New buildings are required to achieve the current California Building Energy and Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11).
- RR AIR-2** Construction activities are required to adhere to Title 13 California Code of Regulations (CCR) Section 2499, which requires that nonessential idling of construction equipment is restricted to five minutes or less.
- RR AIR-3** Construction activities in the South Coast Air Basin (SoCAB) will be conducted in compliance with any applicable South Coast Air Quality Management District (SCAQMD) rules and regulations, including but not limited to:
- Rules 201, 203, and 219, which regulate permits for installation and use of equipment that may generate air contaminants.
 - Rule 402, Nuisance, which states that a project shall not “discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.” Additionally, Rule 415, Odors from Rendering Facilities, requires nuisance odor at rendering facilities be controlled.
 - Rule 403, Fugitive Dust, for controlling fugitive dust and avoiding nuisance.
 - Rule 1113, which limits the volatile organic compound content of architectural coatings.
 - Rule 1186, for controlling fugitive dust from vehicular travel on paved and unpaved roads.
 - Rule 1403, for minimizing asbestos emissions during building demolition.
 - Regulation IX, Standards of Performance for New Stationary Sources (NSPS), and XXIII, New Source Review.
 - Regulation XI, Source Specific Standards.

5.3.3 ENVIRONMENTAL SETTING

5.3.3.1 Climate and Meteorology

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

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

Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants. The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes. The Basin experiences stronger wind patterns, including Santa Ana winds, which enhance the dispersal of pollutants.

5.3.3.2 Criteria Air Pollutants

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

Ozone

Ozone, the main component of photochemical smog, is primarily a summer and fall pollution problem. Ozone is not emitted directly into the air; but is formed through a complex series of chemical reactions involving other compounds that are directly emitted. These directly emitted pollutants (also known as ozone precursors) include reactive organic gases (ROGs) or volatile organic compounds (VOCs), and oxides of nitrogen (NO_x). While both ROGs and VOCs refer to compounds of carbon, ROG is a term used by CARB and is based on a list of exempted carbon compounds determined by CARB. VOC is a term used by the USEPA and is based on its own exempt list. The time period required for ozone formation allows the reacting compounds to spread over a large area, producing regional pollution problems. Ozone concentrations are the cumulative result of regional development patterns rather than the result of a few significant emission sources.

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

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

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

Carbon Monoxide

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

Nitrogen Dioxide

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

Sulfur Dioxide

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

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

Particulate Matter

PM₁₀ and PM_{2.5} consist of particulate matter that is 10 microns or less in diameter and 2.5 microns or less in diameter, respectively (a micron is one-millionth of a meter). PM₁₀ and PM_{2.5} represent fractions of particulate matter that can be inhaled into the air passages and the lungs and can cause adverse health effects. Acute and chronic health effects associated with high particulate levels include the aggravation of chronic respiratory diseases, heart and lung disease, and coughing, bronchitis and respiratory illnesses in children. Particulate matter can also damage materials and reduce visibility. One common source of PM_{2.5} is diesel exhaust emissions.

PM₁₀ consists of particulate matter emitted directly into the air (e.g., fugitive dust, soot, and smoke from mobile and stationary sources, construction operations, fires, and natural windblown dust) and particulate matter formed in the atmosphere by condensation and/or transformation of SO₂ and ROG. Traffic generates particulate matter emissions through entrainment of dust and dirt particles that settle onto roadways and parking lots. PM₁₀ and PM_{2.5} are also emitted by burning wood in residential wood stoves and fireplaces

and open agricultural burning. $PM_{2.5}$ can also be formed through secondary processes such as airborne reactions with certain pollutant precursors, including ROGs, ammonia (NH_3), NO_x , and SO_x .

Lead

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

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

5.3.3.3 Toxic Air Contaminants

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

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

Unlike the other TACs, no ambient monitoring data is available for DPM because no routine measurement method currently exists. However, CARB has made preliminary concentration estimates based on a particulate matter exposure method. This method uses the CARB emissions inventory's PM_{10} database, ambient PM_{10} monitoring data, and the results from several studies to estimate concentrations of diesel PM. In addition to diesel PM, the TACs for which data are available that pose the greatest existing ambient risk in California are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene.

5.3.3.4 CO Hotspots

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

now designated as attainment, and CO concentrations in the Project vicinity have steadily declined (AQ 2021).

5.3.3.5 Odorous Emissions

Odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). Offensive odors are unpleasant and can lead to public distress generating citizen complaints to local governments. Although unpleasant, offensive odors rarely cause physical harm. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source, wind speed, direction, and the sensitivity of receptors.

5.3.3.6 Existing Conditions

The SCAQMD maintains monitoring stations within district boundaries, Source/Receptor Areas (SRAs), that monitor air quality and compliance with associated ambient standards. The Project area is located within SRA 34. The Central San Bernardino Valley 1 monitoring station is located approximately 5.7 miles northwest of the Project site. The most recent 3 years of data from the Project NOP is shown on Table 5.3-2 and identifies the number of days ambient air quality standards were exceeded in the area. Additionally, data for SO₂ has been omitted as attainment is regularly met in the South Coast Air Basin and few monitoring stations measure SO₂ concentrations (Urban Crossroads, 2021).

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

The SCAQMD monitors levels of various criteria pollutants at 38 permanent monitoring stations and 5 single-pollutant source Lead (Pb) air monitoring sites throughout the air district. In 2023, the federal and State ambient air quality standards (NAAQS and CAAQS) were exceeded on one or more days for ozone, PM₁₀, and PM_{2.5} at most monitoring locations. No areas of the SCAB exceeded federal or State standards for NO₂, SO₂, CO, sulfates, or lead. See Table 5.3-3, for attainment designations for the SCAB.

Table 5.3-2: Air Quality Monitoring Summary 2020-2023

Pollutant	Standard	Year			
		2020	2021	2022	2023
O ₃					
Maximum Federal 1-Hour Concentration (ppm)		0.151	0.125	0.144	0.131
Maximum Federal 8-Hour Concentration (ppm)		0.111	0.103	0.107	0.111
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	56	44	44	56
Number of Days Exceeding State/Federal 8-Hour Standard	> 0.070 ppm	89	83	70	77
CO					
Maximum Federal 1-Hour Concentration	> 35 ppm	1.7	1.9	1.6	1.5
Maximum Federal 8-Hour Concentration	> 20 ppm	1.2	1.4	1.0	1.0
NO ₂					
Maximum Federal 1-Hour Concentration	> 0.100 ppm	0.066	0.067	0.069	0.063
Annual Federal Standard Design Value		0.018	0.019	0.018	0.016
PM ₁₀					
Maximum Federal 24-Hour Concentration (µg/m ³)	> 150 µg/m ³	61	73	62	132
Annual Federal Arithmetic Mean (µg/m ³)		35.8	32.1	31.5	33.0
Number of Days Exceeding Federal 24-Hour Standard	> 150 µg/m ³	0	0	0	0
Number of Days Exceeding State 24-Hour Standard	> 50 µg/m ³	6	4	8	9
PM _{2.5}					
Maximum Federal 24-Hour Concentration (µg/m ³)	> 35 µg/m ³	46.10	55.1	38.1	27.3
Annual Federal Arithmetic Mean (µg/m ³)	> 12 µg/m ³	11.95	12.07	10.89	10.49
Number of Days Exceeding Federal 24-Hour Standard	> 35 µg/m ³	1	2	1	0

Source: SCAQMD, 2020-2023

Table 5.3-3: Attainment Status of Criteria Pollutants in the South Coast Air Basin (SCAB)

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

Source: Urban Crossroads, 2021 (Appendix C to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

At the time the original NOP of the Draft EIR was released in 2020, the Specific Plan Area consisted of approximately 213 acres of land that are currently developed with 117 single-family residential units; some

² The federal nonattainment designation for lead is only applicable towards the Los Angeles County portion of the SCAB.

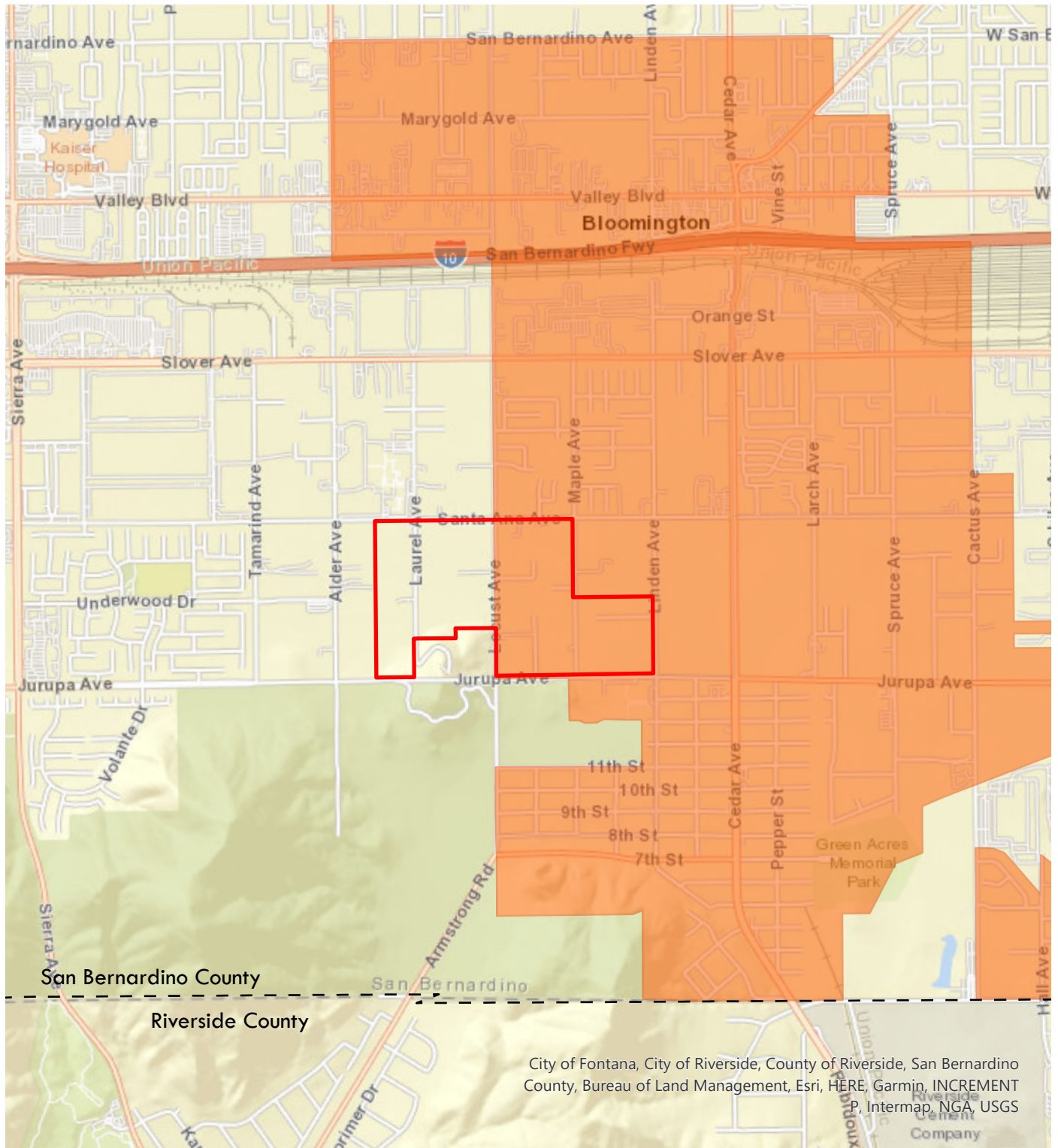
of the residences operate an additional use or business, such as a horse ranch, agricultural, truck transportation, auto repair, health services; dog club, tire distribution, welding, septic tank servicing, tree servicing, backhoe and pumping, air condition, drywall, restaurant, internet, roofing, masonry, flooring, and utility locating. The Upzone Site consists of 24 acres of land with 21 single-family residences. Air quality emissions are currently generated by operation of these existing uses and the related vehicular trips.

5.3.3.7 Environmental Justice

The Specific Plan Area is partially located within an Environmental Justice Focus Area (EJFA) as shown in Figure 5.3-1, *Project Proximity to Environmental Justice Area*. As shown in Table 5.3-4, the majority of census tracts in Bloomington have high composite and pollution burden scores. The Project site is located in Census Tracts 6071004001 and 6071002601. Census Tract 6071004001 has a Composite Score of 94 and a Pollution Score of 88, while Census Tract 6071002601 has a Composite Score of 71 and Pollution Score of 97, meaning that the tract is in the top 97 percentile for pollution burden compared to other census tracts. Census Tract 6071004001 is located within a County EJFA. It should be noted that the Composite Score includes other environmental and socioeconomic indicators, not just air quality emissions. These indicators are: Pesticides, Toxic Releases, Traffic, Drinking Water Contaminants, Lead in Housing, Cleanups, Groundwater Threats, Hazardous Waste, Impaired Water, Solid Waste, Education, Housing Burden, Linguistic Isolation, Poverty, and Unemployment.

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Project Proximity to Environmental Justice Focus Area



Legend

- Project Site
- Environmental Justice Focus Areas
- County Boundary



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Table 5.3-4: Bloomington Pollution Burden Scores by Census Tract

Census Tract	Percentile Risk		
	Overall Score	Pollution Burden Score	Population Risk Score
6071002601	71	97	41
6071003605	55	26	74
6051003606	77	80	66
6071004001	94	88	89
6071004003	95	91	89
6071003403	71	52	77
6071003302	91	95	75

Source: CalEnviroScreen 4.0

In terms of pollution burden, the Project site has similar levels of air pollution emissions within the EJFA and adjacent to the EJFA as shown in Table 5.3-5, *Air Pollution Setting, EJFA Comparison*.

Table 5.3-5: Air Pollution Setting, EJFA Comparison

Census Tract Number	Location	Ozone	PM _{2.5}	Diesel PM
6071004001 (within EJFA)	Specific Plan Area	97	91	80
6071002601	Specific Plan Area	95	94	78

Source: CalEnviroScreen 4.0

5.3.3.8 Sensitive Land Uses

Land uses such as schools, children's daycare centers, hospitals, and convalescent homes are considered to be more sensitive to poor air quality than the general public because the population groups associated with these uses have increased susceptibility to respiratory distress. In addition, residential uses are considered more sensitive to air quality conditions than commercial and industrial uses, because people generally spend longer periods of time at their residences, resulting in greater exposure to ambient air quality conditions. Recreational land uses are considered moderately sensitive to air pollution. Exercise places a high demand on respiratory functions, which can be impaired by air pollution, even though exposure periods during exercise are generally short. In addition, noticeable air pollution can detract from the enjoyment of recreation. Existing sensitive receptors in the vicinity of the Project area consists of residences.

Opening Year – Option 1. The closest sensitive receptors to the Opening Year – Option 1 area are listed below and shown on Figure 5.3-2. All distances are measured from the Project site boundary to the outdoor living areas (e.g., backyards) or at the building façade, whichever is closer. The closest sensitive receptor is approximately 11 feet from the Opening Year – Option 1 area boundary.

- OYD1-R1: The existing residence at 10984 Locust Avenue approximately 42 feet north of the Project site boundary. There are no private outdoor living areas (backyards) facing the Project site, and receptor OYD1-R1 is placed at the building façade.
- OYD1-R2: The existing residence at 11062 Locust Avenue approximately 66 feet south of the Project site boundary. There are no private outdoor living areas (backyards) facing the Project site, and receptor OYD1-R2 is placed at the building façade.

- OYD11-R3: The existing residence at 11161 Maple Avenue approximately 94 feet east of the Project site boundary. There are no private outdoor living areas (backyards) facing the Project site, and receptor OYD1-R3 is placed at the building façade.
- OYD1-R4: The existing residence at 11181 Maple Avenue approximately 11 feet north of the Project site boundary. There are no private outdoor living areas (backyards) facing the Project site, and receptor OYD1-R4 is placed at the building façade.
- OYD1-R5: The existing residence at 10910 Laurel Avenue, approximately 82 feet west of the Project site boundary. Since there are no private outdoor living areas (backyards) facing the Project site, and receptor OYD1-R5 is placed at the building façade.
- OYD1-R6: The existing residence at 17982 Santa Ana Avenue approximately 101 feet north of the Project site boundary. There are no private outdoor living areas (backyards) facing the Project site, and receptor OYD1-R6 is placed at the building façade.
- OYD1-R7: The existing residence at 10988 Maple Avenue, approximately 86 feet north of the Project site boundary. Receptor OYD1-R7 is placed at the private outdoor living areas (backyards) facing the Project site.
- OYD1-R8: The existing residence at 11043 Maple Avenue, approximately 82 feet east of the Project site boundary. There are no private outdoor living areas (backyards) facing the Project site, and receptor OYD1-R8 is placed at the building façade.
- OYD1-R9: The existing residence at 18507 Jurupa Avenue, approximately 154 feet southeast of the Project site boundary. There are no private outdoor living areas (backyards) facing the Project site, and receptor OYD1-R9 is placed at the building façade.
- OYD1-R10: Kessler Park at 18401 Jurupa Avenue, approximately 216 feet south of the Project site boundary. Receptor OYD1-R10 is placed at the building façade.
- OYD1-R11: The existing residence at 11142 Locust Avenue, approximately 106 feet west of the Project site boundary. There are no private outdoor living areas (backyards) facing the Project site, and receptor OYD1-R11 is placed at the building façade.
- OYD1-R12: The existing residence at 11138 Laurel Avenue, approximately 92 feet south of the Project site boundary. There are no private outdoor living areas (backyards) facing the Project site, and receiver OYD1-R12 is placed at the building façade.

Opening Year – Option 2. The closest sensitive receptors to the Opening Year – Option 2 area are listed below and shown on Figure 5.3-3. As identified, the closest sensitive receptor (OYD2-R10) is approximately 73 feet from the Opening Year – Option 2 Project site boundary.

- OYD2-R1: The existing residence at 10910 Laurel Avenue, approximately 82 feet west of the Project site boundary. There are no private outdoor living areas (backyards) facing the Project site, and receptor OYD2-R1 is placed at the building façade.
- OYD2-R2: The existing residence at 17982 Santa Ana Avenue, approximately 101 feet north of the Project site boundary. There are no private outdoor living areas (backyards) facing the Project site, and receptor OYD2-R2 is placed at the building façade.
- OYD2-R3: The existing residence at 10923 Locust Avenue, approximately 80 feet east of the Project site boundary. There are no private outdoor living areas (backyards) facing the Project site, and receptor OYD2-R3 is placed at the building façade.

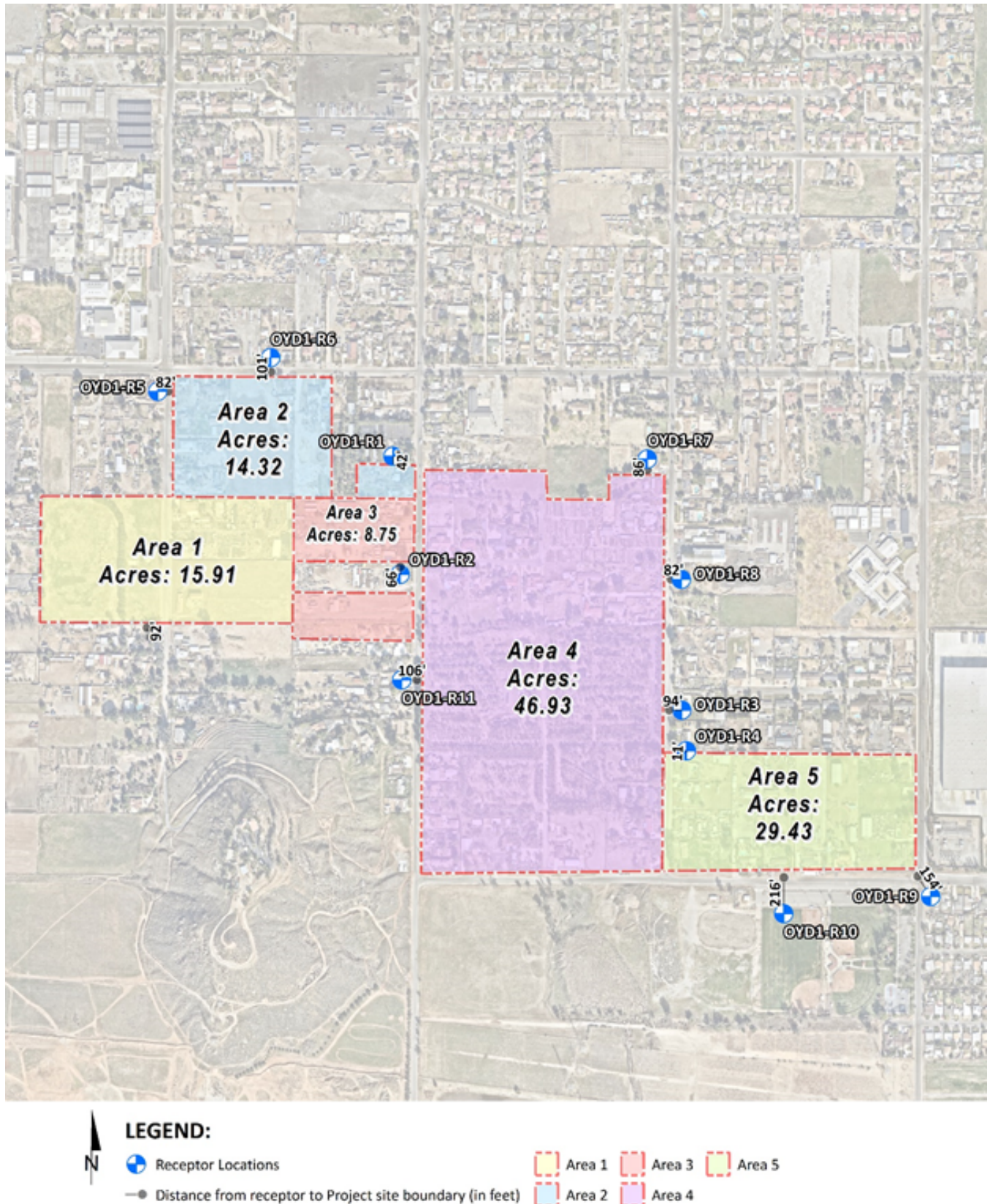
- OYD2-R4: The existing residence at 10988 Maple Avenue, approximately 86 feet north of the Project site boundary. Receptor OYD2-R4 is placed at the private outdoor living areas (backyards) facing the Project site.
- OYD2-R5: The existing residence at 11043 Maple Avenue, approximately 82 feet east of the Project site boundary. There are no private outdoor living areas (backyards) facing the Project site, and receptor OYD2-R5 is placed at the building façade.
- OYD2-R6: The Walter Zimmerman Elementary School at 11050 Linden Avenue, approximately 103 feet north of the Project site boundary. Receptor OYD2-R6 is placed at the building façade.
- OYD2-R7: The existing residence at 18507 Jurupa Avenue, approximately 154 feet southeast of the Project site boundary. There are no private outdoor living areas (backyards) facing the Project site, and receptor OYD2-R7 is placed at the building façade.
- OYD2-R8: Kessler Park at 18401 Jurupa Avenue, approximately 216 feet south of the Project site boundary. Receptor OYD2-R8 is placed at the building façade.
- OYD2-R9: The existing residence at 11142 Locust Avenue, approximately 106 feet west of the Project site boundary. There are no private outdoor living areas (backyards) facing the Project site, and receptor OYD2-R9 is placed at the building façade.
- OYD2-R10: The existing residence at 11042 Locust Avenue, approximately 73 feet south of the Project site boundary. There are no private outdoor living areas (backyards) facing the Project site, and receiver OYD2-R10 is placed at the building façade.
- OYD2-R11: The existing residence at 11138 Laurel Avenue, approximately 92 feet south of the Project site boundary. There are no private outdoor living areas (backyards) facing the Project site, and receiver OYD2-R11 is placed at the building façade.

Future Development Area - Specific Plan Buildout. The closest sensitive receptors to the Future Development Area - Specific Plan Buildout are listed below and shown on Figure 5.3-4. The closest sensitive receptor is approximately 13 feet from the Future Development Area - Specific Plan Buildout boundary.

- SP-R1: The existing residence at 11111 Alder Avenue, approximately 276 feet west of the Project site boundary. There are no private outdoor living areas (backyards) facing the Project site, and receptor SP-R1 is placed at the building façade.
- SP-R2: The existing residence at 17791 Santa Ana Avenue, approximately 30 feet west of the Project site boundary. There are no private outdoor living areas (backyards) facing the Project site, and receptor SP-R2 is placed at the building façade.
- SP-R3: The Bloomington High School approximately 92 feet north of the Project site boundary.
- SP-R4: The existing residence at 10888 Birch Avenue, approximately 82 feet north of the Project site boundary. There are no private outdoor living areas (backyards) facing the Project site, and receptor SP-R4 is placed at the building façade.
- SP-R5: The existing residence at 10935 Maple Avenue, approximately 90 feet east of the Project site boundary. SP-R5 is placed at the private outdoor living areas (backyards) facing the Project site.
- SP-R6: The existing residence at 11111 Alder Avenue, approximately 13 feet west of the Project site boundary. There are no private outdoor living areas (backyards) facing the Project site, and receptor SP-R6 is placed at the building façade.

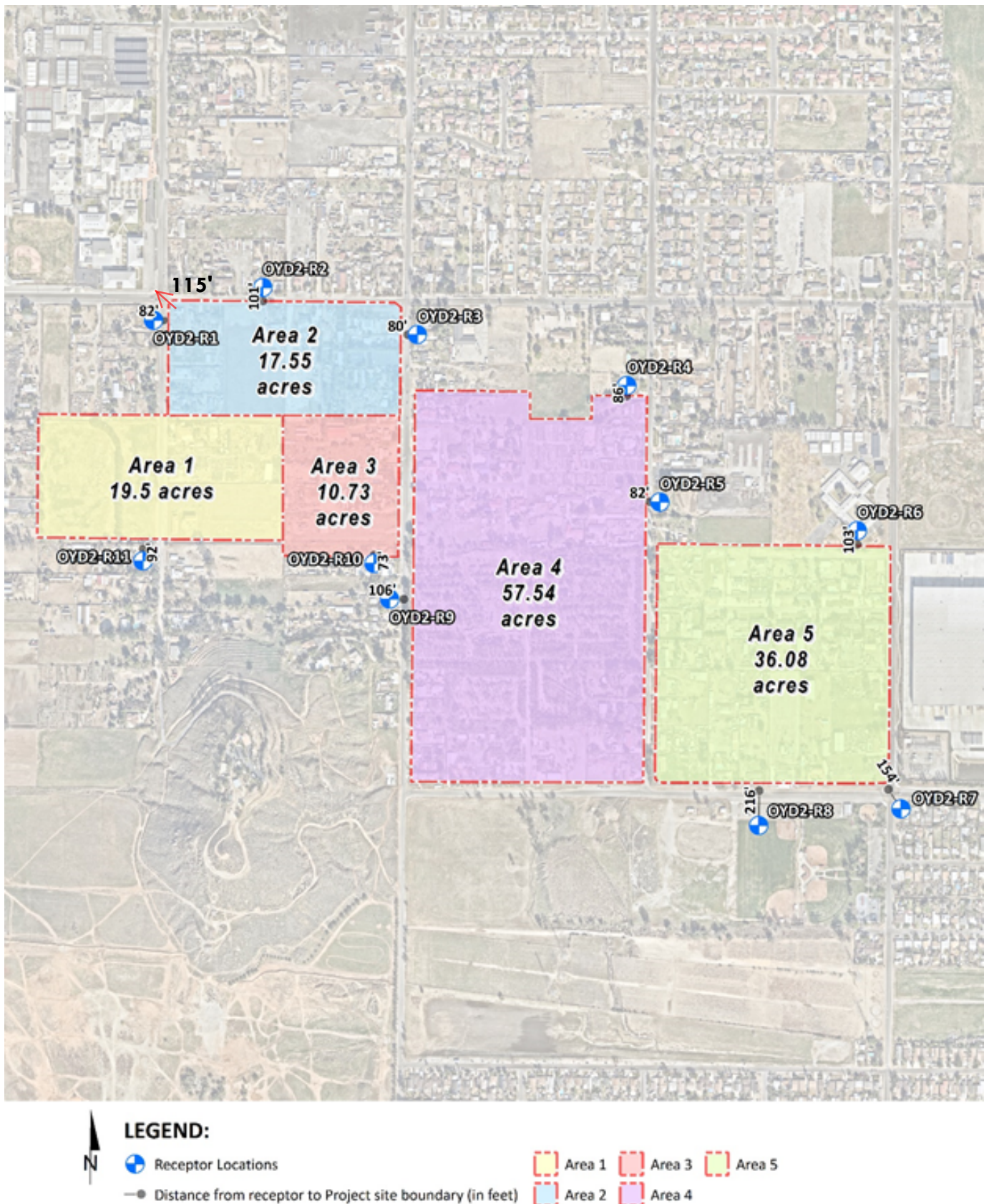
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Sensitive Receptor Locations Opening Year - Option 1



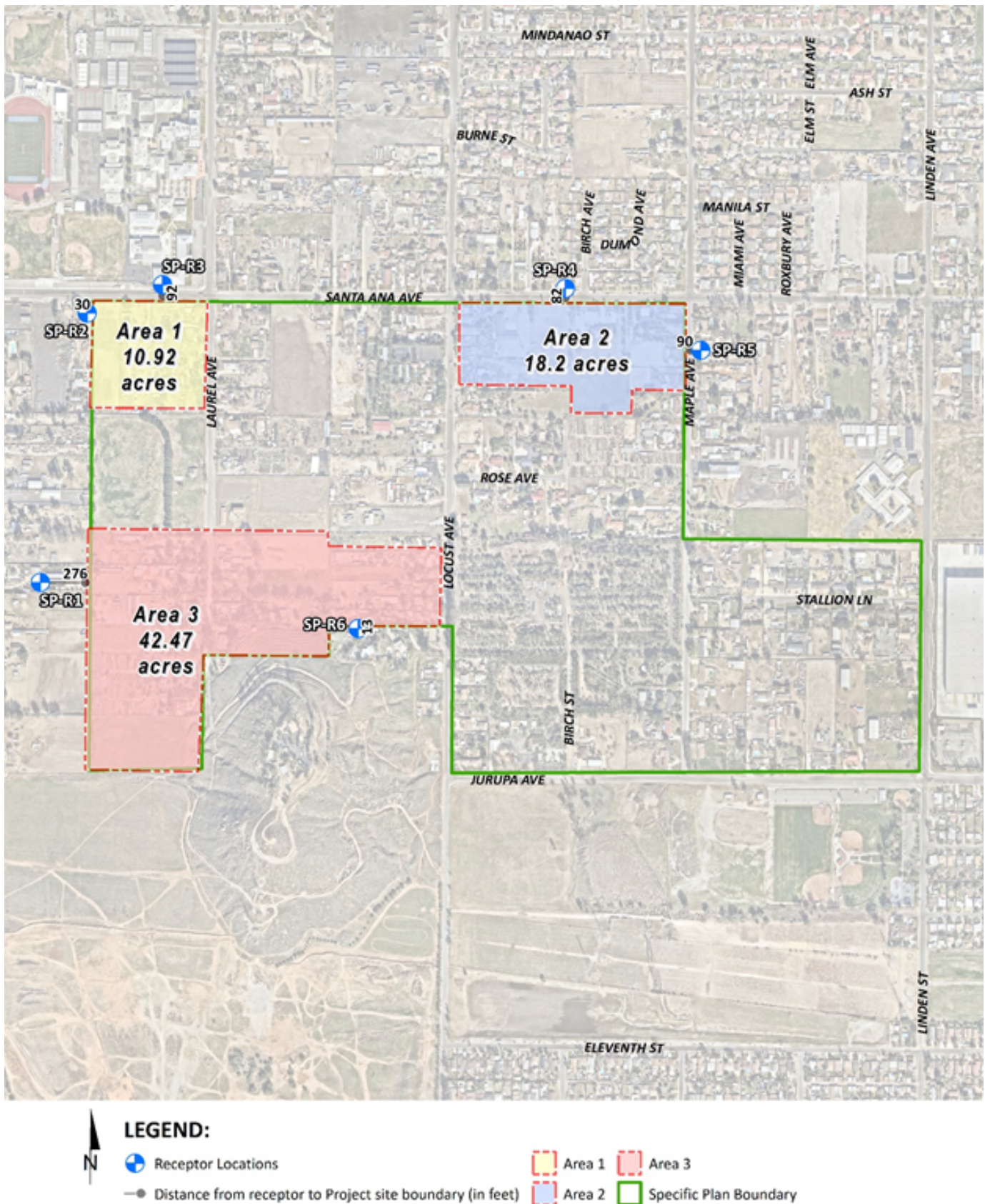
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Sensitive Receptor Locations Opening Year - Option 2



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Sensitive Receptor Locations Future Development Area - Specific Plan Buildout



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5.3.4 THRESHOLDS OF SIGNIFICANCE

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

- AQ-1 Conflict with or obstruct implementation of the applicable air quality plan;
- AQ-2 Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard;
- AQ-3 Expose sensitive receptors to substantial pollutant concentrations; or
- AQ-4 Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Regional Thresholds

The SCAQMD's most recent regional significance thresholds from March 2023 for regulated pollutants are listed in Table 5.3-6. The SCAQMD's CEQA air quality methodology provides that any projects that result in daily emissions that exceed any of the thresholds in Table 5.3-6 would be considered to have both an individually (project-level) and cumulatively significant air quality impact.

Table 5.3-6: SCAQMD Regional Air Quality Thresholds

Pollutant	Construction	Operations
NOx	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM10	150 lbs/day	150 lbs/day
PM2.5	55 lbs/day	55 lbs/day
SOx	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day

Localized Significance Thresholds

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

Construction of the proposed Project would grade a maximum of 20 acres per day. As listed previously, the closest sensitive receptor to the Project is 11 feet from the Opening Year – Option 1 Project site boundary and 13 feet from the Future Development Area – Specific Plan Buildout boundary. LST methodology explicitly states that "It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters (82 feet) to the nearest receptor should use the LSTs for receptors

located at 25 meters (82 feet)” (SCAQMD, 2008). As such, for distances located less than 82 feet from the development sites, a 25-meter receptor distance is used.

Although the total acreage disturbed is a maximum of 20 acres per day, which is more than 5 acres per day for construction activities, the 5-acre LST look-up tables can be used as a screening tool to determine which pollutants require additional detailed analysis. This approach is conservative as it assumes that all onsite emissions associated with a 20-acre area would occur within a concentrated 5-acre area. This over-predicts potential localized impacts by assuming that onsite construction activities are occurring over a smaller area, and the resulting concentrations of air pollutants are more highly concentrated. On a larger site, the same amount of air pollutants generated would disperse over a larger surface area and would result in lower concentrations (Urban Crossroads, 2021). As such, LSTs for a 5-acre site during construction are used as a screening tool to determine if further detailed analysis is required, or if impacts would be less than significant. Tables 5.3-7 and 5.3-8 list the thresholds that are used to evaluate LST emissions.

Table 5.3-7: SCAQMD Construction Localized Significance Thresholds

Scenario	Area	Construction Localized Threshold (lbs/day)			
		NO _x	CO	PM ₁₀	PM _{2.5}
Opening Year – Option 1	1	274	1,824	18	8
	2	270	1,746	14	8
	3	270	1,746	14	8
	4	270	1,746	14	8
	5	270	1,746	14	8
Opening Year – Option 2	1	274	1,824	18	8
	2	270	1,746	14	8
	3	271	1,772	15	8
	4	271	1,772	15	8
	5	298	2,318	40	10
Future Development Area – Specific Plan Buildout	1	270	1,746	14	8
	2	270	1,746	14	8
	3	270	1,746	14	8

Source: Urban Crossroads, 2021 (Appendix C to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Table 5.3-8: SCAQMD Operational Localized Significance Thresholds

Scenario	Area	Operational Localized Threshold (lbs/day)			
		NO _x	CO	PM ₁₀	PM _{2.5}
Opening Year – Option 1	1	274	1,824	5	2
	2	270	1,746	4	2
	3	270	1,746	4	2
	4	270	1,746	4	2
	5	270	1,746	4	2
Opening Year – Option 12	1	274	1,824	5	2
	2	270	1,746	4	2
	3	271	1,772	4	2
	4	271	1,772	4	2
	5	298	2,318	10	3
Future Development Area – Specific Plan Buildout	1	270	1,746	4	2

Scenario	Area	Operational Localized Threshold (lbs/day)			
		NO _x	CO	PM ₁₀	PM _{2.5}
	2	270	1,746	4	2
	3	270	1,746	4	2

Source: Urban Crossroads, 2021 (Appendix C to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

CO Hotspots

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

Diesel Mobile Source Health Risk Threshold

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

5.3.5 METHODOLOGY

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

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

AQMP Consistency

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

1. The Project would not generate population and employment growth that would be inconsistent with SCAG's growth forecasts.
2. The Project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Consistency Criterion No. 1 refers to the SCAG's growth forecast and associated assumptions included in the AQMP. The future air quality levels projected in the AQMP are based on SCAG's growth projections, which are based, in part, on the general plans of cities and counties located within the SCAG region. Projects that are consistent with the SCAG's growth forecast are accounted for and consistent with the assumptions and modeling within the AQMP.

Consistency Criterion No. 2 refers to the CAAQS. Projects that do not exceed South Coast AQMD's regional significance thresholds for operation-phase emissions are consistent with the assumptions and modeling within the AQMP.

Construction

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

In addition, to determine whether or not construction activities associated with development of the Project would create significant adverse localized air quality impacts on nearby sensitive receptors, the worst-case daily emissions contribution from the proposed Project was compared to SCAQMD's LSTs that are based on the pounds of emissions per day that can be generated by a project without causing or contributing to adverse localized air quality impacts. The daily total onsite combustion, mobile, and fugitive dust emissions associated with construction was combined and evaluated against SCAQMD's LSTs for a 5-acre site. Although the proposed Project would grade a maximum of 20 acres per day, use of the 5-acre threshold provides a conservative evaluation because it estimates emissions of the 20 acres and concentrates them into a 5-acre site.

Operations

Long-term (i.e., operational) regional emissions of criteria air pollutants and precursors, including mobile- and area-source emissions from the Project, were also quantified using the CalEEMod computer model. Area-source emissions were modeled according to the size and type of the land uses proposed. Mass mobile-source emissions were modeled based on the increase in daily vehicle trips that would result from the proposed Project. Trip generation rates were available from the traffic impact analysis prepared for the proposed Project (see Appendix K of the 2021 Draft EIR). Predicted long-term operational emissions were compared with applicable SCAQMD thresholds for determination of significance.

Trip Length

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

Onsite Equipment Emissions

It is common for industrial warehouse buildings to require cargo handling equipment to move empty containers and empty chassis to and from the various pieces of cargo handling equipment that receive and distribute containers. For purposes of analysis, it is assumed that Opening Year Development would require onsite operational equipment of up to ten 200 horsepower (hp), compressed natural gas or gasoline-powered tractors/loaders/backhoes operating 4 hours a day for 365 days of the year and Future Development would require onsite operational equipment of up to four 200 horsepower (hp), compressed natural gas or gasoline-powered tractors/loaders/backhoes operating 4 hours a day for 365 days of the year.

Project Health Effects

The Co-Benefits Risk Assessment Health Impact Screening and Mapping Tool (COBRA) is a tool published by the United States Environmental Protection Agency (USEPA) that is designed to estimate the impacts to human health that may occur as a result of changes in ozone and PM_{2.5} concentrations. COBRA includes a built-in air quality model for estimating ozone and PM_{2.5} concentrations based on precursor pollutant mass emissions. Based on the USEPA's description of the model, COBRA is intended for use by State and local governments to explore how changes in air pollution from clean energy policies and programs can affect human health at the county, State, regional, and national levels, to estimate the economic value of the health benefits associated with clean energy policies and programs to compare against program costs, and to map the air quality and health related benefits from reductions in emissions of PM_{2.5}, SO₂, NO_x, and VOCs that result from clean energy policies and programs. In order to estimate regional health impacts that may result from criteria and precursor pollutants emitted by the proposed Project, the peak daily emissions for each Project scenario were utilized in the COBRA model (Recirculated Draft EIR Appendix B).

5.3.6 ENVIRONMENTAL IMPACTS

As detailed in Section 3.0, *Project Description*, the proposed Project would develop up to 3,235,836 SF of industrial uses, including distribution, warehousing, e-commerce, light assembly, and business park uses through the adoption and implementation of the proposed Specific Plan and the proposed rezoning of the Upzone Site. To provide flexibility and ensure that the impacts are identified, the following analysis for Specific Plan impacts includes the following three scenarios:

Specific Plan

- **Opening Year Development in Planning Area A.** Impacts that would result from the two industrial business park development options proposed within the Specific Plan's Planning Area A:
 - **Opening Year – Option 1 (Project-Level Analysis):** This option consists of a 383,000 SF warehouse on 17.7 acres at Development Site 1, a 1,251,640 SF warehouse on 57.6 acres at Development Site 2, a 479,000 SF warehouse on 30.5 acres at Development Site 3, and an ancillary truck trailer parking area on 9.5 acres at Development Site 4.

- **Opening Year – Option 2 (Project-Level Analysis Unless Otherwise Noted):** This option consists of a 710,400 SF warehouse on 36.7 acres at Development Site 1, a 1,251,640 SF warehouse on 57.6 acres of Development Site 2, a 750,000 SF warehouse on 37.7 acres at Development Site 3, and an ancillary truck trailer parking area on 9.5 acres at Development Site 4.
- **Future Development – Specific Plan Buildout (Programmatic Analysis Unless Otherwise Noted):** Impacts that would result from the full buildout of the approximately 213-acre Specific Plan Area pursuant to the implementation of the Specific Plan, which is expected to occur by the year 2040. These impacts are analyzed at the programmatic level based on the future buildout of the entire Specific Plan (i.e., buildout of both Planning Area A and Planning Area B to their maximum FAR, which is inclusive of both Opening Year Option 1 and Option 2, although Option 1 and Option 2 impacts are analyzed at a project-level).

Upzone Site (Programmatic Analysis Unless Otherwise Noted). The 24-acre Upzone Site would be redesignated and rezoned from Low Density Residential (LDR) and Residential Single with 20,000 SF Lot Minimums (RS-20M) to Medium Density Residential (MDR) and Residential Multiple (RM), respectively, to allow for the development of up to 480 dwelling units (20 dwelling units per acre) to offset the loss of residential land use designations and zoning at the Specific Plan area. (No physical development or improvements are proposed by this Project.)

This Section of the EIR, *Air Quality*, provides a project-level analysis of Opening Year Development – Option 1, Opening Year Development – Option 2, and the Future Development area and a programmatic analysis for the Upzone Site.

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

Significant and Unavoidable Impact.

Specific Plan Area and Upzone Site

With regard to Consistency Criterion No. 1, the South Coast AQMD's 2022 AQMP is the applicable air quality plan for the proposed Project. Projects that are consistent with the regional population, housing, and employment forecasts identified by SCAG are considered to be consistent with the AQMP growth projections, since the forecast assumptions by SCAG forms the basis of the land use and transportation control portions of the AQMP. Additionally, because SCAG's regional growth forecasts are based upon, among other things, land uses designated in general plans, a project that is consistent with the land use designated in a general plan would also be consistent with the SCAG's regional forecast projections, and thus also with the AQMP growth projections.

Implementation of the proposed Specific Plan would require approval of a Policy Plan Amendment and Zoning Amendment. The Policy Plan Amendment would re-designate the entire Specific Plan area from Very Low Density Residential (VLDR) and Low Density Residential (LDR) to Special Development (SD) that would result in up to 3,235,836 sf of industrial and business park land uses over three phases. The Zoning Amendment would change the zoning of the Specific Plan area from Single Residential with 1 - Acre Minimum Lot and Additional Agriculture Overlay (RS-1-AA) and Single Residential with 20,000 SF Lot Minimums (RS-20M) to Specific Plan (SP). The buildout of the Specific Plan Area would be much greater under the proposed Project than under the existing Countywide Plan and zoning designations for the site.

Similarly, the Project for the Upzone Site would change the Countywide Plan land use from Residential Single With 20,000 Square Feet Lot Minimums (RS-20M) that allows for up to 52 dwelling units on the site to Medium Density Residential (MDR) with a zoning designation of RM (Multiple Residential). Under the

proposed Zoning, a total of approximately 480 dwelling units could be developed within the Upzone Site. As such, the Project would allow for is a net increase of 428 dwelling units on the Upzone site.

As detailed in Section 5.13, *Population and Housing*, of the 2021 Draft EIR, buildout of the Specific Plan would result in an additional 2,709 jobs in Bloomington by 2040.

As detailed in Section 5.13, *Population and Housing*, it was estimated that the unincorporated San Bernardino County had 58,800 jobs in 2016 and SCAG projections show 72,900 jobs in the unincorporated County by 2045, which is an increase of 14,100 jobs. The 2,709 jobs that would occur from implementation of the Project at full buildout and maximum capacity would be 19 percent of the anticipated growth. Therefore, the growth that would result from the Project is within existing projections, and the additional jobs provided by the proposed Project would be within and consistent with SCAG's growth projections, and within the growth assumptions of the AQMP. Thus, the proposed Project would comply with AQMD AQMP Consistency Criterion No. 1.

Regarding Consistency Criterion No. 2, which evaluates the potential of the proposed Project to increase the frequency or severity of existing air quality violations; as described previously, an impact related to Consistency Criterion No. 2 would occur if the long-term emissions associated with the proposed Project would exceed SCAQMD's regional significance thresholds for operation-phase emissions. As detailed below in Impact AQ-2, each of the Project scenarios would result in regional operational-source emissions that would exceed the thresholds of significance for VOC and NO_x emissions after implementation of requirements and Mitigation Measures AQ-10 through AQ-24; and therefore, would result in an increase in the frequency or severity of existing air quality violations and contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. Therefore, the proposed Project would result in an impact related to Consistency Criterion No. 2. It should be noted that the evaluation of operational impacts is conservative as it evaluates the maximum potential buildout of the Specific Plan and does not account for implementation of AQMD Rule 2305, Warehouse Indirect Source Rule.

Overall, despite the Project's consistency with SCAG's regional growth forecasts, the Project would lead to increased regional air quality emissions that would exceed thresholds. Therefore, the proposed Specific Plan would result in a conflict with, or obstruct, implementation of the AQMP and impacts would be significant and unavoidable after implementation of the mitigation measures detailed below.

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

Construction

Less than Significant with Mitigation Incorporated.

Specific Plan Area & Upzone Site

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

Construction emissions are short-term and temporary. The maximum daily construction emissions for the proposed Specific Plan were estimated using CalEEMod; and the modeling includes compliance with SCAQMD Rules 403 and 1113 (described above), which are included as RR AQ-3 and would reduce air contaminants during construction. Tables 5.3-9 provides the maximum daily emissions of criteria air pollutants from construction of the Opening Year – Option 1, the Opening Year – Option 2, and the Future Development Area- Specific Plan Buildout.

Table 5.3-9: Maximum Peak Construction Emissions Without Mitigation

Development Scenario	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Opening Year – Option 1	200.88	166.89	173.15	0.51	35.21	12.15
Opening Year – Option 2	256.12	170.64	196.34	0.60	42.20	14.06
Future Development Area - Specific Plan Buildout	271.99	166.89	173.15	0.51	35.21	12.15
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	Yes	Yes	No	No	No	No

Source: Urban Crossroads, 2021 (Appendix C to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

As shown in Table 5.3-9, emissions resulting from construction would exceed criteria pollutant thresholds for VOC and NO_x in all three scenarios. Thus, Mitigation Measures AQ-1 and AQ-2 are included to require the construction activities to utilize “Super-Compliant” low VOC paints that have no more than 10g/L of VOC and low VOC paints in parking lots that have no more than 50 g/L of VOC, which exceeds the regulatory VOC limits put forth by SCAQMD’s Rule 1113 and require that off-road diesel construction equipment greater than 50 horsepower (>50 HP) to be CARB certified tier 4 or higher. In addition, while not quantifiable for emissions reductions, Mitigation Measures AQ-3 through AQ-9 would require certain grading restrictions, equipment usage restrictions, a community liaison, provisions for construction worker meals, and providing information on transit. With implementation of Mitigation Measures AQ-1 through AQ-9, emissions of VOC and NO_x from construction activities would be reduced to below the SCAQMD significance thresholds in all three scenarios, and impacts would be less than significant, as shown on Table 5.3-10.

Table 5.3-10: Maximum Peak Construction Emissions with Mitigation Incorporated

Development Scenario	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Opening Year – Option 1	39.13	79.49	187.78	0.51	31.52	8.73
Opening Year – Option 2	49.84	83.24	210.98	0.60	38.52	10.63
Future Development Area - Specific Plan Buildout	46.91	79.49	187.78	0.51	31.52	8.73
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: Urban Crossroads, 2021 (Appendix C to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Operation

Significant and Unavoidable.**Specific Plan Area**

Implementation of the Specific Plan would result in long-term emissions of criteria air pollutants from area sources generated by the proposed industrial, warehousing, and office uses, such as vehicular emissions, natural gas consumption, landscaping, and use of consumer products. As shown in Tables 5.3-11 and 5.3-12, the Opening Year – Option 1 operational activities would exceed the numerical thresholds of significance established by the SCAQMD for emissions of both VOC and NO_x. Additionally, the Opening Year – Option 2 and the Future Development Area - Specific Plan Buildout would also exceed the thresholds of significance for emissions of NO_x.

Table 5.3-11: Summary of Peak Summer Operational Emissions

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Opening Year – Option 1						
Area Source	49.84	6.76E-03	0.74	5.00E-05	2.65E-03	2.65E-03
Energy Source	0.09	0.81	0.68	4.87E-03	0.06	0.06
Mobile Source	13.99	170.91	140.70	0.94	52.07	15.39
Onsite Equipment	0.98	10.14	6.07	0.03	0.35	0.32
Total Maximum Daily Emissions	64.89	181.87	148.19	0.97	52.48	15.77
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	No	No	No	No
Opening Year – Option 2						
Area Source	61.83	8.39E-03	0.92	7.00E-05	3.29E-03	3.29E-03
Energy Source	0.11	1.04	0.88	6.25E-03	0.08	0.08
Mobile Source	18.91	229.96	190.62	1.26	70.04	20.67
Onsite Equipment	1.22	12.68	7.59	0.03	0.44	0.40
Total Maximum Daily Emissions	82.08	243.69	200.00	1.30	70.56	21.15
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	No	No	No	No
Future Development Area - Specific Plan Buildout						
Area Source	25.95	0.00	0.23	0.00	0.00	0.00
Energy Source	0.06	0.57	0.48	0.00	0.04	0.04
Mobile Source	9.28	105.12	105.60	0.73	43.16	12.38
Onsite Equipment	0.44	4.14	3.00	0.01	0.15	0.14
Total Maximum Daily Emissions	100.63	291.71	257.50	1.72	95.84	28.34
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	No	No	No	No

Source: Urban Crossroads, 2021 (Appendix C to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Table 5.3-12: Summary of Peak Winter Operational Emissions

Development Scenario	Source	Emissions (lbs/day)					
		VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Opening Year – Option 1							
Area Source		49.84	6.76E-03	0.74	5.00E-05	2.65E-03	2.65E-03
Energy Source		0.09	0.81	0.68	4.87E-03	0.06	0.06
Mobile Source		13.07	174.94	114.71	0.92	51.96	15.34
Onsite Equipment		0.98	10.14	6.07	0.03	0.35	0.32
Total Maximum Daily Emissions		63.98	185.90	122.20	0.95	52.37	15.73
SCAQMD Regional Threshold		55	55	550	150	150	55
Threshold Exceeded?		Yes	Yes	No	No	No	No
Opening Year – Option 2							
Area Source		61.83	8.39E-03	0.92	7.00E-05	3.29E-03	3.29E-03
Energy Source		0.11	1.04	0.88	6.25E-03	0.08	0.08
Mobile Source		17.66	235.33	155.26	1.24	69.90	20.61
Onsite Equipment		1.22	12.68	7.59	0.03	0.44	0.40
Total Maximum Daily Emissions		80.83	249.06	164.64	1.28	70.42	21.10
SCAQMD Regional Threshold		55	55	550	150	150	55
Threshold Exceeded?		Yes	Yes	No	No	No	No
Future Development Area - Specific Plan Buildout							
Area Source		25.95	0.00	0.23	0.00	0.00	0.00
Energy Source		0.06	0.57	0.48	0.00	0.04	0.04
Mobile Source		8.61	107.56	86.38	0.72	43.08	12.35
Onsite Equipment		0.44	4.14	3.00	0.01	0.15	0.14
Total Maximum Daily Emissions		99.04	298.17	212.30	1.68	95.65	28.27
SCAQMD Regional Threshold		55	55	550	150	150	55
Threshold Exceeded?		Yes	Yes	No	No	No	No

Source: Urban Crossroads, 2021 (Appendix C to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

It is important to note that the majority of VOC emissions are derived from consumer products. For analytical purposes, consumer products include cleaning supplies, aerosols, and other consumer products. As such, the Project applicant cannot meaningfully control the use of consumer products by future building users via mitigation. On this basis, it is concluded that Project operational-source VOC emissions cannot be definitively reduced below applicable SCAQMD thresholds.

Mitigation Measure AQ-10 would be implemented to install signs at loading dock facilities that restrict idling to no more than 5 minutes pursuant to Title 13 of the California Code of Regulations, Section 2485. Mitigation Measures AQ-11 and AQ-15 would incorporate energy efficient vendor trucks. Mitigation Measure AQ-12 requires electric vehicle charging stations and a minimum of 5 carpool parking spaces at each building. Mitigation Measure AQ-13 requires all buildings to be designed to provide infrastructure to support use of electric-powered forklifts and/or other interior vehicles. Mitigation Measure AQ-14 requires that a Transportation Management Association (TMA) or similar mechanism shall be established by the Project to encourage and coordinate carpooling. Mitigation Measure AQ-16 requires record keeping for trucks accessing the site. Mitigation Measure AQ-17 would include installation of onsite signage at truck exits

providing directional information to the truck route and Mitigation Measure AQ-18 requires meal options onsite or shuttles to nearby meal destinations. However, with compliance with existing rules, and implementation of the mitigation measures, emissions would continue to exceed regional thresholds of significance established by the SCAQMD for emissions of VOC and NO_x. Additionally, it should be noted that the majority of the Project's NO_x emissions are derived from vehicle usage. Since neither the Project applicant nor the County have regulatory authority to control tailpipe emissions and these emissions are dependent on state and federal regulations, as well as private sector technological advancements, as further discussed under *Feasibility of Zero Emission Trucks*, no additional feasible mitigation measures exist that would reduce these emissions to levels that are less-than-significant. Therefore, operation of the Specific Plan would result in VOC and NO_x emissions that would be significant and unavoidable.

Feasibility of Zero Emission Trucks

As of 2025, the use of zero-emission heavy-duty trucks in support of uses such as those proposed by the Project remains infeasible given the extremely limited commercial availability of zero-emission trucks, as well as infrastructure limitations, including limited truck-accessible charging/refueling stations and electrical grid capacity. While many heavy-duty truck manufacturers have released zero-emission battery electric and hydrogen-powered trucks, these vehicles have yet to reach large scale production, and their use remains extremely limited. Tesla first revealed the Tesla Semi in 2017, and an initial order for 100 trucks was placed by PepsiCo. However, the Tesla Semi did not enter production until 2022, and, as of April 2024, only 36 trucks have been delivered to PepsiCo, with additional orders placed by UPS, Walmart, Sysco, Schneider, and ASKO Norway remaining unfulfilled. Although the Tesla Semi was initially slated to begin production in 2019, with production expected to hit 50,000 units in 2024, battery production constraints have severely limited production, and it is uncertain at this time when these orders may be expected to be fulfilled.³

Facing delays with the Tesla Semi, several companies have turned to other vehicle manufacturers, including Daimler's eCascadia. However, with a significantly shorter range of approximately 230 miles compared to the 500-mile range of the Tesla Semi, the eCascadia's use case is significantly limited in comparison. As of late 2023, Schneider has taken delivery of 92 eCascadias⁴, representing 0.9 percent of the company's fleet of 10,600 tractors.⁵ To note, the typical range of diesel-fueled trucks is 1,300 to 1,800 miles on a full tank.⁶

The limited availability of zero-emission medium- and heavy-duty vehicles is further detailed in CARB's Emission Factor (EMFAC) Model, as well as data published by HVIP. EMFAC model outputs provide detailed information as to the vehicle fleet in California, including fuel types for various vehicle classes and vehicle populations. Per EMFAC data, in 2024, battery electric trucks made up 0.01 percent of California's medium-duty truck fleet, and 0.21 percent of the heavy-duty truck fleet.⁷ Similarly, based on HVIP's Zero-Emission Vehicle Population Dashboard,⁸ as of October 2024, there are currently 226 medium-duty and 197 heavy-duty zero-emission vehicles within the SCAQMD jurisdiction, which includes Orange, Riverside, and San Bernardino Counties, as well as much of Los Angeles County. In 2023, statewide deliveries totaled 183

³<https://www.reuters.com/business/autos-transportation/tesla-semi-trucks-short-supply-pepsico-its-rivals-use-competing-ev-big-rigs-2024-04-19/>

⁴ <https://electrek.co/2023/11/20/schneider-1-million-emission-free-miles-freightliner-ecascadia-electric-trucks/>

⁵ <https://schneider.com/resources/infographic/schneider-by-the-numbers>

⁶ <https://conmet.com/extend-electric-truck-range/>

⁷ <https://arb.ca.gov/emfac/>

⁸ <https://californiahvip.org/industryinitiatives/#cavezdashboard>

medium-duty vehicles and 121 heavy-duty vehicles, while in 2024 there have been no medium-duty truck vehicle deliveries and 13 heavy-duty truck deliveries.

Further, the availability of truck accessible vehicle charging stations and hydrogen refueling stations in California (and the United States as a whole) severely limits the feasibility of zero-emission trucks. Although the California Energy Commission estimates that there are over 11,000 DC fast charging stations in California,⁹ the vast majority of these are intended to accommodate light duty passenger vehicles and lack the accessibility for medium- and heavy-duty trucks. California's first publicly accessible DC fast charging station for medium- and heavy-duty trucks opened in March 2023 in Otay Mesa.¹⁰ In addition, based on data provided by the U.S. Department of Energy Alternative Fuels Data Center, as of February 2025, there are currently 12 publicly accessible DC fast charging stations with a total of 129 EV charging ports across the United States and Canada that are capable of accommodating heavy-duty (class 6-8) trucks.¹¹ Therefore, at one time, only 129 heavy-duty trucks would be capable of charging across Canada and the United States.

As of early 2024, medium- and heavy-duty truck DC fast charging depots are planned for three locations in California along Interstate (I) 5 in the Central Valley as well as in Blythe¹², the lack of charging stations severely limits the useful range of battery electric trucks, effectively restricting their use to local routes only.

Adoption and implementation of hydrogen fuel cell trucks face similar challenges. Based on data provided by the California Energy Commission, there are currently 68 light-duty vehicle hydrogen refueling stations in California.¹³ However, similar to DC fast chargers, these stations are intended for use by light duty passenger vehicles and would not be capable of accommodating medium- and heavy-duty trucks. According to the United States Department of Energy Alternative Fuels Data Center, as of February 2025, there are five hydrogen refueling stations across the United States and Canada that are capable of accommodating heavy-duty (class 6-8) trucks.¹⁴

Although infrastructure improvements and the installation of medium- and heavy-duty truck capable DC fast chargers and hydrogen fueling stations are currently in progress, the current state of charging and refueling infrastructure severely limits the feasibility of ZEV trucks beyond local routes where charging or hydrogen refueling would not be necessary outside of the location where trucks would be domiciled (Urban, 2025).

Finally, according to SCAQMD, based on the current state of the electrical grid and the increasing adoption of electric vehicles in California, significant investments in the grid will need to occur in the coming decades to keep pace. However, these upgrades will be spread out over a period of decades such that the costs, which would equate to billions of dollars, of infrastructure upgrades in any given year may be kept reasonable.¹⁵ Nevertheless, the Project would include Mitigation Measures AQ-19 and AQ-20, which would

⁹ <https://www.energy.ca.gov/data-reports/energy-almanac/zero-emission-vehicle-and-infrastructure-statistics/electric-vehicle>

¹⁰ <https://www.sempra.com/cas-first-public-dc-fast-chargers-electric-medium-and-heavy-duty-vehicles-truck-stop-open-public>

¹¹ <https://afdc.energy.gov/stations#/find/nearest>

¹² <https://www.canarymedia.com/articles/ev-charging/big-electric-truck-charging-depots-are-coming-soon-to-california>

¹³ <https://www.energy.ca.gov/data-reports/energy-almanac/zero-emission-vehicle-and-infrastructure-statistics/hydrogen-refueling>

¹⁴ <https://afdc.energy.gov/stations#/find/nearest>

¹⁵ SCAQMD. (2021). *Letter from Office of the Executive Officer to Partners in Environmental Justice and Environmental Health*.

require the use of light-duty, medium-duty, and heavy-duty trucks when such trucks become commercially available, as defined in Section 5.3.11 below.

Upzone Site

As described previously, the Project would change the Countywide Plan land use designation of the site from Residential Single With 20,000 Square Feet Lot Minimums (RS-20M) that allows for up to 52 dwelling units on the Upzone Site to Medium Density Residential (MDR) with a zoning designation of RM (Multiple Residential). Under the proposed Zoning, a net increase of 428 dwelling units could be developed on the site. Table 5.3-13 provides the daily regional emissions from operation of buildout of the existing zoning, and buildout of the proposed zoning, and details the net change from the Project. As shown, operation of the proposed zoning at buildout of the Upzone Site would not exceed any of the thresholds of significance, and impacts related to operation of the proposed residential zoning at buildout on the Upzone Site would be less than significant.

Table 5.3-13: Summary of Projected Change in Emissions from the Upzone Site

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Existing Zoning	24.05	5.29	18.72	0.05	3.77	1.12
Proposed Zoning	34.03	48.78	172.76	0.46	34.75	10.33
Net Change (Proposed – Existing)	9.98	43.50	154.05	0.41	30.99	9.21
SCAQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Winter						
Area Source	23.97	5.42	17.05	0.05	3.76	1.12
Energy Source	33.30	50.00	157.38	0.44	34.74	10.33
Net Change (Proposed – Existing)	9.33	44.58	140.33	0.39	30.97	9.21
SCAQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: Urban Crossroads, 2021 (Appendix C5 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Health Impacts of Emissions

This Recirculated Draft EIR identifies a significant and unavoidable impact with respect to operational NO_x and VOC emissions, due largely to the use of consumer products and trucking operations. In December 2018, in the case of *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502 (“Friant Ranch”), the California Supreme Court held that an EIR’s air quality analysis must meaningfully connect the identified air quality impacts to the human health consequences of those impacts or meaningfully explain why that analysis cannot be provided. The SCAQMD has jurisdiction over 17 million people (44% of the population of the state of California) and provides regular guidance as to the most recent and updated air quality modeling and health impact evaluations. Through SCAQMD’s production of the Multiple Air Toxic Exposure Studies (MATES), among air toxic and health studies, it is situated to provide guidance on how lead agencies should correlate air quality impacts with specific health outcomes.

SCAQMD’s latest published guidance discusses that potential health impacts of criteria pollutants are analyzed on a regional level, not on a facility/project level. The SCAQMD and the San Joaquin Valley

Unified Air Pollution Control District (APCD), experts in the area of air quality, both recognize that a meaningful, accurate analysis of potential health impacts resulting from criteria pollutants is not currently possible and not likely to yield substantive information that promotes informed decision making. The San Joaquin Valley Unified APCD, in its amicus curiae brief for the recent California Supreme Court decision in *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, explained that “it is not feasible to conduct a [health impact analysis] for criteria air pollutants because currently available computer modeling tools are not equipped for this task.” The San Joaquin Valley Unified APCD described a project-specific health impact analysis as “not practicable and not likely to yield valid information” because “currently available modeling tools are not well suited for this task.” The San Joaquin Valley Unified APCD further noted that “...the CEQA air quality analysis for criteria pollutants is not really a localized, project-level impact analysis but one of regional” cumulative impacts.

The SCAQMD *Brief*, as SCAQMD’s latest published guidance on the issue, discusses that it may be infeasible to quantify health risks caused by projects similar to the proposed Project, due to many factors.¹⁶ It is necessary to have data regarding the sources and types of air toxic contaminants, location of emission points, velocity of emissions, the meteorology and topography of the area, and the location of receptors (worker and residence). The *Brief* states that it may not be feasible to perform a health risk assessment for airborne toxics that will be emitted by a generic industrial building that was built on “speculation” (i.e., without knowing the future tenant(s). Even where a health risk assessment can be prepared, however, the resulting maximum health risk value is only a calculation of risk--it does not necessarily mean anyone will contract cancer as a result of the Project. The *Brief* also cites the author of the CARB methodology, which reported that a PM_{2.5} methodology is not suited for small projects and may yield unreliable results. Similarly, SCAQMD staff does not currently know of a way to accurately quantify O₃-related health impacts caused by NO_x or VOC emissions from relatively small projects, due to photochemistry and regional model limitations. The *Brief* concludes, with respect to the Friant Ranch EIR, that although it may have been technically possible to plug the data into a methodology, the results would not have been reliable or meaningful. Nevertheless, despite SCAQMD’s guidance, a quantitative analysis of the proposed Project’s potential health impacts at a regional level is included below.

The Friant Ranch decision emphasized the need to correlate project-specific emissions to health outcomes, a task complicated by the scientific and technological challenges inherent in modeling secondary pollutants such as ozone and PM_{2.5}. Secondary pollutants are formed via complex chemical reactions involving multiple precursor emissions, influenced by atmospheric conditions, which makes the direct correlation of emissions to health outcomes challenging. The SJVAPCD and SCAQMD briefs highlight these complexities, asserting that currently available modeling tools are not equipped to provide reliable project-level health impact analyses. This underscores the lack of reliability in calculating regional health impacts, as emissions at an individual project level are often insufficient to affect regional pollutant concentrations; and thus, health impacts in a meaningful way.

Further, the SMAQMD issued interim recommendations in response to the Friant Ranch decision, stating that there is no reliable quantitative methodology to correlate emissions from individual projects with specific health consequences (SMAQMD, 2019). The proposed Project follows these recommendations by relying on

¹⁶ While the SCAQMD *Brief* does not constitute substantial evidence according to the Court, it is utilized within this Recirculated Draft EIR to provide background on the position of SCAQMD on health impact analyses as a responsible agency for the Project.

established regional analyses and using health impact conclusions drawn from other large projects such as the Friant Ranch project, where no significant health impacts were identified at similar emission levels.

In addition to the SCAQMD and SJAQMD, multiple air districts as well as industry experts have considered application of *Friant Ranch* analysis. In its updated 2022 CEQA Guidelines, the Bay Area Air Quality Management District (BAAQMD) released additional guidance for demonstrating compliance with the 2018 Friant Ranch decision. Per the BAAQMD Guidelines, lead agencies should explain the nature and magnitude of any health impacts that may result from criteria air pollutants and “make a reasonable effort to connect a project’s emissions, where significant, to foreseeable health impacts or provide evidence as to why such an analysis is not scientifically possible” (BAAQMD, 2022).

The City of Los Angeles Department of City Planning, together with its Technical Advisory Panel of air quality experts, created a guidance document on Air Quality and Health Effects in response to the Friant Ranch case. The City's guidance further explains that “directly correlating a single project's emissions in a typical City EIR to quantifiable human health consequences is currently not scientifically feasible, as it is not possible to conduct such an analysis that would provide reliable or meaningful results. It is also infeasible to correlate regional emissions from local area-wide projects or plans identified in City EIRs to quantified human health consequences in any reliable or meaningful way, for many of the same reasons, and with additional challenges associated with separating and anticipating reasonably foreseeable emissions from other sources” (City of Los Angeles, 2019).

Further, the California Association of Environmental Professionals Climate Change Committee acknowledges the technical feasibility of conducting regional-scale criteria air pollutant modeling for individual projects but underscores the limitations of such models. The Committee concludes that these models result in analysis that has a high level of uncertainty, which can likely be considered speculative under CEQA (AEP, 2020).

Friant Ranch Analysis. The Friant Ranch project consisted of a 942-acre Specific Plan including 2,500 residential units and other uses, including a commercial center and a neighborhood electric vehicle network. The Friant Ranch project underwent a comprehensive health impact assessment using CAMx and BenMAP-CE to quantify the potential health impacts of NO_x, PM_{2.5}, and PM₁₀ emissions. Key findings from the Friant Ranch analysis include:

- **Peak Daily Emissions:** The estimated peak daily emissions for the Friant Ranch Project were estimated at 342 pounds per day of ROG/VOC, 438 pounds per day of NO_x, 174.7 pounds per day of PM₁₀, and 70.7 pounds per day of PM_{2.5}. Despite these emissions, the health impact modeling concluded that health risks from these pollutants were not significant or were within a margin of error, even under worst-case scenario assumptions.
- **Modeling Approach:** The CAMx model was used to model the potential incremental increase in ozone and PM_{2.5} concentrations in the region as a result of project emissions. This modeling indicated that project emissions would result in a maximum increase in pollutant concentration of 0.019% for ozone and 0.41% for PM_{2.5} at the most impacted grid cell compared to baseline 2020 background concentrations. The BenMAP model was used to estimate health effects in the region that would be expected as a result of these increased pollutant concentrations. Even with these stringent parameters, the health impacts—quantified in terms of mortality—were minimal. The findings emphasized that the potential increase in health incidences was negligible, particularly compared to the background health conditions of the region.

CSU Dominguez Hills Analysis. The CSU Dominguez Hills (CSUDH) project consisted of a 344-acre campus plan including student housing, university buildings and a 30,000-seat stadium. The CSUDH project also

underwent a similar air quality impact analysis using CAMx and BenMAP-CE to estimate changes in ambient $PM_{2.5}$, PM_{10} , and ozone concentrations due to project-related emissions:

- **Peak Daily Emissions:** The estimated peak daily emissions for the CSUDH Project were estimated at 482.6 pounds per day of ROG/VOC, 240.1 pounds per day of NO_x , and 79.5 pounds per day of $PM_{2.5}$. Despite these emissions, the health impact modeling concluded that health risks from these pollutants were not significant or were within a margin of error.
- **Health Impact Findings:** The results of the health impact modeling for the CSUDH project indicated a very small increase in health incidences, including mortality, asthma-related emergency room visits and respiratory-related hospital admissions, all of which were considered negligible. For all endpoints, the number of estimated incidences was less than 0.0058% of the background health incidences, indicating that health impacts were well within the margin of error.
- **Conservative Emissions Estimates:** The analysis utilized peak operational emissions, and these were modeled across the entire operational year, further emphasizing the conservative nature of the health impact conclusions. Even with this conservative approach, the resulting health impacts were deemed negligible.

Project Comparison to Friant Ranch and CSUDH

The Friant Ranch project is located within the San Joaquin Valley Air Basin; and the CSUDH project is located within the SCAB, similar to the proposed Project. While the comparative analysis references projects in other regions (e.g., Fresno County and Los Angeles County), the evaluation appropriately accounts for geographic differences by relying on air basin-specific background conditions, dispersion characteristics, and regional attainment status. The Friant Ranch and CSUDH studies were selected not for their identical geography, but because they represent established health impact modeling benchmarks using accepted methodologies. Since criteria pollutant health correlations (e.g., NO_x , VOC, $PM_{2.5}$, O_3) are based on standardized regional-scale relationships rather than localized geography, the relative conclusions regarding negligible incremental health impacts remain applicable across air basins once regional thresholds and dispersion factors are considered. The Project site benefits from favorable dispersion characteristics in the SCAB are as follows:

- **Stronger Wind Patterns:** Coastal winds, including Santa Ana winds, enhance the dispersal of pollutants, reducing the likelihood of pollutant accumulation near the Project site.

Given these favorable conditions, the SCAB's meteorology will likely enhance the dispersal of the proposed Project's emissions, mitigating any localized health impacts. Health effects associated with criteria air pollutants are diverse, including premature mortality, cardiovascular effects, increased healthcare utilization, respiratory illnesses, and reduced lung function. These impacts are particularly acute in sensitive receptors, such as children, the elderly, and those with preexisting respiratory conditions (Recirculated Draft EIR Appendix B).

Table 5.3-14 details that the proposed Project's emissions of ROG/VOC, SO_2 , and $PM_{2.5}$ are lower than those observed for CSUDH, and the proposed Project's ROG/VOC, NO_x , SO_2 , PM_{10} , and $PM_{2.5}$ emissions are lower than those observed for Friant Ranch. However, it should be noted that while the proposed Project's NO_x emissions are approximately 24 percent higher than those associated with the CSUDH project, the proposed Project's NO_x emissions are 32 percent lower than those associated with the Friant Ranch project. Although the Project's NO_x emissions are 24 percent higher than those identified for the CSUDH project, they remain 32 percent below those identified for the Friant Ranch project. Both of these analyses concluded that emissions from the respective projects would result in negligible health impacts. As a result, the potential health impacts are expected to be similar to or less than those expected to result from these projects, due

to the relative scale of emissions and resulting health impacts at a regional level, resulting in minimal increases in pollutant concentrations and health risk that is considered negligible. Because the proposed Project's emissions are generally less and do not exceed the emissions of the Friant Ranch and CSUDH projects (with the exception of Project NO_x emissions exceeding NO_x from CSUDH project), the proposed Project's potential health impacts would also be considered negligible.

Additionally, the COBRA model estimates health impacts associated with ozone and PM_{2.5}. Although the proposed Project would result in higher NO_x emissions compared to the CSUDH project, the proposed Project's VOC emissions are 79 percent lower than the CSUDH project. As such, any health impacts associated with the increase in NO_x emissions relative to the CSUDH project would be more than offset by the Project's significantly lower VOC emissions. This is evidenced in the health indicator data calculated by the COBRA model, which results in significantly lower mortality estimates for the proposed Project in comparison to the CSUDH project. Table 5.3-14 presents a comparison of the proposed Project's daily criteria pollutant emissions to those of the Friant Ranch and CSUDH projects.

Table 5.3-14: Comparison of Criteria Pollutant Emissions

Project	Emissions (lbs/day)				
	ROG	NO _x	SO _x	PM ₁₀	PM _{2.5}
Proposed Project – Specific Plan Buildout	100.63	298.17	1.72	95.84	28.34
Friant Ranch Project	342.00	438.00	N/A	174.70	70.70
CSUDH Project	482.60	240.10	2.70	N/A	79.50

Source: Urban Crossroads, 2025 (Recirculated Draft EIR Appendix B)

The Friant Ranch decision emphasized the need to correlate project-specific emissions to health outcomes, a task complicated by the scientific and technological challenges inherent in modeling secondary pollutants such as ozone and PM_{2.5}. Secondary pollutants are formed via complex chemical reactions involving multiple precursor emissions, influenced by atmospheric conditions, which makes the direct correlation of emissions to health outcomes challenging. The SJVAPCD and SCAQMD briefs and expert guidance from the City of Los Angeles and Association of Environmental Professionals highlight these complexities, asserting that currently available modeling tools are not equipped to provide reliable project-level health impact analyses. This underscores the lack of reliability in calculating regional health impacts, as emissions at an individual project level are often insufficient to affect regional pollutant concentrations and thus health impacts in a meaningful way. However, the information provided above and below is available for consideration of the potential for health effects to occur from implementation of the Project.

Proposed Project Health Effects

In order to estimate regional health impacts that may result from criteria and precursor pollutants emitted by the proposed Project, the peak daily emissions of ROG/VOC, NO_x, SO₂, and PM_{2.5} were utilized in the COBRA model. Table 5.3-15 presents the estimated health effects and the incremental increase in mortality from all causes that is estimated to occur as a result of emissions generated by the proposed Project at the regional level (Riverside, San Bernardino, Los Angeles, and Orange Counties).

Table 5.3-15: Proposed Project Health Indicators

Health Indicator	Proposed Project – Specific Plan Buildout	Baseline	% Increase
Total Mortality (low – high estimate) ¹	0.271 – 0.436	126,041	0.00022% – 0.00035%
Total Asthma Symptoms	264.194	N/A	N/A
Total Incidence, Asthma ²	1.605	1,417,065	0.00011%
Total Incidence, Hay Fever/Rhinitis	10.343	N/A	N/A
Total ER Visits, Respiratory ³	0.466	56,627	0.00082%
Total Hospital Admits, All Respiratory ⁴	0.036	120,584	0.00003%

Source: Urban Crossroads, 2025 (Recirculated Draft EIR Appendix B)

¹ California Department of Public Health 2020-2022 All Causes Mortality, with deaths due to drug overdoses, firearms, homicide, suicide, traffic crashes, and accidents removed (<https://www.cdph.ca.gov/Programs/CHSI/Pages/County-Health-Status-Profiles.aspx>)

² California Department of Public Health 2021-2022 Asthma Prevalence (<https://data.chhs.ca.gov/dataset/asthma-prevalence>)

³ California Department of Public Health Asthma Emergency Department Visit Rates (<https://data.chhs.ca.gov/dataset/asthma-emergency-department-visit-rates>)

⁴ California Department of Health Care Access and Information 2023 Hospital Inpatient Characteristics (<https://data.chhs.ca.gov/dataset/hospital-inpatient-characteristics-by-patient-county-of-residence>)

As shown in Table 5.3-15, based on the COBRA model, the proposed Project is estimated to result in an incremental increase in mortality of 0.436 percent (high estimate) as a result of increased concentrations of ozone and PM_{2.5} in the region due to Project emissions (0.124 attributable to ozone and 0.311 attributable to PM_{2.5}). Compared to baseline mortality estimates for the region, this represents an increase of approximately 0.00035 percent.

It should be noted that this incremental increase in mortality is consistent with other large projects. The incremental incidence increase in mortality from all causes for the Friant Ranch project was estimated at 0.000014 percent for ozone and 0.00039 percent for PM_{2.5}, for a total incremental increase of 0.00041 percent, which is similar to what would be expected from the proposed Project. For the CSUDH project, the project's emissions were estimated to result in an increase in mortality from all causes of 0.0032 percent attributable to ozone and PM_{2.5} combined, which is significantly higher than would be expected for the proposed Project. As such, emissions associated with the proposed Project would not result in significant health impacts due to increases in ozone and PM_{2.5} concentrations in the region.

The preceding comparative analysis of emissions and health impacts for the proposed Project relative to the Friant Ranch and CSUDH projects supports the conclusion that the proposed Project's emissions are similar to those reported in these two sample projects. Thus, emissions from buildout of the Specific Plan would be expected to result in similarly negligible health impacts. Additionally, modeling performed using the USEPA's COBRA model indicates that health risks would not differ significantly from what was reported for the Friant Ranch or CSUDH projects and remains negligible. Therefore, no significant health risks would occur associated with emissions from the Project.

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

CO Hotspots

Less than Significant Impact.

Specific Plan Area

An adverse CO concentration, known as a “hot spot”, would occur if an exceedance of the State’s one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur. The 2003 AQMP estimated traffic volumes that could generate CO concentrations to result in a “hot spot”. As shown on Table 5.3-16, the busiest intersection had a daily traffic volume of approximately 100,000 vehicles per day, and the 1-hour CO concentration was 4.6 ppm. This indicates that, even with a traffic volume of 400,000 vehicles per day, CO concentrations ($4.6 \text{ ppm} \times 4 = 18.4 \text{ ppm}$) would still not exceed the most stringent 1-hour CO standard (20.0 ppm).¹⁷

Table 5.3-16: Traffic Volumes for Intersections Evaluated in 2003 AQMP

Intersection Location	Peak Traffic Volumes (vph)				
	Eastbound (a.m./p.m.)	Westbound (a.m./p.m.)	Southbound (a.m./p.m.)	Northbound (a.m./p.m.)	Total (a.m./p.m.)
Wilshire-Veteran	4,954/2,069	1,830/3,317	721/1,400	560/933	8,062/7,719
Sunset-Highland	1,417/1,764	1,342/1,540	2,304/1,832	1,551/2,238	6,614/5,374
La Cienega-Century	2,540/2,243	1,890/2,728	1,384/2,029	821/1,674	6,634/8,674
Long Beach-Imperial	1,217/2,020	1,760/1,400	479/944	756/1,150	4,212/5,514

Source: Urban Crossroads, 2021 (Appendix C1 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

As shown on Table 5.3-17, with operation of the proposed Project in the opening year, the highest average daily trips on a segment of road in the opening year during AM and PM traffic is 7,169 vph and 7,605 vph, respectively, on Sierra Avenue and Interstate-10 Ramps. Also, Table 5.3-18 shows that in year 2040, the highest average daily trips on a segment of road in the opening year during AM and PM traffic is 7,749 vph and 10,3175 vph, respectively, on Sierra Avenue and Interstate-10 Ramps. These trips are lower than the highest daily traffic volumes of 100,000 vehicles per day at the intersection of Wilshire Boulevard and Veteran Avenue in the City of Los Angeles. As such, Project-related traffic volumes are less than the traffic volumes identified in the 2003 AQMP; and are not high enough to generate a CO “hot spot”. Therefore, impacts related to CO “hot spots” from operation of the proposed Project would be less than significant.

Table 5.3-17: Opening Year – Option 1 Peak Hour Traffic Volumes

Intersection Location	Peak Traffic Volumes (vph)				
	Eastbound (AM/PM)	Westbound (AM/PM)	Southbound (AM/PM)	Northbound (AM/PM)	Total (AM/PM)
Sierra Avenue/I-10 Ramps	1,844/2,435	2,438/2,487	1,755/1,561	1,132/1,122	7,169/7,605
Sierra Avenue/Slover Avenue	1,551/1,706	1,893/2,028	475/957	707/1355	4,626/6,046
Cedar Avenue/I-10 Westbound Ramp	1,649/1,915	2,364/1,867	0/0	1,079/999	5,092/4,781
Cedar Avenue/I-10 Eastbound Ramps	1,576/1,913	1,910/1,604	1,189/907	0/0	4,675/4,424

Source: Urban Crossroads, 2021 (Appendix C1 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

¹⁷ Based on the ratio of the CO standard (20.0 ppm) and the modeled value (4.6 ppm).

Table 5.3-18: Future Development Area – Specific Plan Buildout Year 2040 Peak Hour Traffic Volumes

Intersection Location	Peak Traffic Volumes (vph)				
	Eastbound (AM/PM)	Westbound (AM/PM)	Southbound (AM/PM)	Northbound (AM/PM)	Total (AM/PM)
Sierra Avenue/I-10 Ramps	1,950/4,827	2,954/2,828	1,725/1,534	1,120/1,128	7,749/10,317
Sierra Avenue/Slover Avenue	1,644/3,703	1,923/2,982	681/3,043	747/2,238	4,995/11,966
Sierra Avenue/Santa Ana Avenue	1,454/3,177	1,089/1,873	324/1,562	348/543	3,215/7,155
Cedar Avenue/I-10 Westbound Ramp	1,611/3,450	2,391/2,096	0/0	933/1,605	4,935/7,151

Source: Urban Crossroads, 2021 (Appendix C1 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Localized Construction Air Quality Impacts

Less than Significant with Mitigation.

Specific Plan Area

As discussed previously, the daily construction emissions generated onsite by the proposed Project are evaluated against SCAQMD's LSTs or a 5-acre site as a conservative screening analysis to determine whether the emissions would cause or contribute to adverse localized air quality impacts.

The appropriate Source Receptor Area (SRA) for the LST analysis is the Central San Bernardino Valley 1 air monitoring station (SRA 34). The closest sensitive receptor to the Project area is 11 feet from the Opening Year Development area boundary and 19 feet from the Future Development area boundary. Therefore, the LSTs for a receptor distance of 25 meters (82 feet) (the closest threshold) is used to evaluate LST emissions.

Table 5.3-19 identifies daily localized onsite emissions that are estimated to occur during construction of Opening Year – Option 1. As shown, emissions during the peak construction activity would not exceed the SCAQMD's localized significance thresholds under this scenario, and impacts would be less than significant.

Table 5.3-19: Localized Significance Emissions Peak Construction of Opening Year – Option 1

Area	Onsite Emissions	Emissions (lbs/day)			
		NO _x	CO	PM ₁₀	PM _{2.5}
Demolition					
1	Maximum Daily Emissions	8.67	5.95	1.00	0.48
	SCAQMD Localized Threshold	271	1,772	15	8
	Threshold Exceeded?	No	No	No	No
2	Maximum Daily Emissions	7.80	5.35	0.90	0.44
	SCAQMD Localized Threshold	270	1,746	14	8
	Threshold Exceeded?	No	No	No	No
3	Maximum Daily Emissions	4.77	3.27	0.55	0.27
	SCAQMD Localized Threshold	270	1,746	14	8
	Threshold Exceeded?	No	No	No	No
4	Maximum Daily Emissions	25.59	17.55	2.95	1.43
	SCAQMD Localized Threshold	270	1,746	14	8
	Threshold Exceeded?	No	No	No	No

Area	Onsite Emissions	Emissions (lbs/day)			
		NO _x	CO	PM ₁₀	PM _{2.5}
5	Maximum Daily Emissions	16.04	11.01	1.85	0.90
	SCAQMD Localized Threshold	282	1,980	25	9
	Threshold Exceeded?	No	No	No	No
Site Preparation					
1	Maximum Daily Emissions	14.29	5.13	3.38	1.58
	SCAQMD Localized Threshold	271	1,772	15	8
	Threshold Exceeded?	No	No	No	No
2	Maximum Daily Emissions	12.86	4.62	3.04	1.43
	SCAQMD Localized Threshold	270	1,746	14	8
	Threshold Exceeded?	No	No	No	No
3	Maximum Daily Emissions	7.86	2.83	1.86	0.87
	SCAQMD Localized Threshold	270	1,746	14	8
	Threshold Exceeded?	No	No	No	No
4	Maximum Daily Emissions	42.17	15.15	9.97	4.67
	SCAQMD Localized Threshold	270	1,746	14	8
	Threshold Exceeded?	No	No	No	No
5	Maximum Daily Emissions	26.44	9.50	6.25	2.93
	SCAQMD Localized Threshold	282	1,980	25	9
	Threshold Exceeded?	No	No	No	No
Grading					
1	Maximum Daily Emissions	13.10	8.05	2.34	0.97
	SCAQMD Localized Threshold	271	1,772	15	8
	Threshold Exceeded?	No	No	No	No
2	Maximum Daily Emissions	11.79	7.25	2.10	0.87
	SCAQMD Localized Threshold	270	1,746	14	8
	Threshold Exceeded?	No	No	No	No
3	Maximum Daily Emissions	7.21	4.43	1.29	0.53
	SCAQMD Localized Threshold	270	1,746	14	8
	Threshold Exceeded?	No	No	No	No
4	Maximum Daily Emissions	38.66	23.76	6.89	2.85
	SCAQMD Localized Threshold	270	1,746	14	8
	Threshold Exceeded?	No	No	No	No
5	Maximum Daily Emissions	24.24	14.90	4.32	1.79
	SCAQMD Localized Threshold	282	1,980	25	9
	Threshold Exceeded?	No	No	No	No

Source: Urban Crossroads, 2021 (Appendix C1 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Table 5.3-20 identifies daily localized onsite emissions that are estimated to occur during construction of the of Opening Year – Option 1. As shown, emissions during the peak construction activity would not exceed the SCAQMD's localized significance thresholds under this scenario, and impacts would be less than significant.

Table 5.3-20: Localized Significance Emissions Peak Construction of Opening Year – Option 2

Area	Onsite Emissions	Emissions (lbs/day)			
		NO _x	CO	PM ₁₀	PM _{2.5}
Demolition					
1	Maximum Daily Emissions	8.67	5.95	1.00	0.48
	SCAQMD Localized Threshold	271	1,772	15	8
	Threshold Exceeded?	No	No	No	No
2	Maximum Daily Emissions	7.80	5.35	0.90	0.44
	SCAQMD Localized Threshold	270	1,746	14	8
	Threshold Exceeded?	No	No	No	No
3	Maximum Daily Emissions	4.77	3.27	0.55	0.27
	SCAQMD Localized Threshold	270	1,746	14	8
	Threshold Exceeded?	No	No	No	No
4	Maximum Daily Emissions	25.59	17.55	2.95	1.43
	SCAQMD Localized Threshold	270	1,746	14	8
	Threshold Exceeded?	No	No	No	No
5	Maximum Daily Emissions	16.04	11.01	1.85	0.90
	SCAQMD Localized Threshold	282	1,980	25	9
	Threshold Exceeded?	No	No	No	No
Site Preparation					
1	Maximum Daily Emissions	14.29	5.13	3.38	1.58
	SCAQMD Localized Threshold	271	1,772	15	8
	Threshold Exceeded?	No	No	No	No
2	Maximum Daily Emissions	12.86	4.62	3.04	1.43
	SCAQMD Localized Threshold	270	1,746	14	8
	Threshold Exceeded?	No	No	No	No
3	Maximum Daily Emissions	7.86	2.83	1.86	0.87
	SCAQMD Localized Threshold	270	1,746	14	8
	Threshold Exceeded?	No	No	No	No
4	Maximum Daily Emissions	42.17	15.15	9.97	4.67
	SCAQMD Localized Threshold	270	1,746	14	8
	Threshold Exceeded?	No	No	No	No
5	Maximum Daily Emissions	26.44	9.50	6.25	2.93
	SCAQMD Localized Threshold	282	1,980	25	9
	Threshold Exceeded?	No	No	No	No
Grading					
1	Maximum Daily Emissions	13.10	8.05	2.34	0.97
	SCAQMD Localized Threshold	271	1,772	15	8
	Threshold Exceeded?	No	No	No	No
2	Maximum Daily Emissions	11.79	7.25	2.10	0.87
	SCAQMD Localized Threshold	270	1,746	14	8
	Threshold Exceeded?	No	No	No	No
3	Maximum Daily Emissions	7.21	4.43	1.29	0.53

Area	Onsite Emissions	Emissions (lbs/day)			
		NO _x	CO	PM ₁₀	PM _{2.5}
	SCAQMD Localized Threshold	270	1,746	14	8
	Threshold Exceeded?	No	No	No	No
	Maximum Daily Emissions	38.66	23.76	6.89	2.85
4	SCAQMD Localized Threshold	270	1,746	14	8
	Threshold Exceeded?	No	No	No	No
	Maximum Daily Emissions	24.24	14.90	4.32	1.79
5	SCAQMD Localized Threshold	282	1,980	25	9
	Threshold Exceeded?	No	No	No	No
	Maximum Daily Emissions	24.24	14.90	4.32	1.79

Source: Urban Crossroads, 2021 (Appendix C1 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Table 5.3-21 identifies daily localized onsite emissions that are estimated to occur during construction of the Future Development Area – Specific Plan Buildout. As shown, emissions during the peak construction activity would exceed the SCAQMD’s localized significance thresholds for PM₁₀ during site preparation activities under this scenario in Area 3. Therefore, Mitigation Measure AQ-2 would be implemented to reduce construction emissions.

Table 5.3-21: Localized Significance Emissions Peak Construction of Future Development Area – Specific Plan Buildout

Area	Onsite Emissions	Emissions (lbs/day)			
		NO _x	CO	PM ₁₀	PM _{2.5}
Demolition					
1	Maximum Daily Emissions	4.99	4.52	0.57	0.27
	SCAQMD Localized Threshold	270	1,746	14	8
	Threshold Exceeded?	No	No	No	No
2	Maximum Daily Emissions	8.32	7.54	0.95	0.45
	SCAQMD Localized Threshold	270	1,746	14	8
	Threshold Exceeded?	No	No	No	No
3	Maximum Daily Emissions	19.43	17.60	2.22	1.04
	SCAQMD Localized Threshold	270	1,746	14	8
	Threshold Exceeded?	No	No	No	No
Site Preparation					
1	Maximum Daily Emissions	12.78	5.58	3.95	1.81
	SCAQMD Localized Threshold	270	1,746	14	8
	Threshold Exceeded?	No	No	No	No
2	Maximum Daily Emissions	21.29	9.30	6.58	3.02
	SCAQMD Localized Threshold	270	1,746	14	8
	Threshold Exceeded?	No	No	No	No
3	Maximum Daily Emissions	49.69	21.71	15.35	7.04
	SCAQMD Localized Threshold	270	1,746	14	8
	Threshold Exceeded?	No	No	Yes	No
Grading					
1	Maximum Daily Emissions	12.72	8.57	2.49	1.00
	SCAQMD Localized Threshold	270	1,746	14	8

	Threshold Exceeded?	No	No	No	No
2	Maximum Daily Emissions	21.20	14.28	4.15	1.66
	SCAQMD Localized Threshold	270	1,746	14	8
	Threshold Exceeded?	No	No	No	No
3	Maximum Daily Emissions	49.47	33.31	9.68	3.88
	SCAQMD Localized Threshold	270	1,746	14	8
	Threshold Exceeded?	No	No	No	No

Source: Urban Crossroads, 2021 (Appendix C1 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

After implementation of Mitigation Measure AQ-2, which requires the use of Tier 4 Final construction equipment, emissions during peak site preparation activities would not exceed the SCAQMD's localized significance threshold, as shown on Table 5.3-22. Therefore, with implementation of regulatory requirements and mitigation measures, impacts related to localized significant emissions from construction activity would be less than significant.

Table 5.3-22: Localized Significance Emissions Peak Construction of Site Preparation for the Future Development Area – Specific Plan Buildout With Mitigation

Area	Onsite Emissions	Emissions (lbs/day)			
		NO _x	CO	PM ₁₀	PM _{2.5}
1	Maximum Daily Emissions	0.92	7.82	3.44	1.35
	SCAQMD Localized Threshold	270	1,746	14	8
	Threshold Exceeded?	No	No	No	No
2	Maximum Daily Emissions	1.54	13.04	5.73	2.24
	SCAQMD Localized Threshold	270	1,746	14	8
	Threshold Exceeded?	No	No	No	No
3	Maximum Daily Emissions	3.60	30.43	13.38	5.24
	SCAQMD Localized Threshold	270	1,746	14	8
	Threshold Exceeded?	No	No	No	No

Source: Urban Crossroads, 2021 (Appendix C1 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Localized Operational Air Quality Impacts

Less than Significant Impact.

As shown on Table 5.3-23, emissions from operation of the Opening Year – Option 1 would not exceed the SCAQMD's localized significance thresholds for any criteria pollutant at the nearest sensitive receptor. Therefore, implementation of Opening Year – Option 1 would result in a less than significant impact related to localized operational emissions.

Table 5.3-23: Localized Significance Emissions from Operation of Opening Year – Option 1

Area	Onsite Emissions	Emissions (lbs/day)			
		NO _x	CO	PM ₁₀	PM _{2.5}
1	Maximum Daily Emissions	2.72	2.00	0.42	0.16
	SCAQMD Localized Threshold	271	1,772	4	2
	Threshold Exceeded?	No	No	No	No
2	Maximum Daily Emissions	2.45	1.80	0.37	0.14
	SCAQMD Localized Threshold	270	1,746	4	2

	Threshold Exceeded?	No	No	No	No
3	Maximum Daily Emissions	1.50	1.10	0.23	0.09
	SCAQMD Localized Threshold	270	1,746	4	2
	Threshold Exceeded?	No	No	No	No
4	Maximum Daily Emissions	8.02	5.91	1.23	0.47
	SCAQMD Localized Threshold	270	1,746	4	2
	Threshold Exceeded?	No	No	No	No
5	Maximum Daily Emissions	5.03	3.71	0.77	0.29
	SCAQMD Localized Threshold	282	1,980	7	2
	Threshold Exceeded?	No	No	No	No

Source: Urban Crossroads, 2021 (Appendix C1 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

As shown on Table 5.3-24, emissions from operation of Opening Year – Option 2 would not exceed the SCAQMD’s localized significance thresholds for any criteria pollutant at the nearest sensitive receptor. Therefore, implementation of Opening Year – Option 2 would result in a less than significant impact related to localized operational emissions.

Table 5.3-24: Localized Significance Emissions from Operation of Opening Year – Option 2

Area	Onsite Emissions	Emissions (lbs/day)			
		NO_x	CO	PM₁₀	PM_{2.5}
1	Maximum Daily Emissions	3.52	2.61	0.55	0.21
	SCAQMD Localized Threshold	271	1,772	4	2
	Threshold Exceeded?	No	No	No	No
2	Maximum Daily Emissions	3.16	2.35	0.50	0.19
	SCAQMD Localized Threshold	270	1,746	4	2
	Threshold Exceeded?	No	No	No	No
3	Maximum Daily Emissions	1.93	1.44	0.31	0.12
	SCAQMD Localized Threshold	270	1,746	4	2
	Threshold Exceeded?	No	No	No	No
4	Maximum Daily Emissions	10.37	7.70	1.64	0.62
	SCAQMD Localized Threshold	270	1,746	4	2
	Threshold Exceeded?	No	No	No	No
5	Maximum Daily Emissions	6.50	4.83	1.03	0.39
	SCAQMD Localized Threshold	282	1,980	7	2
	Threshold Exceeded?	No	No	No	No

Source: Urban Crossroads, 2021 (Appendix C1 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

As shown on Table 5.3-25, emissions from operation of the Future Development Area - Specific Plan Buildout would not exceed the SCAQMD’s localized significance thresholds for any criteria pollutant at the nearest sensitive receptor. Therefore, implementation of the Future Development Area - Specific Plan Buildout would result in a less than significant impact related to localized operational emissions.

Table 5.3-25: Localized Significance Emissions from Operation of the Future Development Area - Specific Plan Buildout

Area	Onsite Emissions	Emissions (lbs/day)			
		NO _x	CO	PM ₁₀	PM _{2.5}
1	Maximum Daily Emissions	4.55	3.59	0.82	0.30
	SCAQMD Localized Threshold	270	1,746	4	2
	Threshold Exceeded?	No	No	No	No
2	Maximum Daily Emissions	7.58	5.98	1.37	0.50
	SCAQMD Localized Threshold	270	1,746	4	2
	Threshold Exceeded?	No	No	No	No
3	Maximum Daily Emissions	17.68	13.95	3.19	1.16
	SCAQMD Localized Threshold	270	1,746	4	2
	Threshold Exceeded?	No	No	No	No

Source: Urban Crossroads, 2021 (Appendix C1 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Construction Diesel Mobile Source Health Risk

Less than Significant Impact.

A Construction Health Risk Assessment, included as Appendix A to the 2022 Final EIR, was prepared to evaluate the health risk impacts as a result of exposure to DPM related to construction. DPM emissions from Project construction would occur from use of construction equipment and from heavy-duty diesel trucks traveling to and from the site and maneuvering onsite. Although Project construction activities are required to comply with CARB's idling limit of 5 minutes, SCAQMD recommends that the onsite idling emissions should be estimated for 15 minutes of truck idling, which takes into account onsite idling that occurs while the trucks are waiting to check-in, travel to destination onsite, and/or check-out, etc. As such, this analysis estimated truck idling at 15 minutes, consistent with SCAQMD's recommendation.

Residential Individual Exposure Scenario

The residential receptor with the greatest potential exposure to Project construction-source diesel particulate matter (DPM) emissions is the residence located at 18665 Jurupa Avenue, approximately 1,080 feet southeast of the Specific Plan Area. At the maximally exposed individual receptor (MEIR), the maximum incremental cancer risk attributable to Project-construction-source DPM emissions is estimated at 3.69 in one million, which is less than the SCAQMD's significance threshold of 10 in one million (Urban Crossroads, 2021). At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled residential receptors are exposed to lesser concentrations and are located at a greater distance than the MEIR analyzed herein, and DPM generally dissipates with distance from the source, all other residential receptors in the vicinity of the Project site would be exposed to less emissions and therefore less risk than the MEIR identified herein. As such, Project construction would not cause a significant human health or cancer risk to nearby residences, and impacts would be less than significant.

Worker Exposure Scenario

The employment receptor with the greatest potential exposure to Project-construction-source DPM emissions is Little Truck Sales, located at 11311 Cedar Avenue, approximately 1,420 feet southeast of the Specific Plan area. At the maximally exposed individual worker (MEIW) receptor, the maximum incremental cancer

risk impact is 0.20 in one million, which is less than the SCAQMD's threshold of 10 in one million (Urban Crossroads, 2021). Maximum non-cancer risks at this same location were estimated to be <0.01 , which would not exceed the applicable significance threshold of 1.0 (Urban Crossroads, 2021). Because all other modeled worker receptors are located at a greater distance than the MEIW analyzed herein, and DPM dissipates with distance from the source, all other worker receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIW identified herein. As such, the Project would not cause a significant human health or cancer risk to adjacent workers, and impacts would be less than significant.

Student Exposure Scenario

The school-site receptor with the greatest potential exposure to Project-construction-source DPM emissions is Walter Zimmerman Elementary School, located north of Project site. The analysis for school impacts utilized appropriate conservative assumptions based on the Office of Environmental Health Hazard Assessment (OEHHA) guidance in order to reflect potential impacts to school-age minors. At this maximally exposed school child (MEISC), the maximum incremental cancer risk impact attributable to the Project is calculated to be an estimated 0.06 in one million, which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the Project were calculated to be <0.01 , which would not exceed the applicable significance threshold of 1.0 (Urban Crossroads, 2021). Any other schools near the Project site would be exposed to less emissions and consequently less impacts than what is disclosed for this MEISC. As such, the Project will not cause a significant human health or cancer risk to nearby students.

Operational Diesel Mobile Source Health Risk

Less than Significant Impact.

A Mobile Source Health Risk Assessment, included as Appendix C2 to the 2021 Draft EIR, was prepared to evaluate the health risk impacts as a result of exposure to DPM as a result of heavy-duty diesel trucks traveling to and from the site, maneuvering onsite, and entering and leaving the site during operation of the proposed industrial uses. The location of truck activity is shown on Figures 5.3-5 through 5.3-7. Onsite truck idling was estimated to occur as trucks enter and travel through the facility. Although the proposed uses are required to comply with CARB's idling limit of 5 minutes, SCAQMD recommends that the onsite idling emissions should be estimated for 15 minutes of truck idling, which takes into account onsite idling that occurs while the trucks are waiting to pull up to the truck bays, idling at the bays, idling at check-in and check-out, etc. As such, this analysis estimated truck idling at 15 minutes, consistent with SCAQMD's recommendation.

SCAQMD recommends using a 10 in one million is used as the cancer risk threshold (SCAQMD, 2023). A risk level of 10 in one million implies a likelihood that up to 10 people, out of one million equally exposed people would contract cancer if exposed continuously (24 hours per day) to the levels of toxic air contaminants over a specified duration of time.

Residential Individual Exposure Scenario

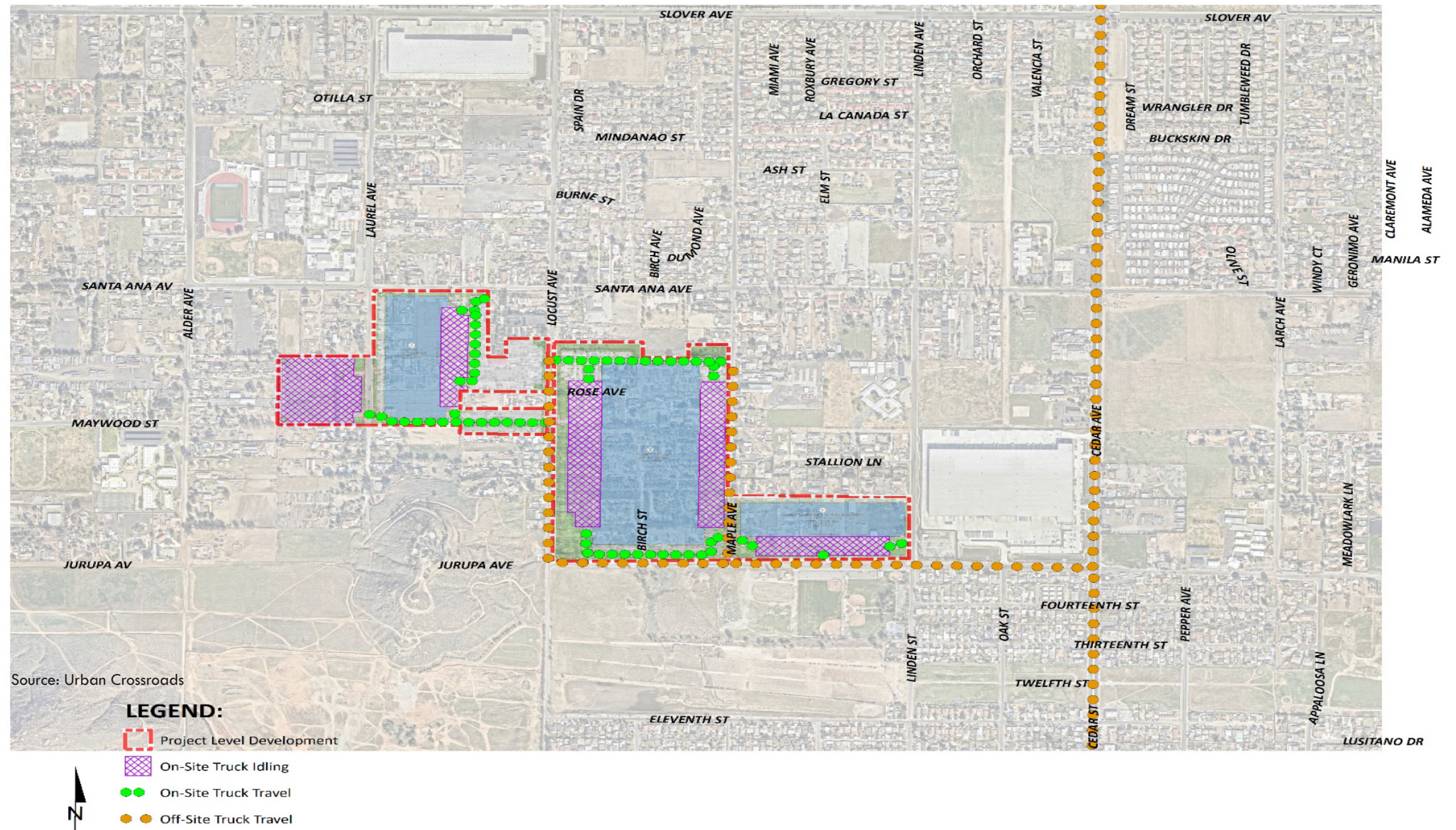
Opening Year – Option 1. The residential land use with the greatest potential exposure to TAC source emissions from the Opening Year – Option 1 would be the residence that is closest to the onsite truck activity (the location of the most concentrated emissions), which is the existing residence at 18507 Jurupa Avenue (OYD1-R9), that is approximately 154 feet southeast of the onsite truck activity. The Mobile Source Health Risk modeling identified the maximum incremental cancer risk at this location is estimated at 4.58 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01 , which would not exceed the applicable significance threshold of

1.0 (Urban Crossroads, 2021). As such, operation of the Opening Year – Option 1 would not cause a significant human health or cancer risk to nearby residences and impacts would be less than significant.

Opening Year – Option 2. The residential land use with the greatest potential exposure to TAC source emissions from the Opening Year – Option 2 would be the residence that is closest to the onsite truck activity (the location of the most concentrated emissions), which is the existing residence at 18507 Jurupa Avenue (OYD2-R7), approximately 154 feet southeast of the onsite truck activity. At this location, the maximum incremental cancer risk attributable to TAC source emissions is estimated at 5.78 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01 , which would not exceed the applicable significance threshold of 1.0 (Urban Crossroads, 2021). As such, the Opening Year – Option 2 would not cause a significant human health or cancer risk to nearby residences and impacts would be less than significant.

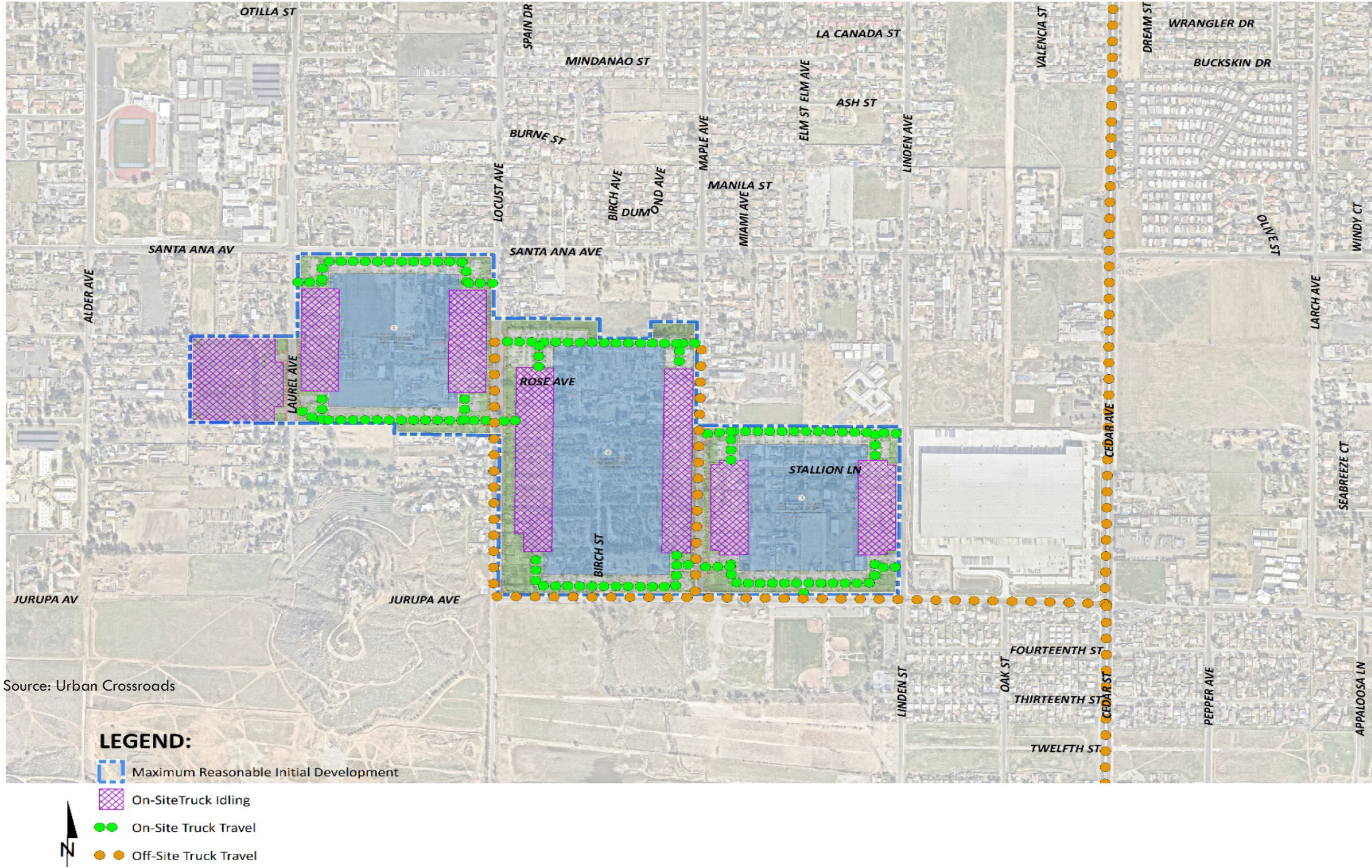
Future Development Area – Specific Plan Buildout. The residential land use with the greatest potential exposure to TAC source emissions from the Future Development Area – Specific Plan Buildout would be the residence that is closest to the onsite truck activity (the location of the most concentrated emissions), which is the existing residence at 18507 Jurupa Avenue (SP-R7), approximately 154 feet southeast of the onsite truck activity. At this location, the maximum incremental cancer risk attributable to TAC source emissions is estimated at 3.11 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01 , which would not exceed the applicable significance threshold of 1.0 (Urban Crossroads, 2021). As such, operation of the Future Development Area – Specific Plan Buildout would not cause a significant human health or cancer risk to nearby residences and impacts would be less than significant.

Opening Year - Option 1 Truck Emission Sources



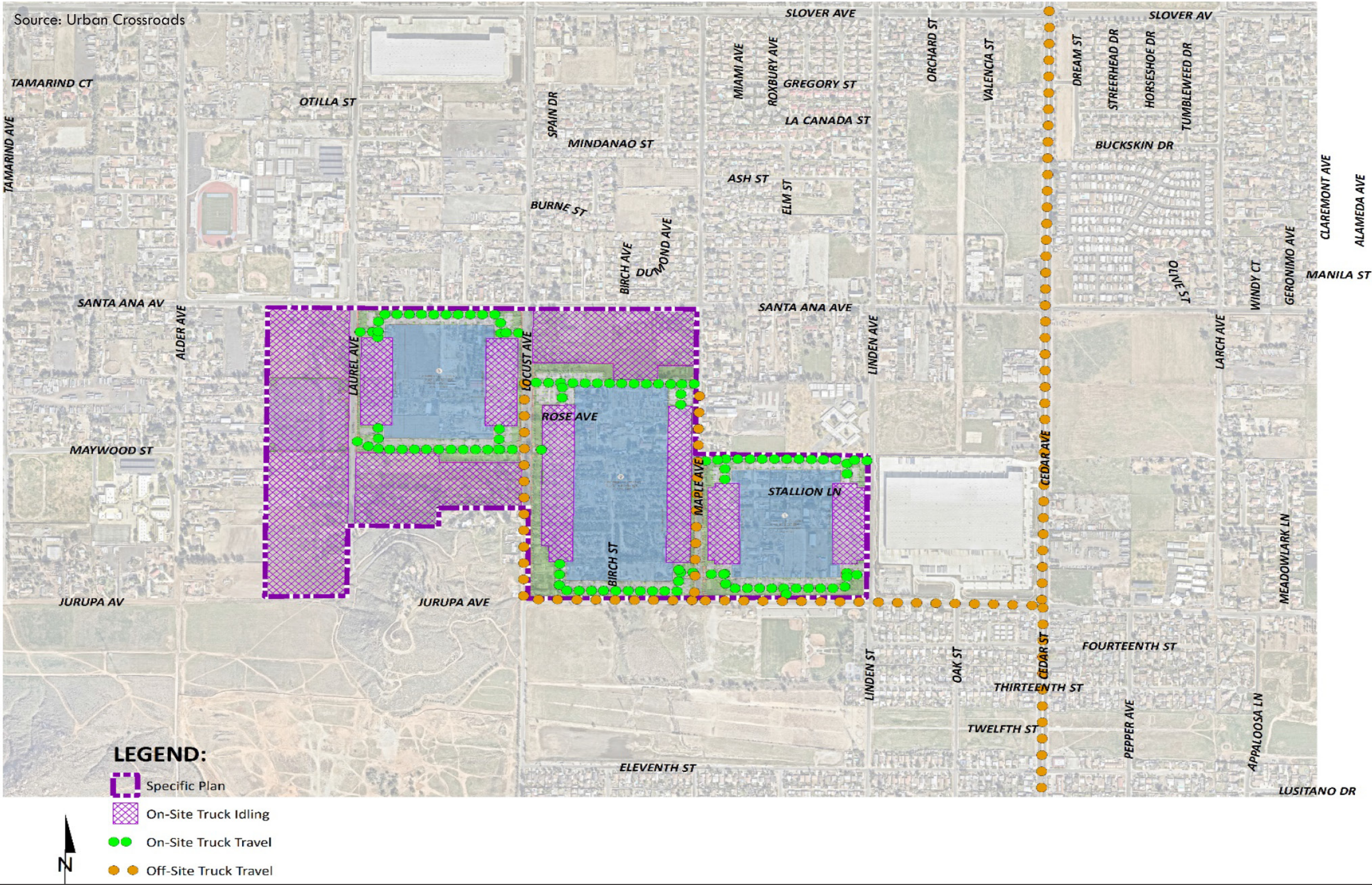
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Opening Year - Option 2 Truck Emission Sources



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Future Development Area - Specific Plan Buildout Truck Emission Sources



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Worker Exposure Scenario

Opening Year – Option 1. The worker receptor land use with the greatest potential exposure to TAC source emissions is the Bloomington Commerce Center located immediately to the east of the Opening Year – Option 1 area. At the maximally exposed individual worker (MEIW), the maximum incremental cancer risk impact is 0.25 in one million which is less than the SCAQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be <0.01 , which would not exceed the applicable significance threshold of 1.0 (Urban Crossroads, 2021). As such, operation of the Opening Year – Option 1 would not cause a significant human health or cancer risk to adjacent workers and impacts would be less than significant.

Opening Year – Option 2. The worker receptor land use with the greatest potential exposure to TAC source emissions is the Bloomington Commerce Center located immediately to the east of the Opening Year – Option 2 area. At this location, the maximum incremental cancer risk impact is 0.33 in one million which is less than the SCAQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be <0.01 , which would not exceed the applicable significance threshold of 1.0 (Urban Crossroads, 2021). As such, operation of the Opening Year – Option 2 would not cause a significant human health or cancer risk to adjacent workers and impacts would be less than significant.

Future Development Area – Specific Plan Buildout. The worker receptor land use with the greatest potential exposure to TAC source emissions is the Bloomington Commerce Center located immediately to the east of the site. At this location, the maximum incremental cancer risk impact is 0.20 in one million which is less than the SCAQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be <0.01 , which would not exceed the applicable significance threshold of 1.0 (Urban Crossroads, 2021). As such, operation of the Future Development Area – Specific Plan Buildout would not cause a significant human health or cancer risk to adjacent workers and impacts would be less than significant.

Student Exposure Scenario

Opening Year – Option 1. The school site land use with the greatest potential exposure to DPM source emissions is at Bloomington High School located northwest of Opening Year – Option 1. At the maximally exposed individual school child (MEISC), the maximum incremental cancer risk impact attributable to the proposed development at this location is calculated to be an estimated 0.13 in one million which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the proposed development were calculated to be <0.01 , which would not exceed the applicable significance threshold of 1.0 (Urban Crossroads, 2021). As such, operation of the Opening Year – Option 1 would not cause a significant human health or cancer risk to nearby school children and impacts would be less than significant.

Opening Year – Option 2. The school site land use with the greatest potential exposure to DPM source emissions is at Bloomington High School located northwest of the Opening Year – Option 2. At this location, the maximum incremental cancer risk is calculated to be an estimated 0.17 in one million which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the proposed development were calculated to be <0.01 , which would not exceed the applicable significance threshold of 1.0 (Urban Crossroads, 2021). As such, operation of the Opening Year – Option 2 would not cause a significant human health or cancer risk to nearby school children and impacts would be less than significant.

Future Development Area – Specific Plan Buildout. The school site land use with the greatest potential exposure to DPM source emissions is at Bloomington High School located northwest of the site. At this location, the maximum incremental cancer risk is estimated to be 0.17 in one million which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the Future Development

Area – Specific Plan Buildout were calculated to be <0.01 , which would not exceed the applicable significance threshold of 1.0 (Urban Crossroads, 2021). As such, operation of the Future Development Area – Specific Plan Buildout would not cause a significant human health or cancer risk to nearby school children and impacts would be less than significant.

Construction and Operational Diesel Mobile Source Health Risk

The land use with the greatest potential exposure to the Project's construction and operational-source DPM emissions from the most conservative Specific Plan Buildout scenario is the existing residence located at 18665 Jurupa Avenue, approximately 1,080 feet southeast of the Project site. At this MEIR, the maximum incremental cancer risk attributable to Project construction and operational-source DPM emissions is estimated at 4.91 in one million, which is less than the threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01 , which would not exceed the applicable threshold of 1.0 (Urban Crossroads, 2021). As such, the Project would not cause a significant human health or cancer risk to adjacent land uses as a result of the Project's construction and operational activities. All other receptors during construction and operational activities would experience less risk than what is identified for this location. Therefore, impacts would be less than significant.

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

Less Than Significant Impact.

Specific Plan Area & Upzone Site

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

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

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

The proposed Project would implement industrial and residential development within the Project area. These land uses do not involve the types of uses that would emit objectionable odors affecting a substantial number of people. Residential development generates limited odors related to cleaning, repairing, and cooking, which are not substantial and do not affect a substantial number of people.

Odors generated by industrial land uses are generated from uses such as manufacturing facilities, paint/coating operations, refineries, chemical manufacturing, and food manufacturing facilities. At the current time the specific tenants and uses of the proposed industrial buildings is unknown. However, new tenants for these types of uses would be required to be reviewed through the County's permitting process.

If potential concerns related to odors are identified for future building uses, the County would require appropriate hazardous materials permitting (as detailed in Section 5.9, *Hazards and Hazardous Materials*) and odor minimization plans or features would be required compliance with SCAQMD Rule 402, which would prevent nuisance odors.

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

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

5.3.7 CUMULATIVE IMPACTS

Specific Plan Area & Upzone Site

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

As described in Impact AQ-2 above, emissions from operation of the proposed Project would exceed SCAQMD's threshold for VOC and NO_x after implementation of regulatory requirements and mitigation measures. The large majority of operational-source NO_x emissions (by weight) would be generated by Project vehicles, and the VOC emissions would be generated by consumer products that neither the Project applicant nor the County have the ability to reduce emissions of. Therefore, operational-source VOC and NO_x emissions from implementation of the proposed Project would be cumulatively considerable, and cumulative air quality impacts would be significant and unavoidable.

5.3.8 EXISTING REGULATIONS, STANDARD CONDITIONS, AND REGULATORY REQUIREMENTS

Existing Regulations

State

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

Regional

- SCAQMD Rule 201: Permit to Construct
- SCAQMD Rule 402: Nuisance Odors
- SCAQMD Rule 403: Fugitive Dust
- SCAQMD Rule 1113: Architectural Coatings

- SCAQMD Rule 1186: Street Sweeping
- SCAQMD Rule 1403: Asbestos Emissions from Demolition/Renovation Activities
- SCAQMD Rule 2305: Indirect Source Rule

Standard Conditions

None.

Regulatory Requirements (RRs)

The following Regulatory Requirements (RR) from the San Bernardino Countywide Plan EIR related to air quality are incorporated into the Project and would reduce impacts related to air quality. These actions will be included in the Project's mitigation monitoring and reporting program (MMRP):

- RR AIR-1** New buildings are required to achieve the current California Building Energy and Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11).
- RR AIR-2** Construction activities are required to adhere to Title 13 California Code of Regulations (CCR) Section 2499, which requires that nonessential idling of construction equipment is restricted to five minutes or less.
- RR AIR-3** Construction activities in the South Coast Air Basin (SoCAB) will be conducted in compliance with any applicable South Coast Air Quality Management District (SCAQMD) rules and regulations, including but not limited to:
- Rules 201, 203, and 219, which regulate permits for installation and use of equipment that may generate air contaminants.
 - Rule 402, Nuisance, which states that a project shall not "discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property." Additionally, Rule 415, Odors from Rendering Facilities, requires nuisance odor at rendering facilities be controlled.
 - Rule 403, Fugitive Dust, for controlling fugitive dust and avoiding nuisance.
 - Rule 1113, which limits the volatile organic compound content of architectural coatings.
 - Rule 1186, for controlling fugitive dust from vehicular travel on paved and unpaved roads.
 - Rule 1403, for minimizing asbestos emissions during building demolition.
 - Regulation IX, Standards of Performance for New Stationary Sources (NSPS), and XXIII, New Source Review.
 - Regulation XI, Source Specific Standards.
 - Regulation XX, Regional Clean Air Incentives Market (RECLAIM).
 - Regulation XVI, Mobile Source Offset Programs, and Regulation XXII, Mobile Source Emissions Reduction Programs (Rule 2202).

5.3.9 PROJECT DESIGN FEATURES

None.

5.3.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impact AQ-4 would be less than significant.

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

- Impact AQ-1: The land use changes and emissions from proposed Project would conflict with or obstruct implementation of the applicable air quality plan.
- Impact AQ-2: Construction and operational associated with the proposed Project would generate a substantial increase in short-term criteria air pollutant emissions that exceed the threshold criteria and would cumulatively contribute to the nonattainment designations of the SCAB.
- Impact AQ-3: The proposed Project could result in new source sources of criteria air pollutant emissions and/or toxic air contaminants proximate to existing or planned sensitive receptors.

5.3.11 MITIGATION MEASURES

Construction Mitigation Measures

MM AQ-1: Super-Compliant Low VOC. The construction plans and specifications shall state that the Project shall utilize “Super-Compliant” low volatile organic compound (VOC) paints for nonresidential interior and exterior surfaces and low VOC paint for parking lot surfaces. Super-Compliant low VOC and low VOC paints have been reformulated to exceed the regulatory VOC limits put forth by South Coast Air Quality Management District’s (SCAQMD) Rule 1113. Super-Compliant low VOC paints shall be no more than 10g/L of VOC and low VOC paints shall be no more than 50 g/L of VOC.

MM AQ-2: Tier 4 Final. The construction plans and specifications shall state that off-road diesel construction equipment rated at 50 horsepower (hp) or greater, complies with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 4 Final off-road emissions standards or equivalent and shall ensure that all construction equipment is tuned and maintained in accordance with the manufacturer’s specifications.

MM AQ-3: Project construction plans and specifications shall require that during Project grading operations, Project contractors shall limit the amount of daily grading disturbance area to not exceed the assumptions specified in the Draft EIR Air Quality Impact Analysis. Additionally, the Project Applicant/Developer/Contractor shall include a note on grading plans that prohibits grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone in the Project area. Daily Air Quality Index forecasts for the next day of grading shall be checked via the airnow.gov system the day prior by the Project Contractor.

MM AQ-4: The Project Applicant/Developer/Owner shall identify a person to act as a community liaison concerning onsite construction activities and operations and provide contact information for the community liaison to the surrounding community. The contact of the community liaison shall be provided to the County of San Bernardino Planning Division and posted on the construction site prior to issuance of a demolition permit.

MM AQ-5: Project construction plans and specifications shall require on-road heavy-duty haul trucks to be model year 2014 or newer if diesel-fueled, pursuant to California Air Resources Board's (CARB) particulate matter filter requirements.

MM AQ-6: The construction plans and specifications shall prohibit off-road diesel-powered construction equipment from being in the "on" position for more than 10 hours per day during Project construction.

MM AQ-7: During Project construction, Project contractors shall keep all equipment maintenance records and data sheets, including design specifications and emission control tier classifications, onsite or at the contractor's office and shall furnish documents to the County of San Bernardino or other regulators, upon request.

MM AQ-8: The Project Applicant/Developer shall provide information on transit and ridesharing programs and services to construction employees.

MM AQ-9: The Project Applicant/Developer shall provide meal options onsite or shuttles between the construction site and nearby meal destinations for construction employees.

Operational Mitigation Measures

MM AQ-10: Idling Regulations. The Project plans and specifications shall include signs at loading dock facilities that include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for truck drivers to restrict idling to no more than 5 minutes once the vehicle is stopped, the transmission is set to "neutral" or "park", and the parking brake is engaged pursuant to Title 13 of the California Code of Regulations, Section 2485; and 3) telephone numbers of the building facilities manager and California Air Resources Board (CARB) to report violations. Signs shall be installed prior to receipt of an occupancy permit. The Project facility operators shall train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.

MM AQ-11: Energy Efficient Vendor Trucks. Prior to tenant occupancy or tenant business license issuance, the County of San Bernardino Planning Manager, or designee, shall ensure leasing agreements for each industrial building require that Project Applicant/Developer/Owner provide tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets, prior to issuance of each certificate of occupancy.

MM AQ-12: Electric Vehicle Charging Stations and Carpool Parking. The Project plans and specifications for the industrial buildings shall include electric vehicle charging stations and a minimum of 5 carpool parking spaces at each building for employees and the public to use.

MM AQ-13: Electric Interior Vehicles. The Project plans and specifications for all of the industrial buildings shall include infrastructure to support use of electric-powered forklifts and/or other interior vehicles. The requirement that all onsite yard hostlers, yard equipment, forklifts, and pallet jacks shall be zero-emissions equipment, or equivalent language, shall be incorporated in all Project facility lease documents. Prior to tenant occupancy or tenant business license issuance, facility owners or tenants shall provide documentation to the County of San Bernardino Planning Division and Business License Department verifying that signed lease documents incorporate the requirement that all onsite yard trucks/hostlers shall be zero-emissions equipment.

MM AQ-14: Transportation Management. The Project plans and specifications for the industrial buildings shall require that a Transportation Management Association (TMA) or similar mechanism shall be established by the Project to encourage and coordinate carpooling. The TMA shall advertise its services to the building

occupants. The TMA shall offer transit incentives to employees and shall provide shuttle service to and from public transit, should a minimum of 5 employees request and use such service from a transit stop at the same drop-off and/or pickup time. The TMA shall distribute public transportation information to its employees. The TMA shall provide electronic message board space for coordination rides. Prior to tenant occupancy or tenant business license issuance, facility owners or tenants shall provide documentation to the County of San Bernardino Planning Division and Business License Department verifying that a TMA shall be established.

MM AQ-15: Prior to tenant occupancy or tenant business license issuance, the County of San Bernardino shall ensure that lease agreements require that all facility-owned and operated fleet equipment with a gross vehicle weight rating greater than 14,000 pounds accessing the site meet or exceed 2014 model-year emissions equivalent engine standards as currently defined in California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025. Facility operators which own vehicles subject to Section 2025 shall maintain records onsite demonstrating compliance with this requirement and shall make records available for inspection by the local jurisdiction, air district, and state upon request.

MM AQ-16: Prior to tenant occupancy or tenant business license issuance, the County of San Bernardino shall ensure that lease agreements require that every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with California Air Resources Board (CARB) regulations, by attending CARB-approved courses. Also, if the tenant/facility operator owns its own fleet of vehicles, subject to 13 California Code of Regulations section 2025, require such tenants/facility operators to maintain records onsite demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request.

MM AQ-17: Prior to tenant occupancy or tenant business license issuance, the Project Applicant/Developer/Owner shall post signs at every truck exit driveway providing directional information to the truck route.

MM AQ-18: Prior to tenant occupancy or tenant business license issuance, the County of San Bernardino shall ensure that lease agreements require that Project Tenants provide meal options onsite or shuttles between the facility and nearby meal destinations.

MM AQ-19: Prior to the issuance of the final Certificate of Occupancy for the first building tenant for each building within the Project, documentation shall be provided to the County of San Bernardino that lease agreements for such building require that all of the tenant's heavy-duty trucks entering or operated on the Project site to be zero-emission, once such trucks are widely commercially available as reasonably determined by the County Planning Division. A zero-emission heavy-duty truck (EV) shall ordinarily be considered widely commercially available if the vehicle is capable of serving the intended purpose and is widely available for purchase for less than 125% the cost of a Class 7 or 8 heavy-duty combustion-engine truck meeting the emissions standards in place at the time the comparison is made (model year 2014 or later emissions standards). In order to be capable of serving the intended purpose, the EV must be able to perform the same function as a comparable combustion engine vehicle (miles travelled on a full tank/charge, access to fueling/charging infrastructure, load capacity, climbing ability, performance in different climates.) For the purpose of this cost comparison, "cost" shall mean the total vehicle cost for the first five (5) years of ownership, including any purchase incentives, rebates, and fuel and electricity costs. Any comparison must be like-for-like, i.e., must compare an EV with a new production combustion engine truck of the same class and substantially similar trim level that is widely available for purchase and immediate delivery in the area of the Project at the time the comparison is made.

MM AQ-20: Prior to the issuance of the final Certificate of Occupancy for the first building tenant for each building within the Project, documentation shall be provided to the County of San Bernardino that lease agreements for such building require tenants to use zero-emission light- and medium-duty trucks as part of business operations, once such trucks are widely commercially available, as reasonably determined by the County Planning Division. A zero-emission light- or medium-duty truck (EV) shall ordinarily be considered widely commercially available if the vehicle is capable of serving the intended purpose and is widely available for purchase for less than 125% the cost of a light- or medium-duty combustion-engine truck meeting the emissions standards in place at the time the comparison is made (model year 2014 or later emissions standards). In order to be capable of serving the intended purpose, the EV must be able to perform the same function as a comparable combustion engine vehicle (miles travelled on a full tank/charge, access to fueling/charging infrastructure, load capacity, climbing ability, performance in different climates). For the purpose of this cost comparison, "cost" shall mean the total vehicle cost for the first five (5) years of ownership, including any purchase incentives, rebates, and fuel and electricity costs. Any comparison must be like-for-like, i.e., must compare an EV with a new production combustion engine truck of the same class and substantially similar trim level that is widely available for purchase and immediate delivery in the area of the Project at the time the comparison is made.

MM AQ-21: Prior to tenant occupancy or tenant business license issuance, the County of San Bernardino shall ensure that lease agreements shall require all stand-by emergency generators to be powered by a non-diesel fuel, if technologically feasible, if emergency generators are required for Project buildings.

MM AQ-22: Prior to tenant occupancy or tenant business license issuance, the County of San Bernardino shall ensure that lease agreements encourage tenants to enroll in the United States Environmental Protection Agency's SmartWay program and encourage tenants to use carriers that are SmartWay carriers.

MM AQ-23: Solar. Prior to the issuance of final Certificate of Occupancy for the first building tenant of a building within the Project, documentation shall be provided to the County of San Bernardino demonstrating that the Project has either: 1) installed solar photovoltaic (PV) panels or other source of renewable energy generation on the site, or 2) otherwise acquired energy that has been generated by renewable sources, such that either option will provide 100 percent of the expected building load for such building. Alternatively, the Project shall achieve 100 percent of the building's expected energy load through a combination of onsite renewable energy generation and renewable energy purchase. The final PV generation facility size requires approval by SCE. Should SCE limit the facility size, the amounts above shall be limited to the amount of SCE's approval.

MM AQ-24: The Project plans and specifications shall require that the Project Applicant/Developer shall construct electric truck charging infrastructure within truck parking areas consisting of infrastructure (i.e., conduit) to support future installation of charging stations when such trucks are widely commercially available, as reasonably determined by the County Planning Division. Conduit shall be provided proportional to parking spaces at a ratio of conduit for one charging station for every 10 truck parking spaces. Additionally, the Project Applicant/Developer shall construct electric light- duty truck charging infrastructure consisting of infrastructure (i.e., conduit) for one charging station for every five light-duty truck parking spaces.

A zero-emission light- or medium-duty truck (EV) shall ordinarily be considered widely commercially available if the vehicle is capable of serving the intended purpose and is widely available for purchase for less than 125% the cost of a light- or medium-duty combustion-engine truck meeting the emissions standards in place at the time the comparison is made (model year 2014 or later emissions standards). In order to be capable of serving the intended purpose, the EV must be able to perform the same function as a

comparable combustion engine vehicle (miles travelled on a full tank/charge, access to fueling/charging infrastructure, load capacity, climbing ability, performance in different climates). For the purpose of this cost comparison, "cost" shall mean the total vehicle cost for the first five (5) years of ownership, including any purchase incentives, rebates, and fuel and electricity costs. Any comparison must be like-for-like, i.e., must compare an EV with a new production combustion engine truck of the same class and substantially similar trim level that is widely available for purchase and immediate delivery in the area of the Project at the time the comparison is made.

5.3.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impact AQ-1: Land use change of the Project would not result in an exceedance of SCAG's growth projections, but the Project would result in an increase of criteria pollutants that would exceed regional thresholds after implementation of mitigation. Therefore, the proposed Project would result in a conflict with, or obstruct, implementation of the AQMP and impacts would be significant and unavoidable.

Impact AQ-2: Emissions from the construction of the Project would be less than significant after RR AIR-1 through RR AIR-3 and Mitigation Measures AQ-1 through AQ-24. However, emissions from operation of the proposed Project would exceed SCAQMD's thresholds for VOC and NO_x after implementation of RRs and mitigation measures. A majority of operational-source NO_x emissions (by weight) would be generated by NO_x emissions from Project vehicles, and the VOC emissions would be generated by consumer products that neither the Project applicant nor the County have the ability to reduce emissions of. Therefore, operational-source VOC and NO_x emissions from implementation of the proposed Project would be cumulatively considerable, and cumulative air quality impacts would be significant and unavoidable.

Impact AQ-3: After implementation of RR AIR-1 through RR AIR-3f and Mitigation Measures AQ-1 and AQ-2, emissions during peak construction activity would not exceed the SCAQMD's localized significance threshold for any of the pollutants. Impacts would be less than significant.

5.3.13 REFERENCES

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5.6 Energy

5.6.1 INTRODUCTION

This section of the Recirculated Draft EIR assesses the significance of the use of energy, including electricity, natural gas, and gasoline and diesel fuels, that would result from implementation of the proposed Project. It discusses existing energy use patterns and examines whether the proposed Specific Plan (including development and operation) would result in the unnecessary consumption of large amounts of fuel or energy or use such resources in a wasteful or inefficient manner. Specifically, this section addresses the Court's decision regarding the 2021 Draft EIR's analysis of the Project's use of renewable energy resources.

Refer to Recirculated Draft EIR Section 5.8, *Greenhouse Gas Emissions*, for a discussion of the relationship between energy consumption and greenhouse gas (GHG) emissions, and 2021 Draft EIR Section 5.17, *Utilities and Service Systems*, for a discussion of water consumption. This analysis is based on the following County documents, Urban Crossroads technical studies prepared as part of the original Draft EIR and Final EIR, and Urban Crossroads technical studies prepared for this Recirculated EIR:

- *County of San Bernardino Countywide Plan*, September 2022
- *Countywide Plan Environmental Impact Report (CWP EIR)*, August 2020
- County of San Bernardino Development Code
- *Bloomington Business Park Specific Plan Energy Analysis*, Urban Crossroads, July 2021, included as Appendix C4 of Volume 2
- *Residential Upzone Project Focused Air Quality and Greenhouse Gas Memo*, Urban Crossroads, May 2021, included as Appendix C5 of Volume 2
- *Bloomington Business Park Specific Plan Comparative Health Impact, Zero-Emission Truck Feasibility, GHG Mitigation, and Energy Cumulative Impact Analysis*, Urban Crossroads, February 2025, included as Appendix B

5.6.2 REGULATORY SETTING

5.6.2.1 Federal Regulations

Energy Independence and Security Act, Corporate Average Fuel Efficiency Standards

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

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

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

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

5.6.2.2 State Regulations

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

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

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

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 11: The California Green Building Standards Code (CALGreen) was first adopted in 2009 in response to a legislative mandate to reduce California's GHG emissions. CALGreen is updated on a regular basis, with the 2019 California Green Building Code Standards being applicable when the original 2021 Draft EIR was published. Currently, the most recently approved update is the 2022 California Green Building Code Standards that became effective January 1, 2023. CCR Title 24 Part 6, California Energy Code was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption.

The 2022 CALGreen and California Energy Code standards that reduce energy use and are applicable to the proposed Project include, but are not limited to, the following:

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- Designated parking for clean air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106.5.3.3 (5.106.5.3). Additionally, Table 5.106.5.4.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty electric vehicle supply equipment for warehouses, grocery stores, and retail stores.
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1. 5.405.1.2, or

5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).

- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
 - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
 - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
 - Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combined flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
 - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).
- Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 square feet (SF) or for excess consumption where any tenant within a new building or within an addition is projected to consume more than 1,000 gallons per day (GPD) (5.303.1.1 and 5.303.1.2).
- Outdoor water uses in rehabilitated landscape projects equal or greater than 2,500 SF. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 SF requiring a building or landscape permit (5.304.3).
- Commissioning. For new buildings 10,000 SF and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

The 2022 CALGreen Code has been adopted by the County of San Bernardino in Development Code Section 63.1501.

5.6.2.3 Local Regulations

San Bernardino Countywide Plan

The following goals and policies contained in the Countywide Plan Natural Resources Element are relevant to the proposed Project.

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

The Renewable Energy and Conservation Element includes the following policies that are applicable to the proposed Project:

Policy RE-1.1 We implement the energy conservation and efficiency measures identified in the County of San Bernardino Greenhouse Gas Emissions Reduction Plan.

Policy RE-1.2 We optimize energy efficiency in the built environment.

Policy RE-1.4 We encourage residents and businesses to conserve energy.

5.6.3 ENVIRONMENTAL SETTING

5.6.3.1 Electricity

The Southern California Edison Company (SCE) is the electrical purveyor in the County of San Bernardino. SCE provides electricity service to more than 14 million people in a 50,000 square-mile area of central, coastal and Southern California. California utilities are experiencing increasing demands that require modernization of the electric distribution grid to, among other things, accommodate two-way flows of electricity and increase the grid's capacity. SCE is in the process of implementing infrastructure upgrades to ensure the ability to meet future demands. In addition, as described by the Edison International 2019 Annual Report, the SCE electrical grid modernization effort supports implementation of California Senate Bill 32 that requires the State to cut greenhouse gas emissions 40 percent below 1990 levels by 2030 in order to help address global climate change. In addition, as described by the Edison International 2022 Annual Report, the SCE electrical grid modernization effort supports implementation of California requirements to achieve carbon neutrality by 2045. The State has set Renewables Portfolio Standards that require retail sellers of electricity to provide 60 percent of power from renewable resources by 2030. The State also requires sellers of electricity to deliver 100 percent of retail sales from carbon-free sources by 2045, including interim targets of 90 percent by 2035 and 95 percent by 2040. In 2019, approximately 35 percent of power that SCE delivered to customers came from renewable sources (SCE, 2019). In 2023 approximately 49 percent of power that SCE delivered to customers came from carbon-free resources (SCE, 2023).

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

5.6.3.2 Natural Gas

The Southern California Gas Company (SoCalGas) is the natural gas purveyor in the County of San Bernardino and is the principal distributor of natural gas in Southern California. SoCalGas estimates that gas demand will decline at an annual rate of 0.7 percent from 2024 to 2040 due to Title 20 and 24 Codes and Standards and renewable energy goals that impact gas-fired electricity. The gas supply available to SoCalGas is regionally diverse and includes supplies from California sources (onshore and offshore), Southwestern U.S. supply sources, the Rocky Mountains, and Canada. SoCalGas designs its facilities and supplies to provide continuous service during extreme peak demands and has identified the ability to meet peak demands through 2040 (CGEU, 2024).

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

5.6.4 THRESHOLDS OF SIGNIFICANCE

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

- E-1 Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.
- E-2 Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

5.6.5 METHODOLOGY

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

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

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

5.6.6 ENVIRONMENTAL IMPACTS

As detailed in Section 3.0, *Project Description*, the proposed Project would develop up to 3,235,836 SF of warehouse, distribution e-commerce, light industrial, and business park uses through the adoption and implementation of the proposed Specific Plan and the proposed rezoning of the Upzone Site. To provide flexibility and ensure that the impacts are identified, the following analysis for Specific Plan impacts includes the following three scenarios:

Specific Plan

- **Opening Year Development in Planning Area A.** Impacts that would result from the two industrial business park development options proposed within the Specific Plan's Planning Area A:
 - **Opening Year – Option 1 (Project-Level Analysis):** This option consists of a 383,000 SF warehouse on 17.7 acres at Development Site 1, a 1,251,640 SF warehouse on 57.6 acres at Development Site 2, a 479,000 SF warehouse on 30.5 acres at Development Site 3, and an ancillary truck trailer parking area on 9.5 acres at Development Site 4.
 - **Opening Year – Option 2 (Project-Level Analysis Unless Otherwise Noted):** This option consists of a 710,400 SF warehouse on 36.7 acres at Development Site 1, a 1,251,640 SF warehouse on 57.6 acres of Development Site 2, a 750,000 SF warehouse on 37.7 acres at Development Site 3, and an ancillary truck trailer parking area on 9.5 acres at Development Site 4.
- **Future Development – Specific Plan Buildout (Programmatic Analysis Unless Otherwise Noted):** Impacts that would result from the full buildout of the approximately 213-acre Specific Plan Area pursuant to the implementation of the Specific Plan, which is expected to occur by the year 2040. These impacts are analyzed at the programmatic level based on the future buildout of the entire Specific Plan (i.e., buildout of both Planning Area A and Planning Area B to their maximum FAR, which is inclusive of both Opening Year Option 1 and Option 2 at a project-level).

Upzone Site (Programmatic Analysis Unless Otherwise Noted). The 24-acre Upzone Site would be redesignated and rezoned from Low Density Residential (LDR) and Residential Single with 20,000 SF Lot Minimums (RS-20M) to Medium Density Residential (MDR) and Residential Multiple (RM), respectively, to allow for the development of up to 480 dwelling units (20 dwelling units per acre) to offset the loss of residential land use designations and zoning at the Specific Plan area. No physical development or improvements are proposed by this Project.

This Chapter of the Recirculated Draft EIR provides a project-level analysis of Opening Year Development – Option 1, Opening Year Development – Option 2, and Future Development Area and programmatic analysis for the Upzone Site.

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

Construction

Less than Significant with Mitigation Incorporated.

Specific Plan Area & Upzone Site

During construction of the proposed Specific Plan scenarios and buildout of the Upzone Site, the Project would consume energy in three general forms:

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

Construction activities related to the proposed business park buildings, residences in the Upzone Site, and the associated infrastructure are not expected to result in demand for fuel greater on a per-unit-of-development basis than other development projects in Southern California. Demolition of existing structures that would be required for the buildout of the Specific Plan and Upzone Site is limited and much of the demolition materials would be recycled pursuant to the California Green Building Standards Code. Also, CCR Title 13, Motor Vehicles, Section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. The energy analysis modeling for buildout of the Specific Plan (included as Appendix C4) details that the total construction electricity usage for Opening Year – Option 1 would be approximately 1,740,046 kWh, construction of Opening Year – Option 2 would utilize 2,133,770 kWh, and construction of the Future Development Area - Specific Plan Buildout would utilize 385,800 kWh as detailed in Table 5.6-1.

Table 5.6-1: Estimated Construction Electricity Usage for the Specific Plan Development Scenarios

Construction Area	Size (1,000 SF)	Electricity Usage (kWh)
Opening Year – Option 1		
High-Cube Warehouse	1,251.640	433,569
Fulfillment Center	862.000	298,597
Parking Lot	1,158.120	401,174
Landscape	572.558	198,335
Other Asphalt Surfaces	1,178.897	408,371
Total Electricity Usage		1,740,046
Opening Year – Option 2		
High-Cube Warehouse	1,251.640	433,569
Fulfillment Center	1,460.400	505,884
Parking Lot	747.687	258,999
Other Asphalt Surfaces	2,700.104	935,318
Total Electricity Usage		2,133,770
Future Development Area - Specific Plan Buildout		
Fulfillment Center	598.400	74,031
Industrial Park	523.796	64,801
Other Asphalt Surfaces	1,996.270	246,968
Total Electricity Usage		385,800

Source: Urban Crossroads, 2021 (Appendix C4 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Also, as shown in Table 5.6-2, construction of Opening Year – Option 1 is estimated to result in the need for 183,525 gallons of diesel fuel.

Table 5.6-2: Estimated Construction Fuel Consumption for Opening Year – Option 1

Phase	Work Days	Equipment	HP Rating	Quantity	Load Factor	HP-hrs/day	Total Fuel Consumption
Demolition	55	Concrete/Industrial Saws	81	2	0.73	946	2,813
		Excavators	158	6	0.38	2,882	8,568
		Rubber Tired Dozers	247	4	0.40	3,162	9,399
Site Preparation	50	Crawler Tractors	212	7	0.43	5,105	13,797
		Rubber Tired Dozers	247	5	0.40	3,952	10,681
Grading	70	Crawler Tractors	212	4	0.43	2,917	11,038
		Excavators	158	4	0.38	1,921	7,270
		Graders	187	2	0.41	1,227	4,642
		Rubber Tired Dozers	247	2	0.40	1,581	5,981
		Scrapers	367	4	0.48	5,637	21,330
Building Construction	150	Cranes	231	2	0.29	1,072	8,691
		Crawler Tractors	212	6	0.43	4,376	35,478
		Forklifts	89	6	0.20	854	6,928
		Generator Sets	84	2	0.74	995	8,064
		Welders	46	2	0.45	331	2,685
Paving	100	Pavers	130	4	0.42	1,747	9,444
		Paving Equipment	132	4	0.36	1,521	8,220
		Rollers	80	4	0.38	973	5,258
Architectural Coating	100	Air Compressors	78	2	0.48	599	3,238
Total Construction Equipment Fuel Consumption							183,525

Source: Urban Crossroads, 2021 (Appendix C4 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Table 5.6-3 shows that construction of Opening Year – Option 2 is estimated to result in the need for 103,357 gallons of diesel fuel.

Table 5.6-3: Estimated Construction Fuel Consumption for Opening Year – Option 2

Phase	Work (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2021						
Demolition	55	15	14.7	12,128	31.01	391
Site Preparation	11	15	14.7	2,426	31.01	78
2022						
Site Preparation	39	15	14.7	8,600	31.93	269
Grading	70	20	14.7	20,580	31.93	645
Building Construction	150	1,294	14.7	2,853,270	31.93	89,360
Paving	100	15	14.7	22,050	31.93	691
Architectural Coating	100	259	14.7	380,730	31.93	11,924
Total Construction Equipment Fuel Consumption						103,357

Source: Urban Crossroads, 2021 (Appendix C4 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Table 5.6-4 shows that construction of the Future Development Area - Specific Plan Buildout is estimated to result in the need for 67,674 gallons of diesel fuel.

Table 5.6-4: Estimated Construction Fuel Consumption for the Future Development Area - Specific Plan Buildout

Phase	Work (Days)	Equipment	HP Rating	Quantity	Load Factor	HP-hrs/day	Total Fuel Consumption
Demolition	35	Concrete/Industrial Saws	81	2	0.73	946	1,790
		Excavators	158	4	0.38	1,921	3,635
		Rubber Tired Dozers	247	3	0.40	2,371	4,486
Site Preparation	20	Crawler Tractors	212	8	0.43	5,834	6,307
		Rubber Tired Dozers	247	6	0.40	4,742	5,127
Grading	25	Crawler Tractors	212	4	0.43	2,917	3,942
		Excavators	158	4	0.38	1,921	2,596
		Graders	187	2	0.41	1,227	1,658
		Rubber Tired Dozers	247	2	0.40	1,581	2,136
		Scrapers	367	4	0.48	5,637	7,618
Building Construction	50	Cranes	231	2	0.29	1,072	2,897
		Crawler Tractors	212	6	0.43	4,376	11,826
		Forklifts	89	6	0.20	854	2,309
		Generator Sets	84	2	0.74	995	2,688
		Welders	46	2	0.45	331	895
Paving	38	Pavers	130	3	0.42	1,310	2,692
		Paving Equipment	132	3	0.36	1,140	2,343
		Rollers	80	3	0.38	730	1,499
Architectural Coating	38	Air Compressors	78	2	0.48	599	1,230
Total Construction Equipment Fuel Consumption							67,674

Source: Urban Crossroads, 2021 (Appendix C4 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Table 5.6-5 shows that construction workers would use approximately 84,643 gallons of fuel in automobiles for the Opening Year – Option 1. Tables 5.6-6 and 5.6-7 show that approximately 103,357 gallons of fuel would be used by automobiles for Opening Year – Option 2, and 17,617 gallons of fuel would be used by automobiles for the Future Development Area - Specific Plan Buildout.

Table 5.6-5: Estimated Construction Worker Fuel Consumption (Automobiles) for Opening Year – Option 1

Phase	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2021						
Demolition	55	15	14.7	12,128	31.01	391
Site Preparation	11	15	14.7	2,426	31.01	78
2022						
Site Preparation	39	15	14.7	8,600	31.93	269
Grading	70	20	14.7	20,580	31.93	645
Building Construction	150	1,055	14.7	2,326,275	31.93	72,855
Paving	100	15	14.7	22,050	31.93	691
Architectural Coating	100	211	14.7	310,170	31.93	9,714
Total Construction Worker Fuel Consumption						84,643

Source: Urban Crossroads, 2021 (Appendix C4 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Table 5.6-6: Estimated Construction Worker Fuel Consumption (Automobiles) for Opening Year – Option 2

Phase	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2021						
Demolition	55	15	14.7	12,128	31.01	391
Site Preparation	11	15	14.7	2,426	31.01	78
2022						
Site Preparation	39	15	14.7	8,600	31.93	269
Grading	70	20	14.7	20,580	31.93	645
Building Construction	150	1,294	14.7	2,853,270	31.93	89,360
Paving	100	15	14.7	22,050	31.93	691
Architectural Coating	100	259	14.7	380,730	31.93	11,924
Total Construction Worker Fuel Consumption						103,357

Source: Urban Crossroads, 2021 (Appendix C4 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Table 5.6-7: Estimated Construction Worker Fuel Consumption (Automobiles) for the Future Development Area - Specific Plan Buildout

Phase	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2023						
Demolition	35	12	14.7	6,174	32.93	187
Site Preparation	20	18	14.7	5,292	32.93	161
Grading	25	20	14.7	7,350	32.93	223
Building Construction	50	655	14.7	481,425	32.93	14,620
Paving	38	12	14.7	6,703	32.93	204
Architectural Coating	38	131	14.7	73,177	32.93	2,222
Total Construction Worker Fuel Consumption						17,617

Source: Urban Crossroads, 2021 (Appendix C4 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Table 5.6-8 shows that approximately 50,568 gallons of fuel would be used by light duty trucks for construction of Opening Year – Option 1. Table 5.6-9 shows that approximately 61,679 gallons of fuel would be used by light duty trucks for construction of Opening Year – Option 2, and Table 5.6-10 shows that approximately 10,531 gallons of fuel would be used by light duty trucks for construction of the Future Development Area - Specific Plan Buildout.

Table 5.6-8: Estimated Construction Worker Consumption (Light Duty Trucks 1) for Opening Year – Option 1

Phase Name	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2021						
Demolition	55	8	14.7	6,468	26.03	249
Site Preparation	11	8	14.7	1,294	26.03	50
2022						

Phase Name	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Site Preparation	39	8	14.7	4,586	26.79	171
Grading	70	10	14.7	10,290	26.79	384
Building Construction	150	528	14.7	1,164,240	26.79	43,459
Paving	100	8	14.7	11,760	26.79	439
Architectural Coating	100	106	14.7	155,820	26.79	5,816
Total Construction Worker (Light Duty Trucks 1) Fuel Consumption						50,568

Source: Urban Crossroads, 2021 (Appendix C4 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Table 5.6-9: Estimated Construction Worker Consumption (Light Duty Trucks 1) for Opening Year – Option 2

Phase	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2021						
Demolition	55	8	14.7	6,468	26.03	249
Site Preparation	11	8	14.7	1,294	26.03	50
2022						
Site Preparation	39	8	14.7	4,586	26.79	171
Grading	70	10	14.7	10,290	26.79	384
Building Construction	150	647	14.7	1,426,635	26.79	53,253
Paving	100	8	14.7	11,760	26.79	439
Architectural Coating	100	130	14.7	191,100	26.79	7,133
Total Construction Worker (Light Duty Trucks 1) Fuel Consumption						61,679

Source: Urban Crossroads, 2021 (Appendix C4 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Table 5.6-10: Estimated Construction Worker Consumption (Light Duty Trucks 1) for the Future Development Area - Specific Plan Buildout

Phase	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2023						
Demolition	35	6	14.7	3,087	27.61	112
Site Preparation	20	9	14.7	2,646	27.61	96
Grading	25	10	14.7	3,675	27.61	133
Building Construction	50	328	14.7	241,080	27.61	8,733
Paving	38	6	14.7	3,352	27.61	121
Architectural Coating	38	66	14.7	36,868	27.61	1,336
Total Construction Worker (Light Duty Trucks 1) Fuel Consumption						10,531

Source: Urban Crossroads, 2021 (Appendix C4 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Table 5.6-11 shows that approximately 53,877 gallons of fuel would be used by light duty 2 trucks for construction of Opening Year – Option 1. Table 5.6-12 shows that approximately 65,716 gallons of fuel would be used by light duty 2 trucks for construction of Opening Year – Option 2, and Table 5.6-13 shows

that approximately 11,134 gallons of fuel would be used by light duty 2 trucks for construction of the Future Development Area - Specific Plan Buildout.

Table 5.6-11: Estimated Construction Worker Consumption (Light Duty Trucks 2) for Opening Year – Option 1

Phase	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2021						
Demolition	55	8	14.7	6,468	24.23	267
Site Preparation	11	8	14.7	1,294	24.23	53
2022						
Site Preparation	39	8	14.7	4,586	25.15	182
Grading	70	10	14.7	10,290	25.15	409
Building Construction	150	528	14.7	1,164,240	25.15	46,301
Paving	100	8	14.7	11,760	25.15	468
Architectural Coating	100	106	14.7	155,820	25.15	6,197
Total Construction Worker (Light Duty 2 Trucks) Fuel Consumption						53,887

Source: Urban Crossroads, 2021 (Appendix C4 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Table 5.6-12: Estimated Construction Worker Consumption (Light Duty Trucks 2) for Opening Year – Option 2

Phase	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2021						
Demolition	55	8	14.7	6,468	24.23	267
Site Preparation	11	8	14.7	1,294	24.23	53
2022						
Site Preparation	39	8	14.7	4,586	25.15	182
Grading	70	10	14.7	10,290	25.15	409
Building Construction	150	647	14.7	1,426,635	25.15	56,736
Paving	100	8	14.7	11,760	25.15	468
Architectural Coating	100	130	14.7	191,100	25.15	7,600
Total Construction Worker (Light Duty 2 Trucks) Fuel Consumption						65,716

Source: Urban Crossroads, 2021 (Appendix C4 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Table 5.6-13: Estimated Construction Worker Consumption (Light Duty Trucks 2) for the Future Development Area - Specific Plan Buildout

Phase	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2023						
Demolition	35	6	14.7	3,087	26.11	118
Site Preparation	20	9	14.7	2,646	26.11	101
Grading	25	10	14.7	3,675	26.11	141
Building Construction	50	328	14.7	241,080	26.11	9,234
Paving	38	6	14.7	3,352	26.11	128
Architectural Coating	38	66	14.7	36,868	26.11	1,412
Total Construction Worker (Light Duty 2 Trucks) Fuel Consumption						11,134

Source: Urban Crossroads, 2021 (Appendix C4 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Tables 5.6-14 shows that construction related vendor trips (vehicles that deliver materials to the site during construction) and hauling trips for Opening Year – Option 1 would use approximately 28,802 gallons of fuel would be used by medium high duty trucks. The same needs for construction of Opening Year – Option 2 would use approximately 35,303 gallons of fuel, as shown in Table 5.6-15 and construction of the Future Development Area - Specific Plan Buildout would use approximately 6,198 gallons of fuel, as shown in Table 5.6-16.

Table 5.6-14: Estimated Construction Vendor Fuel Consumption (Medium Heavy Duty Trucks) for Opening Year – Option 1

Phase Name	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2021						
Demolition	55	70	6.9	26,565	9.73	2,730
Site Preparation	11	64	6.9	4,858	9.73	499
2022						
Site Preparation	39	64	6.9	17,222	10.04	1,715
Grading	70	89	6.9	42,987	10.04	4,280
Building Construction	150	190	6.9	196,650	10.04	19,578
Paving	100	0	6.9	0	10.04	0
Architectural Coating	100	0	6.9	0	10.04	0
Total Construction Vendor (Medium Heavy Duty Trucks) Fuel Consumption						28,802

Source: Urban Crossroads, 2021 (Appendix C4 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Table 5.6-15: Estimated Construction Vendor Fuel Consumption (Medium Heavy Duty Trucks) for Opening Year – Option 2

Phase	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2021						
Demolition	55	86	6.9	32,637	9.73	3,355
Site Preparation	11	78	6.9	5,920	9.73	609
2022						
Site Preparation	39	78	6.9	20,990	10.04	2,090
Grading	70	109	6.9	52,647	10.04	5,241
Building Construction	150	233	6.9	241,155	10.04	24,009
Paving	100	0	6.9	0	10.04	0
Architectural Coating	100	0	6.9	0	10.04	0
Total Construction Vendor (Medium Heavy Duty Trucks) Fuel Consumption						35,303

Source: Urban Crossroads, 2021 (Appendix C4 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Table 5.6-16: Estimated Construction Vendor Fuel Consumption (Medium Heavy Duty Trucks) for the Future Development Area - Specific Plan Buildout

Phase	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2023						
Demolition	35	69	6.9	16,664	10.45	1,594
Site Preparation	20	40	6.9	5,520	10.45	528
Grading	25	49	6.9	8,453	10.45	809
Building Construction	50	99	6.9	34,155	10.45	3,268
Paving	38	0	6.9	0	10.45	0
Architectural Coating	38	0	6.9	0	10.45	0
Total Construction Vendor (Medium Heavy Duty Trucks) Fuel Consumption						6,198

Source: Urban Crossroads, 2021 (Appendix C4 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Tables 5.6-17 shows that construction related vendor trips (vehicles that deliver materials to the site during construction) and hauling trips for Opening Year – Option 1 would use approximately 113,453 gallons of fuel would be used by heavy high duty trucks. The same needs for construction of Opening Year – Option 2 would use approximately 123,765 gallons of fuel, as shown in Table 5.6-18 and construction of the Future Development Area - Specific Plan Buildout would use approximately 12,599 gallons of fuel, as shown in Table 5.6-19.

Table 5.6-17: Estimated Construction Vendor/Hauling Fuel Consumption (Heavy Duty Trucks) for Opening Year – Option 1

Phase Name	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Vendor						
2021						
Demolition	55	70	6.9	26,565	6.16	4,315
Site Preparation	11	64	6.9	4,858	6.16	789
2022						
Site Preparation	39	64	6.9	17,222	6.33	2,721
Grading	70	89	6.9	42,987	6.33	6,792
Building Construction	150	190	6.9	196,650	6.33	31,069
Paving	100	0	6.9	0	6.33	0
Architectural Coating	100	0	6.9	0	6.33	0
Hauling						
2021						
Demolition	55	50	20	55,000	6.16	8,933
Site Preparation	11	0	20	0	6.16	0
2022						
Site Preparation	39	0	20	0	6.33	0
Grading	70	266	20	372,400	6.33	58,836
Building Construction	150	0	20	0	6.33	0
Paving	100	0	20	0	6.33	0
Architectural Coating	100	0	20	0	6.33	0
Total Construction Vendor/Hauling (Heavy Heavy Duty Trucks) Fuel Consumption						113,453

Source: Urban Crossroads, 2021 (Appendix C4 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Table 5.6-18: Estimated Construction Vendor/Hauling Fuel Consumption (Heavy Duty Trucks) for Opening Year – Option 2

Phase	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Vendor						
2021						
Demolition	55	86	6.9	32,637	6.16	5,301
Site Preparation	11	78	6.9	5,920	6.16	962
2022						
Site Preparation	39	78	6.9	20,990	6.33	3,316
Grading	70	109	6.9	52,647	6.33	8,318
Building Construction	150	233	6.9	241,155	6.33	38,100
Paving	100	0	6.9	0	6.33	0
Architectural Coating	100	0	6.9	0	6.33	0

Phase	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VTM	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Hauling						
2021						
Demolition	55	50	20	55,000	6.16	8,933
Site Preparation	11	0	20	0	6.16	0
2022						
Site Preparation	39	0	20	0	6.33	0
Grading	70	266	20	372,400	6.33	58,836
Building Construction	150	0	20	0	6.33	0
Paving	100	0	20	0	6.33	0
Architectural Coating	100	0	20	0	6.33	0
Total Construction Vendor/Hauling (Heavy Heavy Duty Trucks) Fuel Consumption						123,765

Source: Urban Crossroads, 2021 (Appendix C4 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Table 5.6-19: Estimated Construction Vendor/Hauling Fuel Consumption (Heavy Duty Trucks) for the Future Development Area - Specific Plan Buildout

Phase	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VTM	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Vendor						
2023						
Demolition	35	69	6.9	16,664	6.70	2,488
Site Preparation	20	40	6.9	5,520	6.70	824
Grading	25	49	6.9	8,453	6.70	1,262
Building Construction	50	99	6.9	34,155	6.70	5,099
Paving	38	0	6.9	0	6.70	0
Architectural Coating	38	0	6.9	0	6.70	0
Hauling						
2023						
Demolition	35	28	20	19,600	6.70	2,926
Site Preparation	20	0	20	0	6.70	0
Grading	25	0	20	0	6.70	0
Building Construction	50	0	20	0	6.70	0
Paving	38	0	20	0	6.70	0
Architectural Coating	38	0	20	0	6.70	0
Total Construction Vendor/Hauling (Heavy Heavy Duty Trucks) Fuel Consumption						12,599

Source: Urban Crossroads, 2021 (Appendix C4 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

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

construction activities would require limited energy consumption, would comply with all existing regulations, and would therefore not be expected to use large amounts of energy or fuel in a wasteful manner. Nevertheless impacts would be potentially significant due to energy consumed and the Project would implement Mitigation Measure AQ-5, which would require the use of on-road heavy duty haul trucks that are model year 2014 or newer; Mitigation Measure AQ-8, which would provide information on transit and ridesharing programs to construction employees; and Mitigation Measure AQ-9, which would require provision of meal options onsite or shuttles between the construction site and nearby meal destinations. Implementation of Mitigation Measure AQ-5, AQ-8, and AQ-9 would serve to reduce diesel and gasoline consumption during construction. Implementation of these mitigation measures would also further reduce construction energy demand. Thus, impacts related to construction energy usage would be less than significant with mitigation incorporated.

Operation

Less than Significant with Mitigation Incorporated.

Specific Plan Area & Upzone Site

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

As detailed in Table 5.6-20, operation of Opening Year – Option 1 is estimated to annually use 1,521,796 gallons of fuel. Table 5.6-21 shows that operation of Opening Year – Option 2 is estimated to annually use 2,022,047 gallons of fuel, and Table 5.6-22 shows that operation of the Future Development Area - Specific Plan Buildout is estimated to annually use 1,174,606 gallons of fuel.

Table 5.6-20: Estimated Annual Operational Vehicle Fuel Consumption Opening Year – Option 1

Vehicle Type	Annual VMT	Average Vehicle Fuel Economy (mpg)	Estimated Annual Fuel Consumption (gallons)
Light Duty Automobile	6,599,740	31.93	206,693
Light Duty Truck 1	434,235	26.79	16,209
Light Duty Truck 2	2,150,955	25.15	85,542
Medium Duty Trucks	1,387,850	20.36	68,165
Motorcycles	70,244	37.23	1,887
Light-Heavy Duty Trucks 1	1,026,679	13.75	74,681
Light-Heavy Duty Trucks 2	324,265	13.87	23,372
Medium-Heavy Duty Trucks	1,613,324	10.04	160,619
Heavy-Heavy Duty Trucks	5,599,263	6.33	884,629
Total Vehicle Fuel Usage			1,521,796

Source: Urban Crossroads, 2021 (Appendix C4 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Table 5.6-21: Estimated Annual Operational Vehicle Fuel Consumption for Opening Year – Option 2

Vehicle Type	Annual VMT	Average Vehicle Fuel Economy (mpg)	Estimated Annual Fuel Consumption (gallons)
Light Duty Automobile	8,868,745	31.93	277,755
Light Duty Truck 1	583,527	26.79	21,782
Light Duty Truck 2	2,890,459	25.15	114,951
Medium Duty Trucks	1,864,997	20.36	91,600
Motorcycles	94,394	37.23	2,535
Light-Heavy Duty Trucks 1	1,318,517	13.75	95,909
Light-Heavy Duty Trucks 2	416,339	13.87	30,008
Medium-Heavy Duty Trucks	1,997,235	10.04	198,841
Heavy-Heavy Duty Trucks	7,523,666	6.33	1,188,666
Total Fuel Usage			2,022,047

Source: Urban Crossroads, 2021 (Appendix C4 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Table 5.6-22: Estimated Annual Operational Vehicle Fuel Consumption for the Future Development Area - Specific Plan Buildout

Vehicle Type	Annual VMT	Average Vehicle Fuel Economy (mpg)	Estimated Annual Fuel Consumption (gallons)
Light Duty Automobile	5,287,476	32.93	160,568
Light Duty Truck 1	340,224	27.61	12,325
Light Duty Truck 2	1,721,484	26.11	65,934
Medium Duty Trucks	1,080,064	21.08	51,228
Motorcycles	55,149	37.21	1,482
Light-Heavy Duty Trucks 1	1,641,579	13.97	117,540
Light-Heavy Duty Trucks 2	534,297	14.12	37,847
Medium-Heavy Duty Trucks	1,259,067	10.45	120,451
Heavy-Heavy Duty Trucks	4,067,406	6.70	607,231
Total Fuel Usage			1,174,606

Source: Urban Crossroads, 2021 (Appendix C4 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

In addition, CCR Title 13, Section 2485, limits idling times of vehicles to no more than 5 minutes, which is included as Mitigation Measure AQ-10. The idling restrictions would preclude unnecessary and wasteful consumption of fuel due to unproductive idling of trucks. Furthermore, the Project would incorporate Mitigation Measure AQ-11, which would provide information on incentive programs to upgrade fleets with energy efficient trucks, and Mitigation Measure AQ-12, which would provide EV charging stations and carpool parking in order to promote a reduction in fuel consumption. Implementation of Mitigation Measures AQ-10 through AQ-12 would further reduce diesel and gasoline consumption. However, due to the programmatic nature of the Project and since future tenants are unknown, quantification of these measures is speculative.

Table 5.6-23 details that operation of Opening Year – Option 1 would use approximately 3,022,510 thousand British thermal units (kBtu) per year of natural gas. Opening Year – Option 2 would use

approximately 3,878,220 kBTU and the Future Development Area - Specific Plan Buildout would use approximately 2,128,532 kBTU.

Rezoning of the Upzone Site would allow for the development of up to 480 dwelling units at a density of 20 du/acre. While no development within the Upzone Site is proposed at this time, Table 5.6-23 shows that operation of 480 dwelling units at the Upzone Site at full buildout would result in an increase of 7,522,563 kBTU/year.

Table 5.6-23: Estimated Annual Natural Gas Demand (kBTU/year)

Land Use	Demand
Opening Year – Option 1	
High-Cube Warehouse	1,789,850
Fulfillment Center	1,232,660
Total Natural Gas Demand	3,022,510
Opening Year – Option 2	
High-Cube Warehouse	1,789,850
Fulfillment Center	2,088,370
Total Natural Gas Demand	3,878,220
Future Development Area - Specific Plan Buildout	
High-Cube Warehouse	855,712
Fulfillment Center	1,272,820
Total Natural Gas Demand	2,128,532
Upzone Site Buildout	
Total Natural Gas Demand from 428 Residential Units	7,522,563

Source: Urban Crossroads, 2021 (Appendix C4 and C5 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

In addition, Table 5.6-24 details that approximately 4,628,344 kilowatt-hour (kWh) per year of electricity would be used for operation of Opening Year - Option 1, approximately 5,353,275 kWh annually would be used for operation of Opening Year – Option 2, and approximately 5,065,430 kWh annually would be used for operation of the Future Development Area - Specific Plan Buildout. In addition, Table 5.6-24 shows that operation of the Upzone at buildout would result in an increase of 3,149,821 kWh/year.

Table 5.6-24: Estimated Annual Operational Electricity Demand (kWh/year)

Land Use	Demand
Opening Year – Option 1	
High-Cube Warehouse	2,378,120
Fulfillment Center	1,439,540
Parking Lot	405,342
Landscape	405,342
Total Electricity Demand	4,628,344
Opening Year – Option 2	
High-Cube Warehouse	2,378,120
Fulfillment Center	2,774,760
Parking Lot	200,395

Land Use	Demand
Total Electricity Demand	5,353,275
Future Development Area - Specific Plan Buildout	
Fulfilment Center	1,136,960
Industrial Park	3,928,470
Total Electricity Demand	5,065,430
Upzone Site Buildout	
Total Electricity Demand from 428 Residential Units	3,149,821

Source: Urban Crossroads, 2021 (Appendix C4 and C5 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

As detailed in the previous tables, the operational use of energy includes the heating, cooling, and lighting of the buildings, water heating, operation of electrical systems and plug-in appliances within the buildings, parking lots and outdoor lighting, and the transport of electricity, natural gas, and water to the areas where they would be consumed. This use of energy is typical for urban development, and the Project would implement all applicable Title 24, CALGreen, and CARB energy related standards.

Given the size of the proposed development, the Project could potentially result in inefficient or wasteful usage of energy. Therefore, as required by Mitigation Measure E-1, the Project buildings would be designed in order to meet LEED Silver standards, which would provide additional energy efficiency measures and further energy reductions. As detailed in Appendix B, as of 2024, the use of zero-emission heavy-duty trucks in support of uses such as the proposed Project remains infeasible given the extremely limited commercial availability of zero-emission trucks, as well as infrastructure limitations, including limited truck-accessible charging/refueling stations and electrical grid capacity. However, the Project would utilize zero emission light-duty, medium-duty, and heavy-duty trucks, once such trucks become commercially available and feasible (as defined in Section 5.3, *Air Quality*), as set forth in Mitigation Measures AQ-19 and AQ-20, which would serve to reduce reliance on fossil fuels in future Project operations. In addition, as required by Mitigation Measure AQ-13, the Project would utilize electric yard hostlers, forklifts, and pallet jacks. All of these measures would ensure that the Project would not result in inefficient or wasteful energy consumption.

In addition, pursuant to Mitigation Measure GHG-1, Project buildings would each be required to incorporate energy efficiency measures, such as increased insulation and cool roof features, in order to meet 100 points on the County's GHG Reduction Plan Screening Tables. As shown in Table 5.8-6, Project buildings could incorporate enhanced window insulation, enhanced duct insulation, an improved efficiency HVAC system, very high efficiency water heaters, and very high efficiency lights, among other energy efficient measures.

Further, as required by Mitigation Measure AQ-23, the proposed Project would be required to either install solar photovoltaic panels or other renewable energy generation system onsite or purchase renewable energy so that 100 percent of the expected building load is provided by renewable energy. As future tenants are not known currently, it is too speculative to estimate the energy demand solar panels would offset.

As future tenants are unknown and zero-emission trucks are not yet commercially available nor feasible (as defined in Section 5.3.11), conservatively this analysis does not assume any building energy or transportation energy reductions associated with Mitigation Measures AQ-13, AQ-19, AQ-20, AQ-23, E-1, and GHG-1. Nevertheless, Mitigation Measures AQ-13, AQ-19, AQ-20, AQ-23, E-1 and GHG-1 would ensure that the Project would incorporate renewable energy infrastructure and energy efficient features into Project

operations. Thus, impacts related to inefficient and wasteful use of energy would be less than significant with incorporation of mitigation.

CEQA Guidelines Appendix F

An analysis of the factors identified in CEQA Guidelines Appendix F is provided in Table 5.6-25, *CEQA Guidelines Appendix F Energy Analysis*. As shown, with implementation of Mitigation Measures AQ-13, AQ-19, AQ-20, AQ-23, E-1 and GHG-1, the Project would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation and impacts would be less than significant with incorporation of mitigation.

Table 5.6-25: CEQA Guidelines Appendix F Energy Analysis

CEQA Guidelines Appendix F Goals	Analysis
(1) decreasing overall per capita energy consumption	No Conflict. As discussed in Section 5.3, <i>Air Quality</i> , of this Recirculated Draft EIR, the Project would comply with SCAQMD Warehouse Indirect Source Rule 2305, which regulates warehouse facilities to reduce emissions from and increase energy efficiency related to the goods movement industry. In addition, as required by Mitigation Measure E-1, the Project buildings would be designed in order to meet LEED Silver standards, which would provide additional energy efficiency measures and further energy reductions.
(2) decreasing reliance on fossil fuels such as coal, natural gas and oil	Consistent. During operation, the Project would be designed and constructed in accordance with the County's latest adopted energy efficiency standards, which are based on the California Title 24 energy efficiency standards. Title 24 standards are widely regarded as the most advanced energy efficiency standards, would help reduce the amount of energy required for lighting, water heating, and heating and air conditioning in the building and promote energy conservation. As required by Mitigation Measure E-1, the Project buildings would be designed in order to meet LEED Silver standards, which would provide additional energy efficiency measures and further energy reductions. The Project would utilize zero emission light-duty, medium-duty, and heavy-duty trucks, once such trucks become commercially available and feasible, as set forth in Mitigation Measures AQ-19 and AQ-20, which would serve to reduce reliance on fossil fuels in future Project operations. In addition, as required by Mitigation Measure AQ-13, the Project would utilize electric yard hostlers, forklifts, and pallet jacks.
(3) increasing reliance on renewable energy sources	Consistent. As discussed above, as required by Mitigation Measure AQ-23, the proposed Project would either install solar panels or other renewable energy generation system onsite to power 100 percent of the building load or purchase 100 percent renewable energy. Further, the Project would utilize zero emission

	light-duty, medium-duty, and heavy-duty trucks, once such trucks become commercially available and feasible, as set forth in Mitigation Measures AQ-19 and AQ-20, which would serve to reduce reliance on fossil fuels in future Project operations. In addition, as required by Mitigation Measure AQ-13, the Project would utilize electric yard hostlers, forklifts, and pallet jacks.
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IMPACT E-2: WOULD THE PROJECT CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY?

Less than Significant with Mitigation Incorporated.

Specific Plan Area & Upzone Site

As described previously, the proposed Specific Plan and residences within the Upzone Site would be required to meet the CCR Title 24 energy efficiency standards in effect during permitting of proposed or future developments within the Specific Plan and future developments within the Upzone Site. The County's administration of the CCR Title 24 requirements includes review of design components and energy conservation measures that occurs during the permitting process, which ensures that all requirements are met. In addition, as described in Section 5.3 *Air Quality*, pursuant to Mitigation Measure AQ-10, the Specific Plan plans and specifications shall require signs at loading dock facilities that identify the anti-idling regulations. Thus, the Specific Plan would not conflict with the idling limits imposed by CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling.

As proposed, buildout of the Specific Plan could potentially conflict with or obstruct state and local plans for renewable energy. As such, as required by Mitigation Measure AQ-23, the proposed Project would be required to either install solar photovoltaic panels or other renewable energy generation system onsite or purchase energy so that 100 percent of the expected building load is provided by renewable energy. Through implementation of Mitigation Measure AQ-23, the electricity required for operations of each building would come solely from renewable energy sources. Future development within the Upzone Site would be required to adhere to CalGreen, which would require installation of solar panels on any proposed residences. Therefore, with implementation of Mitigation Measure AQ-23, the Specific Plan and development of the Upzone Site would not conflict with or obstruct opportunities to use renewable energy, such as solar energy. This required installation of solar infrastructure or, purchase of 100 percent renewable energy, or a combination of the two, would further State goals toward increasing consumption of renewable energy.

In order to limit natural gas usage by the Project, the Project would also utilize all electric interior vehicles such as forklifts and yard hostlers, as required by Mitigation Measure AQ-13, which would reduce or fully eliminate the need for natural gas by each building. Reducing and/or eliminating the use of natural gas by the Project would assist in achieving California's all-electric buildings goals, as set forth by Title 24.

In addition, Mitigation Measure E-1 requires the Project buildings to be designed in order to meet the requirements for LEED Silver, which would provide additional energy efficiency measures and further energy reductions. In addition, pursuant to Mitigation Measure GHG-1, Project buildings would each be required to incorporate energy efficiency measures, such as increased insulation and cool roof features, in order to meet 100 points on the County's GHG Reduction Plan Screening Tables. The Project would further promote the use of renewable energy through implementation of Mitigation Measure AQ-12, which requires the installation of electric vehicle charging stations for each building. Mitigation Measures AQ-12 would serve to reduce

reliance on fossil fuels and would assist in achieving State goals for electric vehicle adoption. Furthermore, future residential development within the Upzone Site would be required to install solar panels pursuant to Title 24 requirements. Thus, the proposed Project would not obstruct use of renewable energy or energy efficiency. Furthermore, the Project would be consistent with Countywide Plan Conservation Element policies, as described in detail in Table 5.8-9. Overall, with implementation of Mitigation Measures AQ-10, AQ-12, AQ-13, AQ-19, AQ-20, AQ-23, AQ-24, E-1, and GHG-1, buildout and operation of the Specific Plan and Upzone Site would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

5.6.7 CUMULATIVE IMPACTS

Specific Plan Area & Upzone Site

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

Currently, energy resources within southern California are cumulatively impacted due to overloaded electricity infrastructure and high energy demand from current and proposed development. Therefore, the proposed Project has the potential to combine with existing energy impacts resulting from development in the region and could result in cumulatively considerable impacts. However, as discussed under Impact E-1, construction- and operation-related energy impacts resulting from implementation of the proposed Project would not be considered inefficient, wasteful, or unnecessary with incorporation of mitigation. All development projects throughout the region would be required to comply with the energy efficiency standards set forth in the Title 24 requirements, including through the required provision of on-site solar panels to offset building energy use. Additionally, like the proposed Project, some of the developments could provide for additional reductions in energy consumption by use of solar panels, sky lights, or other energy efficiency infrastructure. For example, many warehouse projects within unincorporated San Bernardino County, such as the Duke Warehouse at Slover Avenue¹ and Alder Avenue and the Cactus Avenue Warehouse Project², are incorporating LEED certification, solar, and other energy efficiency measures that reduce cumulative electricity consumption. Further, cumulative projects over 400,000 SF in nearby Fontana would be required to incorporate solar panels to offset building electricity use pursuant to the City's Industrial Commerce Center Sustainability Standards Ordinance. In addition, as of 2022, approximately one third of the power generated by SCE is from renewable sources, and this is anticipated to continue to increase under the State's Renewable Portfolio Standard, which requires retail sellers of electric services to increase procurement from eligible renewable resources to 44% of total retail sales by 2024. The amount of retail electricity provided to cumulative projects from renewable sources is expected to further increase significantly to meet the State goal of carbon neutrality by 2045. With implementation of the existing energy conservation regulations and continued increase of SCE's renewable energy portfolio, cumulative energy consumption would not be cumulatively wasteful, inefficient, or unnecessary.

As discussed under Impact E-2, the Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency with implementation of mitigation. Other cumulative development

¹ Duke Warehouse at Slover and Alder Project. SCH No. 2021120526. <https://lus.sbcounty.gov/wp-content/uploads/sites/48/Environmental/Duke%20Warehouse%20at%20slover%20and%20alder/SLOVER-ALDER-Final-EIR-9-11-23.pdf>

² Slover/Cactus Avenue Warehouse. SCH No. 2019039033. <https://lus.sbcounty.gov/wp-content/uploads/sites/48/Environmental/SLOVER-CACTUS-FEIR.pdf>

projects would likewise be required to demonstrate compliance with CCR Title 24 energy efficiency standards and vehicle idling restrictions.

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

Therefore, the Project would not contribute to any cumulative energy impacts when considered together with cumulative development projects and would not be cumulatively considerable with implementation of Mitigation Measures AQ-10, AQ-12, AQ-13, AQ-19, AQ-20, AQ-23, E-1, and GHG-1.

5.6.8 EXISTING REGULATIONS, STANDARD CONDITIONS, AND REGULATORY REQUIREMENTS

Existing Regulations

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

- California Energy Code (Code of Regulations, Title 24 Part 6).
- California Green Building Standards Code (CALGreen; Code of Regulations, Title 24 Part 11) as included in the County's Municipal Code in Section 14.02.010(N).

Standard Conditions

None.

Regulatory Requirements (RRs)

None.

5.6.9 PROJECT DESIGN FEATURES

None.

5.6.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

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

5.6.11 MITIGATION MEASURES

MM E-1: LEED Certification. The Project plans and specifications shall require that all buildings shall achieve certification of compliance or demonstrate equivalency with LEED Silver building standards. Prior to the issuance of building permits, the Project Applicant or successor in interest shall provide documentation to the County of San Bernardino Planning Division demonstrating that each development is designed to achieve

energy efficient buildings equivalent to LEED Silver building standards with the following design criteria options:

- Five percent of all parking spaces shall have Level 2 or Level 3 charging capacity.
- Ten percent of all parking spaces shall have EV-ready conduit.
- Building envelopes insulation of conditioned space within all commercial and industrial buildings shall be R15 or greater for walls and R30 or greater for attics/roofs.
- Windows of commercial and industrial buildings shall have an insulation factor of 0.28 or less U-factor and 0.22 or less solar heat gain coefficient (SHGC).
- All roofing material for commercial buildings shall be Cool Roof Rating Council (CRRC) Rated 0.15 aged solar reflectance or greater and 0.75 thermal emittance.
- All heating/cooling ducting within the commercial and industrial buildings shall be insulated with R6 or greater insulation.
- All heating and cooling equipment shall be Seasonal Energy Efficiency Ratio (SEER) 14/78 percent Annual Fuel Utilization Efficiency (AFUE), or 7.7 Heating Seasonal Performance Factor (HSPF) levels of efficiency or greater.
- All water heaters in the commercial and industrial buildings shall be high efficiency electric water heaters with a minimum 0.72 Energy Factor or greater.
- Lighting within the commercial and industrial buildings shall be high efficiency LED lighting with a minimum of 40 lumens/watt for 15 watt or less fixtures, 50 lumens/watt for 15–40-watt fixtures, and 60 lumens/watt for fixtures greater than 40 watts.
- All appliances within the commercial and industrial land uses shall be energy star rated appliances.
- All water fixtures shall be water efficient (toilets/urinals [1.5 gallons per minute (GPM) or less], showerheads [2.0 GPM or less], and faucets [1.28 GPM or less]).

MM AQ-5, MM AQ-8, MM AQ-9, MM AQ-10, MM AQ-11, MM AQ-12, MM AQ-13, MM AQ-19, MM AQ-20, MM AQ-23, and MM AQ-24, as listed in Section 5.3, *Air Quality*.

MM GHG-1, as listed in Section 5.8, *Greenhouse Gas Emissions*.

5.6.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Upon implementation of Mitigation Measures E-1, AQ-5, AQ-8, AQ-9, AQ-10, AQ-11, AQ-12, AQ-13, AQ-19, AQ-20, AQ-23 and GHG-1, impacts related to energy would be less than significant.

5.6.13 REFERENCES

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Urban Crossroads. (May 2021). *Residential Upzone Project Focused Air Quality & Greenhouse Gas Memo*. (**Appendix C5 of Volume 2**)

Urban Crossroads. (February 2025). *Bloomington Business Park Specific Plan Comparative Health Impact, Zero-Emission Truck Feasibility, GHG Mitigation, and Energy Cumulative Impact Analysis*. (**Appendix B to this Recirculated Draft EIR**)

5.8 Greenhouse Gases

5.8.1 INTRODUCTION

This section of the Recirculated Draft EIR evaluates greenhouse gas (GHG) emissions associated with the proposed Project and its contribution to global climate change. Specifically, this section evaluates the extent to which GHG emissions from the Project contribute to elevated levels of GHGs in the Earth's atmosphere and consequently contribute to climate change. This section also addresses the Project's consistency with applicable plans, policies, and public agency regulations adopted for the purpose of reducing the emissions of GHGs. This analysis is based on the following County documents, Urban Crossroads technical studies prepared as part of the original Draft EIR and Final EIR, and Urban Crossroads technical studies prepared for this Recirculated EIR:

- *County of San Bernardino Countywide Plan*, September 2022
- *Countywide Plan Environmental Impact Report (CWP EIR)*, PlaceWorks, August 2020
- *County of San Bernardino Development Code*
- *Bloomington Business Park Specific Plan Greenhouse Gas Analysis*, Urban Crossroads, July 2021, included as Appendix C3 of Volume 2;
- *Residential Upzone Project Focused Air Quality and Greenhouse Gas Memo*, Urban Crossroads, May 2021, included as Appendix C5 of Volume 2; and
- *Bloomington Business Park Specific Plan Comparative Health Impact, Zero-Emission Truck Feasibility, GHG Mitigation, and Energy Cumulative Impact Analysis*, Urban Crossroads, February 2025, included as Appendix B.

5.8.2 REGULATORY SETTING

5.8.2.1 State Regulations

California Assembly Bill 1493– Pavley

In 2002, the California Legislature adopted AB 1493 requiring the adoption of regulations to reduce GHG emissions in the transportation sector. In September 2004, pursuant to AB 1493, the CARB approved regulations to reduce GHG emissions from new motor vehicles beginning with the 2009 model year (Pavley Regulations). In September 2009, CARB adopted amendments to the Pavley Regulations to reduce GHG from 2009 to 2016. CARB, EPA, and the U.S. Department of Transportation's National Highway Traffic and Safety Administration (NHTSA) have coordinated efforts to develop fuel economy and GHG standards for model 2017-2025 vehicles. The GHG standards are incorporated into the "Low Emission Vehicle" (LEV) Regulations.

California Executive Order S-3-05 – Statewide Emission Reduction Targets

Executive Order S-3-05 was signed by Governor Arnold Schwarzenegger in June 2005. Executive Order S-3-05 establishes statewide emission reduction targets through the year 2050:

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

California Assembly Bill 32 (AB 32), Global Warming Solutions Act of 2006 (Chapter 488, Statutes of 2006)

In 2006, the California Legislature passed the California Global Warming Solutions Act of 2006 (AB 32), which created a comprehensive, multi-year program to reduce GHG emissions in California. AB 32 required CARB to develop a Scoping Plan that describes the approach California will take to reduce GHGs to achieve the goal of reducing emissions to 1990 levels by 2020. The Scoping Plan was first approved by CARB in 2008 and must be updated at least every five years. Since 2008, there have been two updates to the Scoping Plan. Each of the Scoping Plans have included a suite of policies to help the State achieve its GHG targets, in large part leveraging existing programs whose primary goal is to reduce harmful air pollution. The 2017 Scoping Plan identifies how the State can reach the 2030 climate target to reduce GHG emissions by 40 percent from 1990 levels, and substantially advance toward the 2050 climate goal to reduce GHG emissions by 80 percent below 1990 levels.

The AB 32 Scoping Plan also anticipates that local government actions will result in reduced GHG emissions because local governments have the primary authority to plan, zone, approve, and permit development to accommodate population growth and the changing needs of their jurisdictions. The Scoping Plan also relies on the requirements of Senate Bill 375 (discussed below) to align local land use and transportation planning for achieving GHG reductions.

The Scoping Plan must be updated every five years to evaluate AB 32 policies and ensure that California is on track to achieve the GHG reduction goals. On December 15, 2022, CARB adopted the 2022 Scoping Plan. The 2022 Scoping Plan builds on the previous Scoping Plans as well as the requirements set forth by AB 1279, which directs the state to become carbon neutral no later than 2045. To achieve this statutory objective, the 2022 Scoping Plan lays out how California can reduce GHG emissions by 85% below 1990 levels and achieve carbon neutrality by 2045. The Scoping Plan scenario to do this is to “deploy a broad portfolio of existing and emerging fossil fuel alternatives and clean technologies, and align with statutes, Executive Orders, Board direction, and direction from the governor.” The 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality in the world.

Senate Bill 375 (Chapter 728, Statutes of 2008)

In August 2008, the California Legislature passed, and on September 30, 2008, Governor Schwarzenegger signed, Senate Bill (SB) 375, which addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. Regional GHG reduction targets for the automobile and light-truck sector for 2020 and 2035, as determined by CARB, are required to consider the emission reductions associated with vehicle emission standards (see SB 1493), the composition of fuels (see Executive Order S-1-07), and other CARB-approved measures to reduce GHG emissions. Regional metropolitan planning organizations will be responsible for preparing a Sustainable Communities Strategy within their Regional Transportation Plan. The goal of the Sustainable Communities Strategy is to establish a development plan for the region, which, after considering transportation measures and policies, will achieve, if feasible, the GHG reduction targets. If a Sustainable Communities Strategy is unable to achieve the GHG reduction target, a metropolitan planning organization must prepare an Alternative Planning Strategy demonstrating how the GHG reduction target would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. SB 375 provides incentives for streamlining CEQA requirements by substantially reducing the requirements for “transit priority projects,” as specified in SB 375, and eliminating the analysis of the impacts of certain residential projects on global warming and the growth-inducing impacts of those projects when the projects are consistent with the Sustainable Communities Strategy or Alternative Planning Strategy. On September 23, 2010, CARB adopted the SB 375 targets for the regional metropolitan planning organizations.

Executive Order B-30-15 – 2030 Statewide Emission Reduction Target

Executive Order B-30-15 was signed by Governor Jerry Brown on April 29, 2015, establishing an interim statewide GHG reduction target of 40 percent below 1990 levels by 2030, which is necessary to guide regulatory policy and investments in California in the midterm, and put California on the most cost-effective path for long-term emission reductions. Under this Executive Order, all State agencies with jurisdiction over sources of GHG emissions are required to continue to develop and implement emissions reduction programs to reach the State's 2050 target and attain a level of emissions necessary to avoid dangerous climate change. According to the Governor's Office, this Executive Order is in line with the scientifically established levels needed in the United States to limit global warming below 2°C - the warming threshold at which scientists say there will likely be major climate disruptions such as super droughts and rising sea levels.

Senate Bill 32 (Chapter 249, Statutes of 2016)

Senate Bill 32 was signed on September 8, 2016 by Governor Jerry Brown. SB 32 requires the State to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal of 1990 levels by 2020 and provides an intermediate goal to achieving S-3-05, which sets a statewide GHG reduction target of 80 percent below 1990 levels by 2050. A related bill that was also approved in 2016, AB 197 (Chapter 250, Statutes of 2016) creates a legislative committee to oversee regulators to ensure that ARB is not only responsive to the Governor, but also the Legislature.

AB 398 – Extension of Cap and Trade Program to 2030 (Chapter 617, Statutes of 2017)

AB 398 was signed by Governor Brown on July 25, 2017 and became effective immediately as urgency legislation. AB 398, among other things, extending the cap and trade program through 2030.

Senate Bill 97 (Chapter 185, Statutes of 2007)

SB 97 (Health and Safety Code Section 21083.5) was adopted in 2007 and required the Office of Planning and Research to prepare amendments to the CEQA Guidelines for the mitigation of GHG impacts. The amendments became effective on March 18, 2010. The CEQA Amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in CEQA documents. A new section, CEQA Guidelines Section 15064.4, was added to assist agencies in determining the significance of GHG emissions. The CEQA Guidelines Section gives discretion to the lead agency whether to: (1) use a model of methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; or (2) rely on a qualitative analysis or performance-based standards. CEQA does not provide guidance to determine whether the project's estimated GHG emissions are significant or cumulatively considerable.

Also amended were CEQA Guidelines Sections 15126.4 and 15130, which address mitigation measures and cumulative impacts respectively. However, GHG mitigation measures are referenced in general terms, and no specific measures are identified. Additionally, the revision to the cumulative impact discussion requirement (Section 15130) simply directs agencies to analyze GHG emissions in an EIR when a project's incremental contribution of emissions may be cumulatively considerable, however it does not answer the question of when emissions are cumulatively considerable.

Section 15183.5 permits programmatic GHG analysis and later project-specific tiering, as well as the preparation of Greenhouse Gas Reduction Plans. Compliance with such plans can support a determination that a project's cumulative effect is not cumulatively considerable, according to Section 15183.5(b).

California Air Resources Board Scoping Plan

On December 15, 2022, CARB adopted the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan). The 2022 Scoping Plan builds on the previous 2017 Scoping Plan as well as the requirements set forth by AB 1279, which directs the State to become carbon neutral no later than 2045. To achieve this statutory objective, the 2022 Scoping Plan lays out how California can reduce GHG emissions by 85 percent below 1990 levels and achieve carbon neutrality by 2045. The Scoping Plan scenario to do this is to “deploy a broad portfolio of existing and emerging fossil fuel alternatives and clean technologies, and align with statutes, Executive Orders, Board direction, and direction from the governor.” The 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality in the world. Unlike the 2017 Scoping Plan, CARB no longer includes a numeric per capita threshold and instead advocates for compliance with a local GHG reduction strategy (CAP) consistent with CEQA Guidelines section 15183.5.

The key elements of the 2022 CARB Scoping Plan focus on transportation; the regulations that effect this sector are adopted and enforced by CARB on vehicle manufacturers and outside the jurisdiction and control of local governments. As stated in the Plan's executive summary:

“The major element of this unprecedented transformation is the aggressive reduction of fossil fuels wherever they are currently used in California, building on and accelerating carbon reduction programs that have been in place for a decade and a half. That means rapidly moving to zero-emission transportation; electrifying the cars, buses, trains, and trucks that now constitute California's single largest source of planet-warming pollution.”

“[A]pproval of this plan catalyzes a number of efforts, including the development of new regulations as well as amendments to strengthen regulations and programs already in place, not just at CARB but across state agencies.”

Under the 2022 Scoping Plan, the 2045 carbon neutrality goal is to be implemented by the following objectives:

- Reimagine roadway projects that increase VMT in a way that meets community needs and reduces the need to drive.
- Double local transit capacity and service frequencies by 2030.
- Complete the High-Speed Rail (HSR) System and other elements of the intercity rail network by 2040.
- Expand and complete planned networks of high-quality active transportation infrastructure.
- Increase availability and affordability of bikes, e-bikes, scooters, and other alternatives to light-duty vehicles, prioritizing needs of underserved communities.
- Shift revenue generation for transportation projects away from the gas tax into more durable sources by 2030.
- Authorize and implement roadway pricing strategies and reallocate revenues to equitably improve transit, bicycling, and other sustainable transportation choices.
- Prioritize addressing key transit bottlenecks and other infrastructure investments to improve transit operational efficiency over investments that increase VMT.
- Develop and implement a statewide transportation demand management (TDM) framework with VMT mitigation requirements for large employers and large developments.
- Prevent uncontrolled growth of autonomous vehicle (AV) VMT, particularly zero-passenger miles.
- Channel new mobility services towards pooled use models, transit complementarity, and lower VMT outcomes.
- Establish an integrated statewide system for trip planning, booking, payment, and user accounts that enables efficient and equitable multimodal systems.

- Provide financial support for low-income and disadvantaged Californians' use of transit and new mobility services.
- Expand universal design features for new mobility services.
- Accelerate infill development in existing transportation-efficient places and deploy strategic resources to create more transportation-efficient locations.
- Encourage alignment in land use, housing, transportation, and conservation planning in adopted regional plans (RTP/SCS and RHNA) and local plans (e.g., general plans, zoning, and local transportation plans).
- Accelerate production of affordable housing in forms and locations that reduce VMT and affirmatively further fair housing policy objectives.
- Reduce or eliminate parking requirements (and/or enact parking maximums, as appropriate) and promote redevelopment of excess parking, especially in infill locations.
- Preserve and protect existing affordable housing stock and protect existing residents and businesses from displacement and climate risk.

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 11: The California Green Building Standards Code (CALGreen) was first adopted in 2009 in response to a legislative mandate to reduce California's GHG emissions. CALGreen is updated on a regular basis, with the 2019 California Green Building Code Standards being applicable when the original 2021 Draft EIR was published. Currently, the most recently approved update is the 2022 California Green Building Code Standards that became effective January 1, 2023. CCR Title 24 Part 6, California Energy Code was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption.

The 2022 CALGreen and California Energy Code standards that reduce air quality emissions and are applicable to the proposed Project include, but are not limited to, the following:

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- Designated parking for clean air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106.5.3.3 (5.106.5.3). Additionally, Table 5.106.5.4.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty electric vehicle supply equipment for warehouses, grocery stores, and retail stores.
- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight and glare ratings per Table 5.106.8 (5.106.8).
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).

- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
 - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
 - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
 - Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combined flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
 - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute at 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).
- Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELo), whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 square feet (SF) or for excess consumption where any tenant within a new building or within an addition is projected to consume more than 1,000 gallons per day (GPD) (5.303.1.1 and 5.303.1.2).
- Outdoor water uses in rehabilitated landscape projects equal or greater than 2,500 SF. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 SF requiring a building or landscape permit (5.304.3).
- Commissioning. For new buildings 10,000 SF and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

The 2022 CALGreen Code has been adopted by the County of San Bernardino in Development Code Section 63.1501.

5.8.2.2 Local Regulations

San Bernardino Countywide Plan

The Countywide Plan Natural Resources Element contains the following policies related to greenhouse gas emissions that is applicable to the Project:

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

The Renewable Energy and Conservation Element includes the following policies that are applicable to the proposed Project:

Policy RE-1.1 We implement the energy conservation and efficiency measures identified in the County of San Bernardino Greenhouse Gas Emissions Reduction Plan.

Policy RE-1.2 We optimize energy efficiency in the built environment.

Policy RE-1.4 We encourage residents and businesses to conserve energy.

The following Regulatory Requirements (RR) from the San Bernardino CWP EIR related to greenhouse gas emissions are applicable to the Project:

RR GHG-1 New buildings are required to achieve the current California Building Energy and Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11).

RR GHG-2 Construction activities are required to adhere to Title 13 California Code of Regulations (CCR) Section 2499, which requires that nonessential idling of construction equipment is restricted to five minutes or less.

RR GHG-3 New development in the unincorporated County of San Bernardino is required to comply with the San Bernardino County GHG Reduction Plan. The 2011 GHG Reduction Plan also directs the County to implement GHG reduction measures to align the County with the GHG reduction goals of AB 32.

RR GHG-4 The County of San Bernardino requires land uses in the unincorporated area to adhere to the state's Model Water Efficient Landscape Ordinance.

RR GHG -5 The County of San Bernardino adheres to the requirements of AB 341, AB 1826, and SB 1383. The County of San Bernardino Solid Waste Management Division manages landfill capacity and implements programs to divert waste from landfills, which includes recycling and organics/food waste collection. AB 341 requires business that generate 4 cubic yards of waste or more per week (including multifamily with five or more units) to arrange for recycling services. AB 1826 requires business to recycle their organic waste depending on how much waste they generate per week and also requires the County to implement an organic waste recycling program for business (including multifamily of five or more uses). SB 1383 requires that operates of landfills achieve reductions in short-lived climate pollutants and establishes a target to achieve a 50 percent reduction in statewide disposal of organic waste from 2014 levels by 2020 and 75 percent reduction from 2014 levels by 2025. AB 1383 also establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025.

County of San Bernardino Greenhouse Gas Emissions Reduction Plan

In compliance with Senate Bill 97, the County of San Bernardino adopted a Greenhouse Gas Reduction Plan in September 2011 and updated it in March 2015 and in September 2021. Multiple regulations exist at the State level that provide requirements for reducing greenhouse gas emissions and meeting renewable energy requirements. The Greenhouse Gas Reduction Plan provides a means of implementing State

regulations, including AB 32, AB 1493, Executive Order S-3-05, SB 375, Executive Order B-30-15, SB 32, AB 398, and SB 97, at the local level within the County.

The Greenhouse Gas Reduction Plan from 2015 provided a comprehensive set of actions to reduce the County's internal and external GHG emissions to 15% below current levels by 2020, consistent with the AB 32 Scoping Plan. This equates to a reduction of 159,423 Metric Tons of Carbon Dioxide Equivalents (MTCO_{2e}) per year from new development by 2020 as compared to the 2020 unmitigated conditions. San Bernardino County achieved this 2020 GHG reduction target and updated its target as part of the County's 2021 Greenhouse Gas Reduction Plan Update.

The 2021 Greenhouse Gas Reduction Plan Update provides a target for greenhouse gas emission reductions for the year 2030, which is to reduce emissions to 40 percent below 2016 levels. This reduction would be consistent with the State's long-term goal to achieve statewide carbon neutrality (zero net emissions) by 2045.

The 2021 Greenhouse Gas Reduction Plan includes a GHG Development Review Process that specifies a two-step approach in quantifying GHG emissions. First, a screening threshold of 3,000 metric tons of carbon dioxide equivalent (MTCO_{2e}) per year is used to determine if additional analysis is required. If a proposed project were to produce GHG emissions in exceedance of 3,000 MTCO_{2e} per year, then the project is required to either achieve a minimum of 100 points per the Screening Tables provided within the Greenhouse Gas Reduction Plan, or quantify project-specific GHG emissions and achieve the equivalent level of GHG emissions efficiency as a 100-point project.

The Screening Tables in the existing Greenhouse Gas Reduction Plan provide quantification that the updated emissions reduction goal for the year 2030, which is to reduce emissions to 40 percent below 2007 levels, would be met.

5.8.3 ENVIRONMENTAL SETTING

5.8.3.1 Greenhouse Gases Overview

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

The principal GHGs are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). Because different GHGs have different warming potential, and CO₂ is the most common reference gas for climate change, GHG emissions are often quantified and reported as CO₂ equivalents (CO_{2e}). For example, SF₆ is a GHG commonly used in the utility industry as an insulating gas in circuit breakers and other electronic equipment. SF₆, while comprising a small fraction of the total GHGs emitted annually world-wide, is a much more potent GHG, with 22,800 times the global warming potential as CO₂. Therefore, an emission of one metric ton (MT) of SF₆ could be reported as an emission of 22,800 MT of CO_{2e}. Large emission sources are reported in million metric tons (MMT) of CO_{2e}. The principal GHGs are described below, along with their global warming potential.

Carbon dioxide: Carbon dioxide (CO₂) is an odorless, colorless, natural GHG. Carbon dioxide's global warming potential is 1. Natural sources include decomposition of dead organic matter; respiration of

bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic (manmade) sources are from burning coal, oil, natural gas, and wood.

Methane: Methane (CH₄) is a flammable gas and is the main component of natural gas. It has a lifetime of 12 years, and its global warming potential is 28. Methane is extracted from geological deposits (natural gas fields). Other sources are landfills, fermentation of manure, and decay of organic matter.

Nitrous oxide: Nitrous oxide (N₂O) (laughing gas) is a colorless GHG that has a lifetime of 121 years, and its global warming potential is 265. Sources include microbial processes in soil and water, fuel combustion, and industrial processes.

Sulfur hexafluoride: Sulfur hexafluoride (SF₆) is an inorganic, odorless, colorless, and nontoxic, nonflammable gas that has a lifetime of 3,200 years and a high global warming potential of 23,500. This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas.

Perfluorocarbons: Perfluorocarbons (PFCs) have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Their global warming potential ranges from 7,000 to 11,000. Two main sources of perfluorocarbons are primary aluminum production and semiconductor manufacturing.

Hydrofluorocarbons: Hydrofluorocarbons (HFCs) are a group of GHGs containing carbon, chlorine, and at least one hydrogen atom. Their global warming potential ranges from 100 to 12,000. Hydrofluorocarbons are synthetic manmade chemicals used as a substitute for chlorofluorocarbons in applications such as automobile air conditioners and refrigerants.

Some of the potential effects in California of global warming may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more forest fires, and more drought years. Globally, climate change has the potential to impact numerous environmental resources through potential, though uncertain, impacts related to future air temperatures and precipitation patterns. The projected effects of global warming on weather and climate are likely to vary regionally, but are expected to include the following direct effects:

- Higher maximum temperatures and more hot days over nearly all land areas;
- Higher minimum temperatures, fewer cold days and frost days over nearly all land areas;
- Reduced diurnal temperature range over most land areas;
- Increase of heat index over land areas; and
- More intense precipitation events.

Also, there are many secondary effects that are projected to result from global warming, including global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. While the possible outcomes and the feedback mechanisms involved are not fully understood and much research remains to be done, the potential for substantial environmental, social, and economic consequences over the long term may be great.

GHGs are produced by both direct and indirect emissions sources. Direct emissions include consumption of natural gas, heating and cooling of buildings, landscaping activities and other equipment used directly by land uses. Indirect emissions include the consumption of fossil fuels for vehicle trips, electricity generation, water usage, and solid waste disposal.

5.8.3.2 Existing Project Site Conditions

The Specific Plan Area consists of approximately 213 acres of land that has historically been developed with 117 single-family residential units; some of the residences operate an additional use or business, such as a horse ranch, agricultural, truck transportation, auto repair, health services; dog club, tire distribution, welding, septic tank servicing, tree servicing, backhoe and pumping, air condition, drywall, restaurant, internet, roofing, masonry, flooring, and utility locating. The Upzone Site consists of 24 acres of land with 21 single-family residences. Greenhouse gas emissions are currently generated by operation of these existing uses and the related vehicular trips.

The Project site is located in Bloomington, which is an unincorporated community within the Valley Region of Unincorporated San Bernardino County. The Valley Region is the most populated and urbanized in the county. About 85% of the region is within incorporated cities. Bloomington is located adjacent to City of Rialto to the north, City of Colton to the east, and City of Fontana to the west. When including both incorporated and unincorporated areas, the most widespread existing land use in the Valley Region is undeveloped (30%), followed by single-family residential (27%), then transportation, communications, and utilities (1%), and industrial (10%). When only considering unincorporated lands, the Valley Region is 40% undeveloped, 24% single family residential, 9% industrial, and 12% transportation, communications, and utilities. The primary GHG emissions in the Bloomington area are from on-road transportation; building energy; and waste.

5.8.4 THRESHOLDS OF SIGNIFICANCE

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

- GHG-1 Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- GHG-2 Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

CEQA Guidelines Section 15064.4 provides discretion to the lead agency whether to: (1) use a model of methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; or (2) rely on a qualitative analysis or performance-based standards. In addition, CEQA does not provide guidance to determine whether the project's estimated GHG emissions are significant, but recommends that lead agencies consider several factors that may be used in the determination of significance of project related GHG emissions, including:

- The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting.
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

CEQA Guidelines Section 15130(f) describes that the effects of GHG emissions are by their very nature cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis. Additionally, CEQA Guidelines Section 15064(h)3 states that a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides requirements to avoid or lesson the cumulative problem.

The County of San Bernardino adopted its GHG Reduction Plan in September 2021, which provides direction for evaluation of GHG emissions during the CEQA review of proposed development projects within the County. The County employs a GHG Development Review Process that specifies a two-step approach in quantifying GHG emissions. First, a screening threshold of 3,000 MTCO₂e/yr is used to determine if additional analysis is required. Projects that exceed the 3,000 MTCO₂e/yr threshold are required to either achieve a minimum 100 points per the Screening Tables or quantify project-specific GHG emissions and achieve the equivalent level of GHG emissions efficiency as a 100-point project. Consistent with CEQA guidelines, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions.

5.8.5 METHODOLOGY

The California Emissions Estimator Model (CalEEMod) v2016.3.2 has been used to determine construction and operational GHG emissions for buildout of the proposed Project, based on the maximum development assumptions outlined in Section 3.0, *Project Description*.

The purpose of this model is to calculate construction-source and operational-source GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from measures incorporated into the Project to reduce or minimize GHG emissions. For construction phase Project emissions, GHGs are quantified and, per SCAQMD methodology, the total GHG emissions for construction activities are divided by 30 years, and then added to the annual operational phase of GHG emissions.

In addition, CEQA requires the lead agency consider the extent to which the Project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Therefore, this section addresses whether the Project complies with various programs and measures designed to reduce GHG emissions. There is no statewide program or regional program or plan that has been adopted with which all new development must comply; thus, this analysis has identified the most relevant programs and plans to the County of San Bernardino and the proposed Project.

5.8.6 ENVIRONMENTAL IMPACTS

As detailed in Section 3.0, *Project Description*, the proposed Project would consist of up to 3,235,836 SF of warehouse, distribution e-commerce, light industrial, and business park uses through the adoption and implementation of the proposed Specific Plan and the proposed rezoning of the Upzone Site to a higher density from Residential Single with 20,000 SF Lot Minimums (RS-20M) to Residential Multiple (RM). To provide flexibility and ensure that the impacts are identified, the following analysis for Specific Plan impacts includes the following three scenarios:

Specific Plan

- **Opening Year Development in Planning Area A.** Impacts that would result from the two industrial business park development options proposed within the Specific Plan's Planning Area A:
 - **Opening Year – Option 1 (Project-Level Analysis):** This option consists of a 383,000 SF warehouse on 17.7 acres at Development Site 1, a 1,251,640 SF warehouse on 57.6 acres at Development Site 2, a 479,000 SF warehouse on 30.5 acres at Development Site 3, and an ancillary truck trailer parking area on 9.5 acres at Development Site 4.
 - **Opening Year – Option 2 (Project-Level Analysis Unless Otherwise Noted):** This option consists of a 710,400 SF warehouse on 36.7 acres at Development Site 1, a 1,251,640 SF warehouse on 57.6 acres of Development Site 2, a 750,000 SF warehouse on 37.7 acres at Development Site 3, and an ancillary truck trailer parking area on 9.5 acres at Development Site 4.

- **Future Development – Specific Plan Buildout (Programmatic Analysis Unless Otherwise Noted):** Impacts that would result from the full buildout of the approximately 213-acre Specific Plan Area pursuant to the implementation of the Specific Plan, which is expected to occur by the year 2040. These impacts are analyzed at the programmatic level based the future buildout of the entire Specific Plan (i.e., buildout of both Planning Area A and Planning Area B to their maximum FAR, which is inclusive of both Opening Year Option 1 and Option 2, although Options 1 and 2 are analyzed at a project-level).

Upzone Site (Programmatic Analysis Unless Otherwise Noted). The 24-acre Upzone Site would be redesignated and rezoned from Low Density Residential (LDR) and Residential Single with 20,000 SF Lot Minimums (RS-20M) to Medium Density Residential (MDR) and Residential Multiple (RM), respectively, to allow for the development of up to 480 dwelling units (20 dwelling units per acre) to offset the loss of residential land use designations and zoning at the Specific Plan Area. (No physical development or improvements are proposed by this Project.)

This Chapter of the Recirculated Draft EIR, *Greenhouse Gas Emissions*, provides a project-level analysis of Opening Year Development – Option 1, Opening Year Development – Option 2, and the Future Development Area and programmatic analysis for the Upzone Site.

IMPACT GHG-1: WOULD THE PROJECT GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT?
Less than Significant with Mitigation Incorporated

Specific Plan Area

Implementation of the proposed Specific Plan would generate GHG emissions from construction activities, operational transportation, energy, waste disposal, and area sources (such as on-site equipment). For construction emissions, the SCAQMD recommends calculating the total GHG emissions for the construction activities, dividing it by a 30-year project life, then adding that number to the annual operational phase GHG emissions, which is done within this analysis.

Table 5.8-1 provides the estimated construction emissions from Opening Year – Option 1, Opening Year – Option 2, and the Future Development Area - Specific Plan buildout.

Table 5.8-1: Specific Plan Construction Greenhouse Emissions

Development Area	Year	Emissions (MT/yr)			
		CO ₂	CH ₄	N ₂ O	Total CO ₂ e
Opening Year – Option 1	2021	458.23	0.08	0.00	460.27
	2022	4,621.35	0.56	0.00	4,635.26
Total GHG Emissions		5,079.59	0.64	0.00	5,095.53
Amortized Construction Emissions (MTCO₂e)		169.09	0.02	0.00	169.85
Opening Year – Option 2	2021	484.49	0.08	0.00	486.58
	2022	5,189.18	0.58	0.00	5,203.66
Total GHG Emissions		5,673.67	0.66	0.00	5,690.67
Amortized Construction Emissions (MTCO₂e)		189.12	0.02	0.00	189.67
Future Development Area - Specific Plan Buildout	2021	458.23	0.08	0.00	460.27
	2022	4,621.35	0.56	0.00	4,635.26
	2023	1,197.91	0.20	0.00	1,202.88
Total GHG Emissions		6,277.49	0.84	0.00	6,298.41
Amortized Construction Emissions (MTCO₂e)		209.25	0.03	0.00	209.95

Source: Urban Crossroads, 2021 (Appendix C3 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Long-term operations of uses proposed by the Project would generate GHG emissions from the following primary sources:

- **Area Source Emissions.** Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping.
- **Energy Source Emissions.** GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO₂ and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions.
- **Mobile Source Emissions.** The Project-related GHG emissions are derived primarily from vehicle trips generated by the Project, including employee trips to and from the site and truck trips associated with the proposed uses, and trips related to residential uses within the Upzone Site. Trip characteristics from the Traffic Impact Analysis (Appendix K1) were utilized to quantify the GHGs from operation of the Project at buildout. To determine emissions from passenger car vehicles, the CalEEMod defaults of 16.6 miles were utilized for trip length and the SCAQMD-recommended truck trip length of 40 miles with an assumption of 100% primary trips for the proposed industrial land uses.
- **On-Site Cargo Handling Equipment Emissions.** It is common for industrial warehouse buildings to require cargo handling equipment to move empty containers and empty chassis to and from the various pieces of cargo handling equipment that receive and distribute containers. For purposes of analysis, it is assumed that the proposed industrial warehousing uses would require on-site operational equipment of up to ten and two 200 horsepower (hp), compressed natural gas or gasoline-powered tractors/loaders/backhoes operating at 4 hours a day for 365 days of the year, respectively.
- **Water Supply, Treatment, and Distribution.** Indirect GHG emissions result from the production of electricity used to convey, treat, and distribute water and wastewater. The amount of electricity required depends on the volume of water as well as the sources of the water. For purposes of analysis, water usage is based on the estimated water demand.
- **Solid Waste.** The proposed land uses would result in the generation and disposal of solid waste. A percentage of this waste would be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted would be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material.

The annual GHG emissions associated with Opening Year – Option 1 are summarized in Table 5.8-2. As shown, construction and operation of Opening Year – Option 1 would generate a net total of approximately 17,347.57 MTCO₂e/yr.

Table 5.8-2: Opening Year – Option 1 Generated Greenhouse Emissions

Emission Source	Emissions (MT/yr)			
	CO ₂	CH ₄	N ₂ O	Total CO ₂ e
Amortized construction emissions	169.32	0.02	0.00	169.85
Area Source	0.18	4.70E-04	0.00	0.19
Energy Source	1,242.91	0.05	0.01	1,247.82
Mobile Source	14,168.50	0.90	0.00	14,190.88
On-Site Equipment	406.34	0.13	0.00	409.62
Waste	517.72	30.60	0.00	1,282.63
Water Usage	45.99	0.01	7.10E-04	46.57
Total CO₂e	17,347.57			

Source: Urban Crossroads, 2021 (Appendix C3 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

The annual GHG emissions associated with Opening Year – Option 2 are summarized in Table 5.8-3. As shown, construction and operation of the Opening Year – Option 2 would generate a net total of approximately 22,420.02 MTCO₂e/yr.

Table 5.8-3: Opening Year – Option 2 Generated Greenhouse Emissions

Emission Source	Emissions (MT/yr)			
	CO ₂	CH ₄	N ₂ O	Total CO ₂ e
Amortized construction emissions	189.12	0.02	0.00	189.67
Area Source	0.22	5.90E-04	0.00	0.24
Energy Source	1,578.07	0.06	0.02	1,584.31
Mobile Source	18,819.38	1.20	0.00	18,849.43
On-Site Equipment	507.92	0.16	0.00	512.03
Waste	517.49	30.58	0.00	1,282.06
Water Usage	1.77	0.02	3.90E-04	2.28
Total CO₂e	22,420.02			

Source: Urban Crossroads, 2021 (Appendix C3 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

In addition, the annual GHG emissions associated with the Future Development Area - Specific Plan Buildout are summarized in Table 5.8-4. As shown, construction and operation of the Future Development Area - Specific Plan Buildout would generate a net total of approximately 30,515.40 MTCO₂e/yr.

Table 5.8-4: Future Development Area - Specific Plan Buildout Generated Greenhouse Emissions

Emission Source	Emissions (MT/yr)			
	CO ₂	CH ₄	N ₂ O	Total CO ₂ e
Amortized construction emissions	209.25	0.03	0.00	209.95
Area Source	0.24	6.20E-04	0.00	0.25
Energy Source	2,629.20	0.10	0.03	2,639.54
Mobile Source	25,073.35	1.53	0.00	25,111.53
On-Site Equipment	609.35	0.20	0.00	614.27
Waste	763.75	45.14	0.00	1,892.15
Water Usage	46.88	0.02	9.00E-04	47.72
Total CO₂e	30,515.40			

Source: Urban Crossroads, 2021 (Appendix C3 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Upzone Site

Buildout of the maximum 480 dwelling units based on the rezone of the Upzone Site would also generate GHG emissions from transportation, energy, waste disposal, and area sources (such as on-site equipment). The proposed rezone of the Upzone Site would change the Countywide Plan land use from Residential Single With 20,000 Square Feet Lot Minimums (RS-20M) that allows for up to 52 dwelling units on the Upzone Site to Medium Density Residential (MDR) with a zoning designation of RM (Multiple Residential). Under the proposed Zoning, a net increase of 428 dwelling units could be developed on the site. As shown in Table 5.8-5, buildout of the Upzone Site would result in an increase of approximately 7,416.48 MTCO_{2e}/yr; and would exceed the screening threshold of 3,000 MTCO_{2e}/yr.

Table 5.8-5: Upzone Site Generated Increase in Greenhouse Emissions at Buildout

Emission Source	Emissions (MT/yr)
	Total CO _{2e}
Existing Zoning	902.42100
Proposed Zoning	8,318.90330
Net Change (Proposed – Existing)	7,416.48

Source: Urban Crossroads, 2021 (Appendix C5 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

As described previously, the County employs a GHG Development Review Process that specifies a two-step approach in quantifying GHG emissions. First, a screening threshold of 3,000 MTCO_{2e}/yr is used to determine if additional analysis is required. Projects that exceed the 3,000 MTCO_{2e}/yr are required to either achieve a minimum 100 points per the Screening Tables or quantify project-specific GHG emissions and achieve the equivalent level of GHG emissions efficiency as a 100-point project.

According to the County's 2021 GHG Emissions Reduction Plan, any project that adopts at least 100 points of GHG performance standards listed in the 2021 Screening Tables, would be consistent with the County's GHG Emissions Reduction Plan to reduce emissions to 40 percent below 2016 levels. Meeting this reduction would be consistent with the State's long-term goal to achieve statewide carbon neutrality (zero net emissions) by 2045, and thus, would result in a Project having a less than significant impact related to GHG emissions.

As the Project has not been fully designed, individual buildings may contain less than 100 points worth of County GHG Emissions Reduction Plan features, and would result in emissions exceeding the screening threshold of 3,000 MTCO_{2e}. Impacts would be potentially significant prior to mitigation. Therefore, Mitigation Measure GHG-1 has been included to require that at the time of receipt of certificate of occupancy, individual buildings within the Specific Plan provide evidence that as constructed they include features totaling a minimum of 100 points per the County's GHG Screening Tables. Tables 5.8-6 and 5.8-7 provide examples of how a building could achieve and demonstrate incorporation into its building of at least 100 points of features as required by Mitigation Measure GHG-1. An illustrative example is provided for an individual development within the Specific Plan that could earn 148 points and another for a future residential development within the Upzone Site that could earn 104 points on the County's 2021 GHG Screening Tables, which would both exceed 100 points. Additionally, as stipulated by Mitigation Measure GHG-1, individual projects can utilize different measures than those chosen in Table 5.8-6 and 5.8-7 as long as the total of the measures utilized meet 100 points. Therefore, impacts related to greenhouse gas emissions would be less than significant with mitigation.

Table 5.8-6: Example Screening Table for GHG Reduction Measures for Specific Plan Industrial Development

Feature	Description	Assigned Point Values	Project Points ¹
Reduction Measure Energy: Exceed Energy Efficiency Standards in New Commercial Units			
Building Envelope			
Insulation	• 2019 Title 24 Requirements (walls R-16; roof/attic R-32) • Modestly Enhanced Insulation (walls R-15, roof/attic R-38) • Enhanced Insulation (rigid wall insulation R-13, roof/attic R-38) • Greatly Enhanced Insulation (spray foam insulated walls R-18 or higher, roof/attic R-38 or higher)	0 points 9 points 11 points 12 points	0
Windows	• 2019 Title 24 Windows (0.57 U-factor, 0.4 SHGC) • Modestly Enhanced Window Insulation (0.4 U-factor, 0.32 SHGC) • Enhanced Window Insulation (0.32 U-factor, 0.25 SHGC) • Greatly Enhanced Window Insulation (0.28 or less U-factor, 0.22 or less SHGC)	0 points 4 points 5 points 7 points	7
Cool Roof	• Enhanced Cool Roof (CRRC Rated 0.2 aged solar reflectance, 0.75 thermal emittance) • Greatly Enhanced Cool Roof (CRRC Rated 0.35 aged solar reflectance, 0.75 thermal emittance)	8 points 10 points	10
Air Filtration	Minimizing leaks in the building envelope is as important as the insulation properties of the building. Insulation does not work effectively if there is excess air leakage. • Air barrier applied to exterior walls, caulking, and visual inspection such as the HERS Verified Quality Insulation Installation (QII or equivalent) • Blower Door HERS Verified Envelope Leakage or equivalent	7 points 6 points	0
Thermal Storage of Building	Thermal storage is a design characteristic that helps keep a constant temperature in the building. Common thermal storage devices include strategically placed water filled columns, water storage tanks, and thick masonry walls. • Modest Thermal Mass (10% of floor or 10% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood, or other insulating materials) • Enhanced Thermal Mass (20% of floor or 20% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood, or other insulating materials) • Enhanced Thermal Mass (80% of floor or 80% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood, or other insulating materials)	2 points 4 points 14 points	0
Indoor Space Efficiencies			
Heating/Cooling Distribution System	• Modest Duct insulation (R-6 required) • Enhanced Duct Insulation (R-8) • Distribution loss reduction with inspection (HERS Verified Duct Leakage or equivalent)	0 points 6 points 8 points	6
Space Heating/Cooling Equipment	• 2019 Title 24 Minimum HVAC Efficiency (SEER 13/75% AFUE or 7.7 HSPF) • Improved Efficiency HVAC (SEER 14/78% AFUE or 8 HSPF) • High Efficiency HVAC (SEER 15/80% AFUE or 8.5 HSPF) • Very High Efficiency HVAC (SEER 16/82% AFUE or 9 HSPF)	0 points 4 points 5 points 7 points	4

Feature	Description	Assigned Point Values	Project Points ₁
Commercial Heat Recovery Systems	Heat recovery strategies employed with commercial laundry, cooking equipment, and other commercial heat sources for reuse in HVAC air intake or other appropriate heat recovery technology. Point values for these types of systems will be determined based upon design and engineering data documenting the energy savings.	TBD	0
Water Heaters	•2019 Minimum Efficiency (0.57 Energy Factor) •Improved Efficiency Water Heater (0.675 Energy Factor) •High Efficiency Water Heater (0.72 Energy Factor) •Very High Efficiency Water Heater (0.92 Energy Factor) •Solar Pre-heat System (0.2 Net Solar Fraction) •Enhanced Solar Pre-heat System (0.35 Net Solar Fraction)	0 points 8 points 10 points 11 points 2 points 5 points	11
Daylighting	Daylighting is the ability of each room within the building to provide outside light during the day reducing the need for artificial lighting during daylight hours. •All peripheral rooms within building have at least one window or skylight •All rooms within building have daylight (through use of windows, solar tubes, skylights, etc.) •All rooms daylighted	0 point 1 points 1 points	0
Artificial Lighting	• Efficient Lights (25% of in-unit fixtures considered high efficiency. High efficiency is defined as 40 lumens/watt for 15 watt or less fixtures; 50 lumens/watt for 15-40 watt fixtures, 60 lumens/watt for fixtures >40 watt) • High Efficiency Lights (50% of in-unit fixtures are high efficiency) • Very High Efficiency Lights (100% of in-unit fixtures are high efficiency)	5 points 7 points 8 points	8
Appliances	• Energy Star Commercial Refrigerator (new) • Energy Star Commercial Dishwasher (new) • Energy Star Commercial Clothes Washer (new)	2 points 2 points 2 points	0
Miscellaneous Commercial/Industrial Building Efficiencies			
Building Placement	North/South alignment of building or other building placement such that the orientation of the buildings optimizes conditions for natural heating, cooling, and lighting.	4 points	0
Shading	At least 90% of south-facing glazing will be shaded by vegetation or overhangs at noon on June 21st.	6 points	0
Other	This allows innovation by the applicant to provide design features that increase the energy efficiency of the project not provided in the table. Note that engineering data will be required documenting the energy efficiency of innovative designs and point values given based upon the proven efficiency beyond Title 24 Energy Efficiency Standards.	TBD	0
Existing Commercial Buildings Retrofits	The applicant may wish to provide energy efficiency retrofit projects to existing commercial buildings to further the point value of their project. Retrofitting existing commercial buildings within the County is a key reduction measure that is needed to reach the reduction goal. The potential for an applicant to take advantage of this program will be decided on a case-by-case basis and shall have the approval from the County of San Bernardino Planning Department. The decision to allow applicants to participate in this program will be evaluated based upon, but not limited to the following:	TBD	0

Feature	Description	Assigned Point Values	Project Points ₁
	• Will the energy efficiency retrofit project benefit low income or disadvantaged communities? • Does the energy efficiency retrofit project provide co-benefits important to the County? • Point value will be determined based upon engineering and design criteria of the energy efficiency retrofit project.		
Reduction Measure Energy-3: All Electric Buildings			
All Electric Buildings	All electric buildings reduce GHG emissions, as the grid electricity they use is generated using less carbon over time. Grid electricity in California will be 60 percent renewable energy by 2030 and 100 percent renewable energy by 2040.	15 points	15
Reduction Measure Energy-7: Clean Energy			
Commercial/Industrial Renewable Energy Generation			
Photovoltaic	Solar Photovoltaic panels installed on commercial buildings or in collective arrangements within a commercial development such that the total power provided augments: • 30 percent of the power needs of the project • 40 percent of the power needs of the project • 50 percent of the power needs of the project • 60 percent of the power needs of the project • 70 percent of the power needs of the project • 80 percent of the power needs of the project • 90 percent of the power needs of the project • 100 percent of the power needs of the project	8 points 12 points 16 points 19 points 23 points 26 points 30 points 34 points	0
Wind Turbines	Some areas of the County lend themselves to wind turbine applications. Analysis of the areas capability to support wind turbines should be evaluated prior to choosing this feature. Wind turbines as part of the commercial development such that the total power provided augments: • 30 percent of the power needs of the project • 40 percent of the power needs of the project • 50 percent of the power needs of the project • 60 percent of the power needs of the project • 70 percent of the power needs of the project • 80 percent of the power needs of the project • 90 percent of the power needs of the project • 100 percent of the power needs of the project	8 points 12 points 16 points 19 points 23 points 26 points 30 points 34 points	0
Off-site Renewable Energy Project	The applicant may submit a proposal to supply an off-site renewable energy project such as renewable energy retrofits of existing residential or existing commercial/industrial. These off-site renewable energy retrofit project proposals will be determined on a case-by-case basis accompanied by a detailed plan documenting the quantity of renewable energy the proposal will generate. Point values will be based upon the energy generated by the proposal.	TBD	0
Other Renewable Energy Generation	The applicant may have innovative designs or unique site circumstances (such as geothermal) that allow the project to generate electricity from renewable energy not provided in the table. The ability to supply other renewable energy and the point values allowed would be decided	TBD	0

Feature	Description	Assigned Point Values	Project Points ₁
	based upon engineering data documenting the ability to generate electricity.		
Reduction Measure Water 1-3: Exceed Water Efficiency Standards			
Commercial Irrigation and Landscaping			
Water Efficient Landscaping	•Eliminate conventional turf from landscaping •Only moderate water using plants •Only low water using plants •Only California Native landscape that requires no or only supplemental irrigation	0 points 2 points 3 points 5 points	2
Water Efficient Irrigation Systems	•Low precipitation spray heads< .75"/hr or drip irrigation •Weather based irrigation control systems combined with drip irrigation (demonstrate 20 reduced water use)	1 point 3 points	3
Storm Water Reuse Systems	Innovative on-site storm water collection, filtration, and reuse systems are being developed that provide supplemental irrigation water and provide vector control. These systems can greatly reduce the irrigation needs of a project. Point values for these types of systems will be determined based upon design and engineering data documenting the water savings.	TBD	0
Commercial Potable Water			
Showers	•Water efficient showerheads (2 gpm)	2 points	0
Toilets	•Water Efficient Toilets/Urinals (1.5gpm) •Waterless Urinals (note that commercial buildings having both waterless urinals and high efficiency toilets will have a combined point value of 6 points)	3 points 3 points	3
Faucets	•Water efficient faucets (1.28 gpm)	2 points	2
Commercial Dishwashers	•Water efficient dishwashers (20% water savings)	2 points	0
Commercial Laundry Washers	•Water efficient laundry (15% water savings) •High efficiency laundry equipment that captures and reuses rinse water (30% water savings)	2 points 4 points	0
Commercial Water Operations Program	Establish an operational program to reduce water loss from pools, water features, etc., by covering pools, adjusting fountain operational hours, and using water treatment to reduce draw down and replacement of water. Point values for these types of plans will be determined based upon design and engineering data documenting the water savings.	TBD	0
Increase Commercial/Industrial Reclaimed Water Use			
Recycled Water	Graywater (purple pipe) irrigation system on site	5 points	0
Reduction Measure On Road: Alternative Transportation Options			
Mixed-Use Development			
Mixed-Use	Mixes of land uses that complement one another in a way that reduces the need for vehicle trips can greatly reduce GHG emissions. The point value of mixed-use projects will be determined based upon traffic studies that demonstrate trip reductions and/or reductions in vehicle miles traveled.	TBD	0

Feature	Description	Assigned Point Values	Project Points ₁
Local Retail Near Residential (Commercial only Projects)	Having residential developments within walking and biking distance of local retail helps to reduce vehicle trips and/or vehicle miles traveled. The point value of residential projects in close proximity to local retail will be determined based upon traffic studies that demonstrate trip reductions and/or reductions in vehicle miles traveled.	TBD	0
Preferential Parking			
Parking	• Provide reserved preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles. • Provide larger parking spaces that can accommodate vans used for ride-sharing programs and reserve them for vanpools and include adequate passenger waiting/loading areas.	1 point 1 point	2
Signal Synchronization and Intelligent Traffic Systems			
Signal Improvements	Techniques for improving traffic flow include: traffic signal coordination to reduce delay, incident management to increase response time to breakdowns and collisions, Intelligent Transportation Systems (ITS) to provide real-time information regarding road conditions and directions, and speed management to reduce high free-flow speeds. • Synchronize signals along arterials used by project. • Connect signals along arterials to existing ITS.	(per signal) 1 point 1 point	0
Increase Public Transit			
Public Transit	The point value of a project's ability to increase public transit use will be determined based upon a Transportation Impact Analysis (TIA) demonstrating decreased use of private vehicles and increased use of public transportation. Increased transit accessibility (1–15 points)	TBD	0
Reduction Measure: Install Electric Vehicle Chargers			
Worker and Customer Based Electric Vehicle Chargers	Installation of Electric Vehicle (EV) Chargers for passenger EVs: • Level 2, 240-volt AC Fast Chargers • Level 3, 480-volt DC Rapid Chargers	5 points/charger 8 points/charger	75
Electric Commercial Truck Chargers	Installation of electric chargers for medium duty and heavy-duty trucks: • Level 1 AC Chargers for EV Medium Duty Trucks • Level 1 AC Chargers for EV Class 8 (Heavy Duty) Trucks • Level 2 AC Chargers for EV Medium Duty Trucks • Level 2 AC Chargers for EV Class 8 (Heavy Duty) Trucks • Level 3 DC Fast Chargers for EV Class 8 (Heavy Duty) Trucks	3 points/charger 5 points/charger 8 points/charger 12 points/charger 16 points/charger	0
Reduction Measure: Adopt and Implement a Bicycle Master Plan to Expand Bike Routes around the County			
Sidewalks	• Provide sidewalks on both sides of the street (required) • Provide pedestrian linkage between commercial and residential land uses within 1 mile	0 points 3 points	0
Bicycle Paths	• Provide bicycle paths within project boundaries • Provide bicycle path linkages between commercial and other land uses • Provide bicycle path linkages between commercial and transit	1 point 2 points 5 points	0
Reduction Measure: Reduce Waste to Landfills			

Feature	Description	Assigned Point Values	Project Points ¹
Recycling	County initiated recycling program diverting 80% of waste requires coordination with commercial development to realize this goal. The following recycling features will help the County fulfill this goal: • Provide separated recycling bins within each commercial building/floor and provide large external recycling collection bins at central location for collection truck pick-up	2 points	0
Recycling	• Provide commercial/industrial recycling programs that fulfills an on-site goal of 80% diversion of solid waste • Recycle construction waste	5 points 4 points	0
Other GHG Reduction Feature Implementation			
Other GHG Emissions Reduction Features	This allows innovation by the applicant to provide commercial design features that the GHG emissions from construction and/or operation of the project not provided in the table. Note that engineering data will be required documenting the GHG reduction amount and point values given based upon emission reductions calculations using approved models, methods, and protocols.	TBD	-
Total Project Points:²			148

¹ Based on the current conceptual design for Building 1

² As noted in Mitigation Measure GHG-1, specific measures may be substituted by implementing developments for other measures that achieve an equivalent amount of GHG reduction in order to meet 100 points.

Table 5.8-7: Example Screening Table for GHG Reduction Measures for Upzone Site Residential Development

Feature	Description	Assigned Point Values	Project Points
Reduction Measure Energy: Exceed Energy Efficiency Standards in New Residential Units			
Building Envelope			
Insulation	• 2019 Title 24 Requirements (walls R-8, roof/attic: R-30) • Enhanced Insulation (rigid wall insulation R-13, roof/attic R-38) • Greatly Enhanced Window Insulation (spray foam wall insulated walls R-18 or higher, roof/attic R-38 or higher)	4 points 9 points 11 points	9
Windows	• 2019 Title 24 Windows (0.3 U-factor, 0.23 solar heat gain coefficient (SHGC)) • Enhanced Window Insulation (0.28 U-factor, 0.22 SHGC) • Greatly Enhanced Window (less than 0.28 U-factor, less than 0.22 SHGC)	2 points 4 points 5 points	5
Cool Roof	• Enhanced Cool Roof (CRRC Rated 0.2 aged solar reflectance, 0.75 thermal emittance) • Greatly Enhanced Cool Roof (CRRC Rated 0.35 aged solar reflectance, 0.75 thermal emittance)	6 points 7 points	7
Air Filtration	Minimizing leaks in the building envelope is as important as the insulation properties of the building. Insulation does not work effectively if there is excess air leakage. • Air barrier applied to exterior walls, calking, and visual inspection such as the HERS verified Quality Insulation Installation (QII or equivalent) • Blower Door HERS Verified Envelope Leakage or equivalent.	6 points 5 points	6

Feature	Description	Assigned Point Values	Project Points
Thermal Storage of Building	Thermal storage is a design characteristic that helps keep a constant temperature in the building. Common thermal storage devices include strategically placed water filled columns, water storage tanks, and thick masonry walls. • Modest Thermal Mass (10% of floor or 10% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood, or other insulating materials) • Enhanced Thermal Mass (20% of floor or 20% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood, or other insulating materials)	1 point 2 points	1
Indoor Space Efficiencies			
Heating/ Cooling Distribution System	• Minimum Duct Insulation (R-6 required) • Enhanced Duct Insulation (R-8) • Distribution loss reduction with inspection (HERS Verified Duct Leakage or equivalent)	2 points 4 points 5 points	4
Space Heating/ Cooling Equipment	• 2019 Title 24 Minimum HVAC Efficiency (EER 13/75% AFUE or 7.7 HSPF) • Improved Efficiency HVAC (EER 14/78% AFUE or 8 HSPF) • High Efficiency HVAC (EER 15/80% AFUE or 8.5 HSPF) • Very High Efficiency HVAC (EER 16/82% AFUE or 9 HSPF)	1 point 2 points 4 points 5 points	5
Water Heaters	• 2019 Title 24 Minimum Efficiency (0.57 Energy Factor) • Improved Efficiency Water Heater (0.675 Energy Factor) • High Efficiency Water Heater (0.72 Energy Factor) • Very High Efficiency Water Heater (0.92 Energy Factor) • Solar Pre-heat System (0.2 Net Solar Fraction) • Enhanced Solar Pre-heat System (0.35 Net Solar Fraction)	4 points 7 points 9 points 11 points 2 points 5 points	11
Daylighting	Daylighting is the ability of each room within the building to provide outside light during the day reducing the need for artificial lighting during daylight hours. • All peripheral rooms within building have at least one window or skylight • All rooms within building have daylight (through use of windows, solar tubes, skylights, etc.) • All rooms daylighted	0 point 1 point 1 point	1
Artificial Lighting	• Efficient Lights (25% of in-unit fixtures considered high efficacy. High efficacy is defined as 40 lumens/watt for 15 watt or less fixtures; 50 lumens/watt for 15-40 watt fixtures, 60 lumens/watt for fixtures >40watt) • High Efficiency Lights (50% of in-unit fixtures are high efficacy) • Very High Efficiency Lights (100% of in-unit fixtures are high efficacy)	8 points 10 points 12 points	12
Appliances	• Energy Star Refrigerator (new) • Energy Star Dishwasher (new) • Energy Star Washing Machine (new)	1 point 1 point 1 point	3
Miscellaneous Residential Building Efficiencies			
Building Placement	North/South alignment of building or other building placement such that the orientation of the buildings optimizes conditions for natural heating, cooling, and lighting.	3 points	0
Shading	At least 90% of south-facing glazing will be shaded by vegetation or overhangs at noon on Jun 21st.	2 points	0

Feature	Description	Assigned Point Values	Project Points
Energy Star Homes	EPA Energy Star for Homes (version 3 or above)	15 points	0
Independent Energy Efficiency Calculations	Provide point values based upon energy efficiency modeling of the project. Note that engineering data will be required documenting the energy efficiency and point values based upon the proven efficiency beyond Title 24 Energy Efficiency Standards.	TBD	0
Other	This allows innovation by the applicant to provide design features that increase the energy efficiency of the project not provided in the table. Note that engineering data will be required documenting the energy efficiency of innovative designs and point values given based upon the proven efficiency beyond Title 24 Energy Efficiency Standards.	TBD	0
Existing Residential Retrofits	Having residential developments within walking and biking distances of local retail helps to reduce vehicle trips and/or vehicle miles traveled. The point value of residential projects in close proximity to local retail will be determined based upon traffic studies that demonstrate trip reductions and/or reductions in vehicle miles traveled (VMT). The suburban project will have at least three of the following on site and/or off site within ¼-mile: Residential Development, Retail Development, Park, Open Space, or Office. The mixed-use development should encourage walking and other non-auto modes of transport from residential to office/commercial locations (and vice versa). The project should minimize the need for external trips by including services/facilities for daycare, banking/ATM, restaurants, vehicle refueling, and shopping.	TBD	0
Reduction Measure Energy 3: All Electric Homes			
All-Electric Homes	All electric homes reduce GHG emissions, as the grid electricity they use is generated using less carbon over time. Grid electricity in California will be 60 percent renewable energy by 2030 and 100 percent renewable energy by 2040.	12 points	0
Reduction Measure R2 E8: Residential Renewable Energy Generation			
Residential Renewable Energy Generation			
Photovoltaic	Solar Photovoltaic panels installed on individual homes or in collective neighborhood arrangements such that the total power provided augments: • 30 percent of the power needs of the project • 40 percent of the power needs of the project • 50 percent of the power needs of the project • 60 percent of the power needs of the project • 70 percent of the power needs of the project • 80 percent of the power needs of the project • 90 percent of the power needs of the project • 100 percent of the power needs of the project	9 points 12 points 17 points 20 points 23 points 25 points 28 points 31 points	17
Wind Turbines	Some areas of the City lend themselves to wind turbine applications. Analysis of the areas capability to support wind turbines should be evaluated prior to choosing this feature. • 30 percent of the power needs of the project • 40 percent of the power needs of the project • 50 percent of the power needs of the project • 60 percent of the power needs of the project • 70 percent of the power needs of the project	9 points 12 points 17 points 21 points 23 points	0

Feature	Description	Assigned Point Values	Project Points
	• 80 percent of the power needs of the project • 90 percent of the power needs of the project • 100 percent of the power needs of the project	25 points 28 points 31 points	
Off-site Renewable Energy Project	The applicant may submit a proposal to supply an off-site renewable energy project such as renewable energy retrofits of existing homes. These off-site renewable energy retrofit project proposals will be determined on a case-by-case basis and shall be accompanied by a detailed plan that documents the quantity of renewable energy the proposal would generate. Point values will be determined based upon the energy generated by the proposal.	TBD	0
Other Renewable Energy Generation	The applicant may have innovative designs or unique site circumstances (such as geothermal) that allow the project to generate electricity from renewable energy not provided in the table. The ability to supply other renewable energy and the point values allowed will be decided based upon engineering data documenting the ability to generate electricity.	TBD	0

Reduction Measure Water: Exceed Water Efficiency Standards

Residential Irrigation and Landscaping

Water Efficient Landscaping	• Limit conventional turf to < 25% of required landscape area • Limit conventional turf to < 50% of required landscape area • No conventional turf (warm season turf to < 50% of required landscape area and/or low water using plants are allowed) • Only California Native Plants that requires no irrigation or some supplemental irrigation	0 points 2 points 4 points 5 points	4
Water Efficient Irrigation Systems	• Low precipitation spray heads < 0.75"/hr or drip irrigation • Weather based irrigation control systems combined with drip irrigation (demonstrate 20% reduced water use)	1 point 2 points	2
Storm Water Reuse Systems	Innovative on-site storm water collection, filtration, and reuse systems are being developed that provide supplemental irrigation water and provide vector control. These systems can greatly reduce the irrigation needs of a project. Point values for these types of systems will be determined based upon design and engineering data documenting the water savings.	TBD	0

Residential Potable Water

Showers	Water efficient showerheads (2 gpm)	2 points	2
Toilets	Water Efficient Toilets/Urinals (1.5gpm)	2 points	2
Faucets	Water efficient faucets (1.28 gpm)	2 points	2
Dishwashers	Water efficient dishwashers (6 gallons per cycle or less))	1 point	1
Washing Machine	Water efficient Washing Machine (Water factor <5.5)	1 point	1
WaterSense	EPA WaterSense Certification	7 points	0

Increase Residential Reclaimed Water Use

Recycled Water	5% of the total project's water use comes from recycled/reclaimed water	5 points	0
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Feature	Description	Assigned Point Values	Project Points
Reduction Measure On Road: Alternative Transportation Options			
Increase Residential Density			
Residential Density	Designing the project with increased densities, where allowed by the General Plan and/or Zoning Ordinance, reduces GHG emissions associated with traffic in several ways. Increased densities affect the distance people travel and provide greater options for the modes of travel they choose. This strategy also provides a foundation for implementation of many other strategies, which would benefit from increased densities. 1 point is allowed for each 10% increase in density beyond 7 units/acre, up to 500% (50 points)	1-50 points	0
Mixed-Use	Mixes of land uses that complement one another in a way that reduces the need for vehicle trips can greatly reduce GHG emissions. The point value of mixed-use projects will be determined based upon a Transportation Impact Analysis (TIA) demonstrating trip reductions and/or reductions in vehicle miles traveled. Suggested ranges: • Diversity of land uses complementing each other (2–28 points) • Increased destination accessibility other than transit (1–18 points) • Increased Transit Accessibility (1–25 points) Infill location that reduces vehicle trips or VMT beyond the measures described above (points TBD based on traffic data).	TBD	0
Residential Near Local Retail (Residential-only Projects)	Having residential developments within walking and biking distance of local retail helps to reduce vehicle trips and/or vehicle miles traveled. The point value of residential projects in close proximity to local retail will be determined based upon traffic studies that demonstrate trip reductions and/or reductions in vehicle miles traveled (VMT). The suburban project will have at least three of the following on site and/or off site within ¼-mile: Residential Development, Retail Development, Park, Open Space, or Office. The mixed-use development should encourage walking and other non-auto modes of transport from residential to office/commercial locations (and vice versa). The project should minimize the need for external trips by including services/facilities for day care, banking/ATM, restaurants, vehicle refueling, and shopping.	1-16 points	0
Traffic Flow Management Improvements			
Signal Synchronization	Techniques for improving traffic flow include: traffic signal coordination to reduce delay, incident management to increase response time to breakdowns and collisions, Intelligent Transportation Systems (ITS) to provide real-time information regarding road conditions and directions, and speed management to reduce high free-flow speeds. • Signal synchronization • Traffic signals connected to existing ITS	1 point/ signal 3 points/ signal	0
Increase Public Transit			
Public Transit Access	The point value of a project's ability to increase public transit use will be determined based upon a Transportation Impact Analysis (TIA) demonstrating decreased use of private vehicles and increased use of public transportation. Increased transit accessibility (1–15 points)	TBD	0
Reduction Measure: Install Electric Chargers			

Feature	Description	Assigned Point Values	Project Points
Single-family DU EV Chargers	Installation of Electric Vehicle (EV) chargers in the garage of single-family DUs: • Level 1, 110-volt AC Chargers • Level 2, 240-volt AC Fast Chargers	2 points 5 points	0
Multi-family DU EV Chargers	Installation of Electric Vehicle (EV) chargers in the parking areas of Multi-family Residential Development: • Level 1, 110-volt AC Chargers • Level 2, 240-volt AC Fast Chargers	2 points/charger 5 points/ charger	2
Reduction Measure: Adopt and Implement a Bicycle Master Plan to Expand Bike Routes around the County			
Sidewalks	• Provide sidewalks on both sides of the street (required) • Provide pedestrian linkage between residential and commercial uses within 1 mile	1 point 3 points	1
Bicycle Paths	• Provide bicycle paths within project boundaries • Provide bicycle path linkages between residential and other land uses • Provide bicycle path linkages between residential and transit	TBD 2 points 5 points	2
Reduction Measure Waste-2 : Reduce Waste to Landfills			
Recycling	County-initiated recycling program diverting 100% of waste requires coordination in neighborhoods to realize this goal. The following recycling features will help the County fulfill this goal: • Provide green waste composting bins at each residential unit • Multifamily residential projects that provide dedicated recycling bins separated by types of recyclables combined with instructions/education program explaining how to use the bins and the importance of recycling • Construction waste recycling	4 points 3 points 4 points	4
Total Residential Points²:			104

² As noted in Mitigation Measure GHG-1, specific measures may be substituted by implementing developments for other measures that achieve an equivalent amount of GHG reduction in order to meet 100 points.

IMPACT GHG-2: WOULD THE PROJECT CONFLICT WITH AN APPLICABLE PLAN, POLICY OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GREENHOUSE GASES?

Less than Significant with Mitigation Incorporated.

Specific Plan Area and Upzone Site

San Bernardino Greenhouse Gas Reduction Plan

The County of San Bernardino's Greenhouse Gas Reduction Plan was designed to implement GHG reduction efforts at the local level. As the Project would result in GHG emissions over the 3,000 MTCO₂e screening threshold set forth in the Greenhouse Gas Reduction Plan, if proposed buildings do not achieve 100 points pursuant to the County's Screening Tables, the Project could result in a conflict with the County's Greenhouse Gas Reduction Plan. Therefore, the Project would potentially conflict with the County's Greenhouse Gas Reduction Plan and impacts would be potentially significant. As such, individual developments within the Specific Plan and Upzone Site would be required to implement Mitigation Measure GHG-1, developments would be required to achieve at least 100 points of GHG reduction measures listed in the County's Screening

Tables. Therefore, with implementation of Mitigation Measure GHG-1, the Project would be consistent with the County's GHG Plan, and conflict with the County's GHG Reduction Plan would not occur.

As detailed in Tables 5.8-8 and 5.8-9, the Specific Plan development and the residences developed within the Upzone Site would be required to include contemporary, energy-efficient/energy-conserving features and operational procedures in order to meet the requirements set forth by Mitigation Measure GHG-1 and achieve consistency with the County's GHG Reduction Plan. Furthermore, the Project would be designed to achieve LEED Silver certification, as required by Mitigation Measure E-1.

AB 32 & SB 32

As the Project would exceed the screening threshold of 3,000 MTCO₂e, the Project would potentially impede the State's GHG reduction goals and CARB's 2022 Scoping Plan. CARB's Updated Scoping Plan reflects the 2045 target of carbon neutrality as codified by AB 1279. Prior to mitigation, the proposed Project would potentially interfere with the State's implementation of Executive Order B-30-15 and SB 32's target of reducing statewide GHG emissions to 40 percent below 1990 levels by 2030; Executive Order S-3-05's target of reducing statewide GHG emissions to 80 percent below 1990 levels by 2050; or AB 1279's target of achieving carbon neutrality by 2045 because it would interfere with implementation of the GHG reduction measures listed in CARB's 2022 Scoping Plan and results in a substantial increase in GHG emissions that exceeds thresholds.

However, with the incorporation of Mitigation Measures E-1 and GHG-1, the development resulting from the Project would be required to be designed and constructed to include sufficient sustainable design features related to reduction of GHG emissions to achieve 100 points under the County's GHG Screening Tables and designed to achieve LEED silver certification and therefore would be consistent with the following existing regulatory requirements.

- Pavley emissions standard and Low Carbon Fuel Standard: Pavley emissions standards (AB 1493) apply to all new passenger vehicles starting with model year 2009, and the Low Carbon Fuel Standard became effective in 2010 and regulates the transportation fuel used. The second phase of implementation of the Pavley regulations per AB 1493 is referred to as the Advanced Clean Car program, which combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2017 through 2025. The regulation will reduce GHGs from new cars by 34 percent from 2016 levels by 2025. The Project would be consistent with these requirements as they apply to all new passenger vehicles and vehicle fuel purchased in California.
- Medium/Heavy-Duty Vehicle Regulations: Medium/heavy-duty vehicle regulations are implemented by the State to reduce emissions from trucks. Since the proposed Project has a large truck component, these regulations would aid in reducing GHG emissions from the Project. The Project is consistent with this measure and its implementation as medium and heavy-duty vehicles associated with construction and operation of the Project would be required to comply with the requirements of this regulation.
- Tractor-Trailer Greenhouse Gas Regulation: Tractor-trailers subject to this State regulation are primarily 53-foot or longer box-type trailers, are required to be either use EPA SmartWay certified tractors and trailers or retrofit their existing fleet with SmartWay verified technologies. The Project is consistent with this regulation, as it applies to specific trucks that are used throughout the State.
- Energy Efficiency – Title 24, Part 6: The proposed Project subject to the Title 24, Part 6 building energy efficiency requirements that offer builders better windows, insulation, lighting, ventilation systems, and other features as listed in Section 5.8.2, *Regulatory Setting* that reduce energy consumption. Compliance with the Title 24, Part 6 standards would be verified by the County during building permitting process.
- Renewable Portfolio Standard: As a customer of Southern California Edison, the future tenants of the Project would purchase from an increasing supply of renewable energy sources and more efficient baseload generations, reduce GHG emissions, and be consistent with this requirement.

- **Million Solar Roofs Program:** The Project is consistent with this scoping plan measure as the Project would provide solar-ready roofs.
- **Water Efficiency and Waste Diversion:** Development and operation of the Project would be implemented in consistency with water conservation requirements (as included in Title 24) and solid waste recycling and landfill diversion requirements of the State.

Further, the Project is consistent with AB 32 and SB 32 through implementation of measures that address GHG emissions related to building energy, solid waste management, wastewater, and water conveyance.

CARB Scoping Plan

As detailed in Section 5.8.2, *Regulatory Setting*, the CARB Scoping Plan recommends actions for achieving carbon neutrality through reduced GHG emissions levels. New development pursuant to the proposed Project would include energy-efficient/energy-conserving design features as part compliance with Mitigation Measures E-1 and GHG-1. In addition, the Project would not interfere with the State's implementation of AB 1279's target of 85 percent below 1990 levels and carbon neutrality by 2045 as it would be consistent with the VMT reductions listed in CARB's most recent Scoping Plan (2022) and would be consistent with the County of San Bernardino GHG Reduction Plan. As demonstrated in Table 5.8-8, the Project is consistent with the CARB Scoping Plan Actions with implementation of mitigation.

Table 5.8-8: Project Consistency with the CARB 2022 Scoping Plan Actions

Action	Consistency
GHG Emissions Reductions Relative to the SB 32 Target	
40 percent below 1990 levels by 2030.	Consistent with Mitigation. Development pursuant to the proposed Project would comply with the Title 24, Part 6, building energy requirements along with other local and State initiatives that aim to achieve the 40 percent below 1990 levels by 2030 goal. This would be ensured through the County's existing development permitting process. Further, Mitigation Measure E-1 would require the Project buildings to be designed to achieve LEED certification and Mitigation Measure GHG-1 would ensure the Project would comply with the County's GHG Reduction Plan.
Smart Growth/Vehicle Miles Traveled VMT	
VMT per capita reduced 25 percent below 2019 levels by 2030, and 30 percent below 2019 levels by 2045.	Consistent. As discussed in 2021 Draft EIR Section 5.15, <i>Transportation</i> , implementation of the Specific Plan would result in less than significant impacts related to VMT.
Light-Duty Vehicle (LDV) Zero-Emission Vehicles (ZEVs)	
100 percent of LDV sales are ZEV by 2035.	Consistent with Mitigation. Development Projects would be designed and constructed in accordance with the Title 24 Part 6 and Part 11 requirements, which includes ZEV designated parking spaces and charging stations, as required by Mitigation Measure AQ-12.
Truck ZEVs	
100 percent of medium-duty (MDV)/HDC sales are ZEV by 2040 (AB 74 University of California Institute of Transportation Studies [ITS] report).	Consistent. The new development pursuant to the proposed Project would be designed and constructed in accordance with the most updated Title 24 regulations. The Project would not conflict with attainment of this statewide goal.
Aviation	
20 percent of aviation fuel demand is met by electricity (batteries) or hydrogen (fuel cells) in 2045.	Not Applicable. Development and operation of the proposed Project would not utilize aviation fuel.

Action	Consistency
Sustainable aviation fuel meets most or the rest of the aviation fuel demand that has not already transitioned to hydrogen or batteries.	
Ocean-going Vessels (OGV)	
2020 OGV At-Berth regulation fully implemented, with most OGVs utilizing shore power by 2027. 25 percent of OGVs utilize hydrogen fuel cell electric technology by 2045.	Not Applicable. Development and operation of the proposed Project would not utilize any OGVs.
Port Operations	
100 percent of cargo handling equipment is zero-emission by 2037. 100 percent of drayage trucks are zero emission by 2035.	Not Applicable. Development and operation of the proposed Project would not impact any operations at any ports.
Freight and Passenger Rail	
100 percent of passenger and other locomotive sales are ZEV by 2030. 100 percent of line haul locomotive sales are ZEV by 2035. Line haul and passenger rail rely primarily on hydrogen fuel cell technology, and others primarily utilize electricity.	Not Applicable. Development and operation of the proposed Project would not involve any rail operations.
Oil and Gas Extraction	
Reduce oil and gas extraction operations in line with petroleum demand by 2045.	Not Applicable. The proposed Project would not involve any oil or gas extraction.
Petroleum Refining	
CCS on majority of operations by 2030, beginning in 2028. Production reduced in line with petroleum demand.	Not Applicable. The proposed Project would not involve any petroleum refining.
Electricity Generation	
Sector GHG target of 38 million metric tons of carbon dioxide equivalent (MTCO _{2e}) in 2030 and 30 MTCO _{2e} in 2035. Retail sales load coverage of 20 gigawatts (GW) of offshore wind by 2045. Meet increased demand for electrification without new fossil gas-fired resources.	Consistent with Mitigation. The proposed Project would comply with the Title 24, Part 6 building requirements, including related to renewable energy generation requirements as well as improved insulation reducing energy consumption. Further, the Project would implement Mitigation Measure E-1, which would require Project buildings to be designed to achieve LEED certification.
New Residential and Commercial Buildings	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030.	Consistent with Mitigation. The proposed Project would comply with the Title 24, Part 6 building energy requirements. Further, the Project would implement Mitigation Measure E-1, which would require Project buildings to be designed to achieve LEED certification, which LEED certification would require the use of energy efficient, electric appliances.
Existing Residential Buildings	
80 percent of appliance sales are electric by 2030 and 100 percent of appliance sales are electric by 2035. Appliances are replaced at end of life such that by 2030 there are 3 million all-electric and electric-ready homes—and by 2035, 7 million homes—as well as contributing to 6 million heat pumps installed statewide by 2030.	Consistent. The proposed Project does not involve the operation of any existing residential buildings. However, appliances within Project buildings would comply with the Title 24, Part 6 building energy requirements.

Action	Consistency
Existing Commercial Buildings	
80 percent of appliance sales are electric by 2030, and 100 percent of appliance sales are electric by 2045. Appliances are replaced at end of life, contributing to 6 million heat pumps installed statewide by 2030.	Consistent. The proposed Project does not involve the continued operations of existing commercial buildings. However, appliances within Project buildings would comply with the Title 24, Part 6 building energy requirements.
Energy Demand	
7.5 percent of energy demand electrified directly and/or indirectly by 2030; 75 percent by 2045.	Consistent. The proposed Project would comply with the Title 24, Part 6 building energy requirements, including renewable energy generation requirements, as well as improved insulation reducing energy consumption.
Construction Equipment	
25 percent of energy demand electrified by 2030 and 75 percent electrified by 2045.	Consistent. Through County permitting, the proposed Project would be required to use construction equipment that is registered by CARB and meets CARB's standards. CARB sets its standards to be in line with the goal of reducing energy demand by 25 percent in 2030 and 75 percent in 2045.
Energy Generation	
Electrify 80 percent of boilers by 2030 and 100 percent of boilers by 2045. Hydrogen for 25 percent of process heat by 2035 and 100 percent by 2045. Electrify 100 percent of other energy demand by 2045.	Consistent. The proposed Project would comply with the Title 24, Part 6 building energy requirements, including installing electrical wiring for all built in appliances, electric outlets for landscape equipment, solar panels, and provision of electric charging stations.
Stone, Clay, Glass, and Cement	
CCS on 40 percent of operations by 2035 and on all facilities by 2045. Process emissions reduced through alternative materials and CCS.	Not Applicable. Uses proposed do not involve manufacturing or storage of stone, clay, glass, or cement.
Other Industrial Manufacturing	
0 percent energy demand electrified by 2030 and 50 percent by 2045.	Not Applicable. The proposed Project would comply with the Title 24, Part 6, including increases in renewable energy generation requirements as well as improved insulation reducing energy consumption.
Combined Heat and Power	
Facilities retire by 2040.	Not Applicable. The proposed Project does not involve any existing combined heat and power facilities.
25 percent energy demand electrified by 2030 and 75 percent by 2045.	Not Applicable. The proposed Project does not involve generation of energy; but Project buildings would comply with the Title 24 renewable energy generation requirements.
Low Carbon Fuels for Transportation	
Biomass supply is used to produce conventional and advanced biofuels, as well as hydrogen.	Not Applicable. The proposed Project does not involve any production of biofuels.
Low Carbon Fuels for Buildings and Industry	
In 2030s, biomethane ¹³⁵ blended in pipeline Renewable hydrogen blended in fossil gas pipeline at 7 percent energy (~20 percent by volume), ramping up between 2030 and 2040. In 2030s,	Not Applicable. The proposed Project does not involve any production of fuels for buildings and industry.

Action	Consistency
dedicated hydrogen pipelines constructed to serve certain industrial clusters	
Non-combustion Methane Emissions	
Increase landfill and dairy digester methane capture. Some alternative manure management deployed for smaller dairies. Moderate adoption of enteric strategies by 2030. Divert 75 percent of organic waste from landfills by 2025. Oil and gas fugitive methane emissions reduced 50 percent by 2030 and further reductions as infrastructure components retire in line with reduced fossil gas demand.	Not Applicable. The proposed Project does not involve any landfill and/or dairy uses.
High GWP Potential Emissions	
Low GWP refrigerants introduced as building electrification increases, mitigating HFC emissions.	Consistent. The new development pursuant to the proposed Project would comply with the Title 24, Part 6, building energy requirements, including use of low GWP refrigerants, which would be verified through the County's existing development permitting process.

Countywide Plan

In addition, the County has included the efficient use of energy resources as a goal in the Countywide Plan Conservation Element. As detailed in Table 5.8-9 below, the Project would not conflict with the relevant Countywide Plan goals and policies with implementation of mitigation.

Table 5.8-9: Project Consistency with the Countywide Plan Conservation Element Policies

General Plan Goal/Policy	Consistency
Policy CO 4.5: Reduce emissions through reduced energy consumption.	Consistent with Mitigation. As described in Section 5.6, <i>Energy</i> , the proposed Project would implement Mitigation Measure E-1, which requires individual buildings to meet the requirements for LEED Silver, which would reduce energy consumption, and Mitigation Measure GHG-1, which would require the Project to implement energy efficient building features. Therefore, the Project is consistent with Policy CO 4.5.
Policy CO 4.6: Provide incentives such as preferential parking for alternative-fuel vehicles (e.g., CNG or hydrogen).	Consistent with Mitigation. As described in Section 5.3, <i>Air Quality</i> , Mitigation Measure AQ-12 requires electric vehicle charging stations and a minimum of 5 carpool parking spaces at each building. Therefore, the proposed Project is consistent with Policy CO 4.6.
Policy CO 4.13: Reduce Greenhouse Gas (GHG) emissions within the County boundaries.	Consistent with Mitigation. Mitigation Measure GHG-1 requires the Project to include energy efficient design features that would equate to over 100 points on the County's GHG Screening Threshold Table and would comply with all CALGreen (Title 24) Building Codes relative to energy efficiency, which would be incorporated into Project improvements and verified by the County during the certificate of occupancy process. Therefore, the proposed Project is consistent with Policy CO 4.13.

Goal CO 8: The County will minimize energy consumption and promote safe energy extraction, uses and systems to benefit local regional and global environmental goals.	Consistent with Mitigation. Mitigation Measure GHG-1 requires the Project to include energy efficient design features that would equate to over 100 points on the County's GHG Screening Threshold Table and would comply with all CALGreen (Title 24) Building Codes relative to energy efficiency, which would be verified by the County during the building permitting process. Therefore, the proposed Project is consistent with Goal CO 8.
Policy CO 8.7: Utilize source reduction, recycling and other appropriate measures, to reduce the amount of solid waste disposed in landfills.	Consistent. As detailed in Section 5.17, <i>Utilities and Service Systems</i> , the Project would implement source reduction and recycling to reduce 65 percent of construction waste and 75 percent of operational waste, as currently required by Title 24/CALGreen requirements. Thus, the proposed Project is consistent with Policy CO 8.7.
Policy CO 8.8: Promote energy-efficient design features, including appropriate site orientation, use of lighter color roofing and building materials, and use of deciduous shade trees and windbreak trees to reduce fuel consumption for heating and cooling.	Consistent with Mitigation. As described previously, Mitigation Measure GHG-1 requires the Project to incorporate energy efficient and renewable energy design features that would equate to over 100 points on the County's GHG Screening Threshold Table; and therefore, would include energy-efficient design features. Thus, the proposed Project is consistent with Policy CO 8.8.
Policy CO 8.9: Promote the use of automated time clocks or occupant sensors to control central heating and air conditioning.	Consistent. The Project includes energy efficient design features including smart thermostats to control central heating and air conditioning, as required by Title 24. Thus, the proposed Project is consistent with Policy CO 8.7.

Overall, the proposed Specific Plan and Upzone site would not result in a conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs with implementation of Mitigation Measures GHG-1, E-1, and AQ-12. With mitigation, the Project would be implemented in compliance with State energy standards provided in Title 24, in addition to provision of sustainable design features. With mitigation, the Project would not interfere with the State's implementation of Executive Order B-30-15 and SB 32's target of reducing statewide GHG emissions to 40 percent below 1990 levels by 2030; Executive Order S-3-05's target of reducing statewide GHG emissions to 80 percent below 1990 levels by 2050; and AB 1279's goal of statewide carbon neutrality by 2045 because it would be consistent with the CARB 2022 Scoping Plan, which is intended to achieve the reduction targets required by the State. In addition, with inclusion of Mitigation Measures GHG-1, E-1 and AQ-12, the Project would be consistent with the relevant Countywide Plan goals and policies. Thus, with implementation of Mitigation Measures E-1, GHG-1, and AQ-12, the proposed Project would not result in a conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs, and impacts would not occur.

5.8.7 CUMULATIVE IMPACTS

Specific Plan Area & Upzone Site

GHG emissions impacts are assessed in a cumulative context, since no single project can cause a discernible change to climate. Climate change impacts are the result of incremental contributions from natural processes, and past and present human-related activities. Therefore, the area in which a proposed Project in combination with other past, present, or future projects, could contribute to a significant cumulative climate

change impact would not be defined by a geographical boundary such as a project site or combination of sites, city or air basin. GHG emissions have high atmospheric lifetimes and can travel across the globe over a period of 50 to 100 years or more. Even though the emissions of GHGs cannot be defined by a geographic boundary and are effectively part of the global issue of climate change, CEQA places a boundary for the analysis of impacts at the State's borders. Thus, the geographic area for analysis of cumulative GHG emissions impacts is the State of California.

Executive Order S-3-05, Executive Order B-30-15, AB 32, and SB 32 recognizes that California is the source of substantial amounts of GHG emissions and recognizes the significance of the cumulative impact of GHG emissions from sources throughout the state and sets performance standards for reduction of GHGs.

The analysis of GHG emission impacts under CEQA contained in this EIR effectively constitutes an analysis of a project's contribution to the cumulative impact of GHG emissions. CEQA Guidelines Section 15183.5(b) states that compliance with GHG-related plans can support a determination that a project's cumulative effect is not cumulatively considerable. As the Project would be implemented in compliance with applicable plans for the reduction of GHG emissions with implementation of Mitigation Measures GHG-1, E-1, and AQ-12, detailed previously, the contribution of the Project to significant cumulative GHG impacts would be less than cumulatively considerable with mitigation. Also, it is presumed that future projects in the County shall comply with the County GHG Reduction Plan and other applicable State and local GHG reduction regulations and policies.

5.8.8 EXISTING REGULATIONS, STANDARD CONDITIONS, AND REGULATORY REQUIREMENTS

Existing Regulations

State

- Clean Car Standards – Pavley Assembly Bill 1493
- California Executive Order S-3-05
- Assembly Bill 32 (Global Warming Solutions Act of 2006)
- Senate Bill 375
- California Executive Order B-30-15
- Senate Bill 32
- California Green Building Standards Code (CALGreen; Code of Regulations, Title 24 Part 11)

Local

- County of San Bernardino Greenhouse Gas Emissions Reduction Plan
- County of San Bernardino General Plan Conservation Element

Standard Conditions

The following are the Performance Standards (Standard Conditions of Approval) used for Industrial, Commercial and Residential projects in the County relative to GHG emissions.

1. **GHG – Operational Standards.** The County's tenant occupancy permitting/business licensing shall require the following greenhouse gas (GHG) measures be implemented during operation of the Project:

- a) **Waste Stream Reduction.** The Developer shall provide to all tenants and project employees County-approved informational materials about methods and need to reduce the solid waste stream and listing available recycling services.
 - b) **Vehicle Trip Reduction.** The Developer shall provide to all tenants and project employees County-approved informational materials about the need to reduce vehicle trips and the program elements this project is implementing. Such elements may include: participation in established ride-sharing programs, creating a new ride-share employee vanpool, designating preferred parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles with benches in waiting areas, and/or providing a web site or message board for coordinating rides.
 - c) **Provide Educational Materials.** The Developer shall provide to all tenants and staff education materials and other publicity about reducing waste and available recycling services. The education and publicity materials/program shall be submitted to County Planning for review and approval. The developer shall also provide to all tenants and require that the tenants shall display in their stores current transit route information for the project area in a visible and convenient location for employees and customers. The specific transit routes displayed shall include Omni Trans Route 8, San Bernardino-Mentone-Yucaipa.
 - d) **Landscape Equipment.** The Developer shall require in the landscape maintenance contract and/or in onsite procedures that a minimum of 20% of the landscape maintenance equipment shall be electric-powered.
2. **GHG – Construction Standards.** The Developer shall submit for review and obtain approval from County Planning on a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce GHG emissions and submitting documentation of compliance. The developer/construction contractors shall do the following:
- a) Implement the approved Coating Restriction Plans.
 - b) Select construction equipment based on low GHG emissions factors and high-energy efficiency. All diesel/gasoline-powered construction equipment shall be replaced, where possible, with equivalent electric or CNG equipment.
 - c) Grading contractor shall implement the following when possible:
 - 1) training operators to use equipment more efficiently
 - 2) identifying the proper size equipment for a task can also provide fuel savings and associated reductions in GHG emissions
 - 3) replacing older, less fuel-efficient equipment with newer models
 - 4) use GPS for grading to maximize efficiency
 - d) Grading plans shall include the following statements:
 - “All construction equipment engines shall be properly tuned and maintained in accordance with the manufacturers specifications prior to arriving on site and throughout construction duration.”
 - “All construction equipment (including electric generators) shall be shut off by work crews when not in use and shall not idle for more than 5 minutes.”
- d) Grading plans shall include the following statements:
 - “All construction equipment engines shall be properly tuned and maintained in accordance with the manufacturers specifications prior to arriving on site and throughout construction duration.”
 - “All construction equipment (including electric generators) shall be shut off by work crews when not in use and shall not idle for more than 5 minutes.”

- e) Schedule construction traffic ingress/egress to not interfere with peak-hour traffic and to minimize traffic obstructions. Queuing of trucks on and off site shall be firmly discouraged and not scheduled. A flagperson shall be retained to maintain efficient traffic flow and safety adjacent to existing roadways.
- f) Recycle and reuse construction and demolition waste (e.g., soil, vegetation, concrete, lumber, metal, and cardboard) per County Solid Waste procedures.
- g) The construction contractor shall support and encourage ridesharing and transit incentives for the construction crew and educate all construction workers about the required waste reduction and the availability of recycling services.

3. **GHG – Design Standards** The following measures have been incorporated into the design of the Project. These are intended to reduce greenhouse gas (GHGs) emissions. Proper installation of the approved design features and equipment shall be confirmed by County Building and Safety prior to final inspection and permitting of each structure.

- a) Meet Title 24 Energy Efficiency requirements implemented January 1, 2020

The Developer shall document that the design of the proposed structures meets the current Title 24 energy-efficiency requirements. County Planning shall coordinate this review with the County Building and Safety. Any combination of the following design features may be used to fulfill this requirement, provided that the total increase in efficiency meets or exceeds the cumulative goal (100%+ of Title 24) for the entire Project (Title 24, Part 6 of the California Code of Regulations);

Energy Efficiency Standards for Residential and Non-Residential Buildings, as implemented January 1, 2020; Cool Roof Coatings performance standards as implemented January 1, 2020):

- Incorporate dual paned or other energy efficient windows,
- Incorporate energy efficient space heating and cooling equipment,
- Incorporate energy efficient light fixtures, photocells, and motion detectors,
- Incorporate energy efficient appliances,
- Incorporate energy efficient domestic hot water systems,
- Incorporate solar panels into the electrical system,
- Incorporate cool roofs/light colored roofing,
- Incorporate other measures that will increase energy efficiency.
- Increase insulation to reduce heat transfer and thermal bridging.
- Limit air leakage throughout the structure and within the heating and cooling distribution system to minimize energy consumption.

- b) Plumbing. All plumbing shall incorporate the following:

- All showerheads, lavatory faucets, and sink faucets shall comply with the California Energy Conservation flow rate standards.
- Low flush toilets shall be installed where applicable as specified in California State Health and Safety Code Section 17921.3.
- All hot water piping and storage tanks shall be insulated. Energy efficient boilers shall be used.

- c) Lighting. Lighting design for building interiors shall support the use of:

- Compact fluorescent light bulbs or equivalently efficient lighting.
- Natural day lighting through site orientation and the use of reflected light.
- Skylight/roof window systems.

- Light colored building materials and finishes shall be used to reflect natural and artificial light with greater efficiency and less glare.
 - A multi-zone programmable dimming system shall be used to control lighting to maximize the energy efficiency of lighting requirements at various times of the day.
 - Provide a minimum of 2.5 percent of the project's electricity needs by on-site solar panels.
- d) **Building Design.** Building design and construction shall incorporate the following elements:
- Orient building locations to best utilize natural cooling/heating with respect to the sun and prevailing winds/natural convection to take advantage of shade, day lighting and natural cooling opportunities.
 - Utilize natural, low maintenance building materials that do not require finishes and regular maintenance.
 - Roofing materials shall have a solar reflectance index of 78 or greater.
 - All supply duct work shall be sealed and leak-tested. Oval or round ducts shall be used for at least 75 percent of the supply duct work, excluding risers.
 - Energy Star or equivalent appliances shall be installed.
 - A building automation system including outdoor temperature/humidity sensors will control public area heating, vent, and air conditioning units
- e) **Landscaping.** The Project's landscape and irrigation plans shall be designed to include drought tolerant and smog tolerant trees, shrubs, and groundcover to ensure the long-term viability and to conserve water and energy. The landscape plans shall include shade trees around main buildings, particularly along southern and western elevations, where practical.
- f) **Irrigation.** The developer shall submit irrigation plans that are designed, so that all common area irrigation areas shall be capable of being operated by a computerized irrigation system, which includes either an on-site weather station, ET gauge or ET based controller capable of reading current weather data and making automatic adjustments to independent run times for each irrigation valve based on changes in temperature, solar radiation, relative humidity, rain and wind. In addition, the computerized irrigation system shall be equipped with flow sensing capabilities, thus automatically shutting down the irrigation system in the event of a mainline break or broken head. These features will assist in conserving water, eliminating the potential of slope failure due to mainline breaks and eliminating over-watering and flooding due to pipe and/or head breaks.
- g) **Recycling.** Exterior storage areas for recyclables and green waste shall be provided. Where recycling pickup is available, adequate recycling containers shall be located in public areas. Construction and operation waste shall be collected for reuse and recycling.
- h) **Transportation Demand Management (TDM) Program.** The Project shall include adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience. Preferred carpool/vanpool spaces shall be provided and, if available, mass transit facilities shall be provided (e.g., bus stop bench/shelter). The developer shall demonstrate that the TDM program has been instituted for the Project or that the buildings will join an existing program located within a quarter mile radius from the Project site that provides a cumulative 20% reduction in unmitigated employee commute trips. The TDM Program shall publish ride-sharing information for ride-sharing vehicles and provide a website or message board for coordinating rides. The Program shall ensure that appropriate bus route information is placed in each building.
4. **GHG – Installation/Implementation Standards.** The developer shall submit for review and obtain approval from County Planning of evidence that all applicable GHG performance standards 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) Design features and/or equipment that cumulatively increases the overall compliance of the Project to exceed Title 24 minimum standards by five percent.
- b) All interior building lighting shall support the use of fluorescent light bulbs or equivalent energy-efficient lighting.
- c) Installation of both the identified mandatory and optional design features or equipment that have been constructed and incorporated into the facility/structure.

Regulatory Requirements (RRs)

The following Regulatory Requirements (RR) from the San Bernardino CWP EIR related to greenhouse gas emissions are incorporated into the Project and would reduce impacts related to greenhouse gas emissions. These actions will be included in the Project's mitigation monitoring and reporting program (MMRP):

- RR GHG-1** New buildings are required to achieve the current California Building Energy and Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11). The 2016 Building Energy Efficiency Standards and CALGreen are effective starting on January 1, 2017 while the 2019 standards are effective starting January 1, 2020. The Building Energy Efficiency Standards and CALGreen are updated tri-annually, and may ultimately require zero net energy (ZNE) construction.
- RR GHG-2** Construction activities are required to adhere to Title 13 California Code of Regulations (CCR) Section 2499, which requires that nonessential idling of construction equipment is restricted to five minutes or less.
- RR GHG-3** New development in the unincorporated County of San Bernardino is required to comply with the San Bernardino County GHG Reduction Plan. The 2011 GHG Reduction Plan also directs the County to implement GHG reduction measures to align the County with the GHG reduction goals of AB 32.
- RR GHG-4** The County of San Bernardino requires land uses in the unincorporated area to adhere to the state's Model Water Efficient Landscape Ordinance.
- RR GHG -5** The County of San Bernardino adheres to the requirements of AB 341, AB 1826, and SB 1383. The County of San Bernardino Solid Waste Management Division manages landfill capacity and implements programs to divert waste from landfills, which includes recycling and organics/food waste collection. AB 341 requires business that generate 4 cubic yards of waste or more per week (including multifamily with five or more units) to arrange for recycling services. AB 1826 requires business to recycle their organic waste depending on how much waste they generate per week and also requires the County to implement an organic waste recycling program for business (including multifamily of five or more uses). SB 1383 requires that operators of landfills achieve reductions in short-lived climate pollutants and establishes a target to achieve a 50 percent reduction in statewide disposal of organic waste from 2014 levels by 2020 and 75 percent reduction from 2014 levels by 2025. AB 1383 also establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025.

5.8.9 PROJECT DESIGN FEATURES

None.

5.8.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation, Impacts GHG-1 and GHG-2 would be **potentially significant**.

5.8.11 MITIGATION MEASURES

MM GHG-1: GHG Reduction Measures. Prior to issuance of certificate of occupancy for each building, the Project Applicant shall provide documentation to the County of San Bernardino Building Department demonstrating that the improvements and/or buildings covered by the certificate of occupancy incorporated measures from the 2021 County of San Bernardino Greenhouse Gas Reduction Plan Screening Tables (Adopted September 2021), as needed to achieve the required 100 points. Design criteria options in order to meet 100 points include:

- Enhanced Insulation (rigid wall insulation R-13, roof/attic R-38) (11 points)
- Greatly Enhanced Window Insulation (0.28 or less U-factor, 0.22 or less solar heat gain coefficient [SHGC]) (7 points)
- Greatly Enhanced Cool Roof (Cool Roof Rating Council [CRRC] Rated 0.35 aged solar reflectance, 0.75 thermal emittance) (10 points)
- Air barrier applied to exterior walls, caulking, and visual inspection such as the Home Energy Rating System [HERS] Verified Quality Insulation Installation (QII or equivalent) (7 points)
- Enhanced Thermal Mass (20% of floor or 20% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood, or other insulating materials) (4 points)
- Enhanced Duct Insulation (R-8) (6 points)
- High Efficiency Heating, Ventilation, Air Conditioning system (HVAC) (Seasonal Energy Efficiency Ratio [SEER] 15/80% Annual Fuel Utilization Efficiency [AFUE] or 8.5 Heating Seasonal Performance Factor [HSPF]) (5 points)¹
- High Efficiency Water Heater (0.72 Energy Factor) (10 points)
- All rooms within building have daylight (through use of windows, solar tubes, skylights, etc.) (1 point)
- Very High Efficiency Lights (100% of in-unit fixtures are high efficiency) (8 points)
- North/South alignment of building or other building placement such that the orientation of the buildings optimizes conditions for natural heating, cooling, and lighting (4 points)
- At least 90% of south-facing glazing will be shaded by vegetation or overhangs at noon on June 21st (6 points)
- Only California Native landscape that requires no or only supplemental irrigation (5 points)
- Weather based irrigation control systems combined with drip irrigation (demonstrate 20 reduced water use) (3 points)
- Water Efficient Toilets/Urinals (1.5 gallons per minute [gpm]) (3 points)
- Water efficient faucets (1.28 gpm) (2 points)
- Provide reserved preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles (1 point)
- Provide larger parking spaces that can accommodate vans used for ride-sharing programs and reserve them for vanpools and include adequate passenger waiting/loading areas (1 point)
- Installation of Level 2, 240-volt AC Fast Chargers for passenger electric vehicles (5 points/charger)

¹ This measure is a more stringent design option than that specified in MM E-1

- Installation of Level 3, 480-volt DC Rapid Chargers for passenger electric vehicles (8 points/charger)
- Provide bicycle paths within project boundaries (1 point)
- Provide separated recycling bins within each commercial building/floor and provide large external recycling collection bins at central location for collection truck pick-up (2 points)
- Recycle construction waste (4 points)

MM AQ-12, identified in Recirculated Draft EIR Section 5.3, *Air Quality*.

MM E-1, as discussed in Recirculated Draft EIR Section 5.6, *Energy*.

5.8.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

After implementation of Mitigation Measure GHG-1, both the proposed Specific Plan and the Upzone Site would earn over 100 points on the County's GHG Screening Threshold Tables, and would be consistent with the County's Greenhouse Gas Reduction Plan. Further, Mitigation Measures AQ-12 and E-1 would further reduce GHG emissions. Thus, Impacts GHG-1 and GHG-2 would be less than significant after implementation of mitigation.

5.8.13 REFERENCES

County of San Bernardino. (August 2020). *Countywide Plan Environmental Impact Report*.

<https://countywideplan.com/resources/document-download/>

County of San Bernardino. (September 2021). *County of San Bernardino Greenhouse Gas Reduction Plan Update*.

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County of San Bernardino. (September 2022). *San Bernardino Countywide Plan County Policy Plan*.

https://countywideplan.com/wp-content/uploads/sites/68/2021/01/CWP_PolicyPlan_HardCopy_MainText_Tables_2022_Sept_Adopted.pdf

Urban Crossroads. (July 2021). *Bloomington Business Park Project Greenhouse Gas Analysis*. (**Appendix C3 of Volume 2**)

Urban Crossroads. (May 2021) *Residential Upzone Project Focused Air Quality & Greenhouse Gas Memo*. (**Appendix C5 of Volume 2**)

Urban Crossroads. (February 2025). *Bloomington Business Park Specific Plan Comparative Health Impact, Zero-Emission Truck Feasibility, GHG Mitigation, and Energy Cumulative Impact Analysis*. (**Appendix B to this Recirculated Draft EIR**)

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5.12 Noise

5.12.1 INTRODUCTION

This Recirculated Draft EIR section evaluates the potential noise impacts that would result from implementation of the proposed Specific Plan and buildout of the Upzone Site. It discusses the existing noise environment within and around the Specific Plan Area and Upzone Site, as well as the regulatory framework for regulation of noise. This section analyzes the effect of the proposed Specific Plan on the existing ambient noise environment during demolition, construction, and operational activities; and evaluates the Specific Plan Area and Upzone Site's noise effects for consistency with relevant local agency noise policies and regulations. This analysis is based on the following County documents, Project-specific technical studies prepared as part of the original Draft EIR and Final EIR, and additional technical studies prepared for this Recirculated Draft EIR:

- County of San Bernardino Countywide Plan, September 2022
- Countywide Plan Environmental Impact Report (CWP EIR), August 2020
- County of San Bernardino Development Code
- *Bloomington Business Park Specific Plan Noise Impact Analysis*, Urban Crossroads, July 2021, included as Appendix J1 of Volume 2
- *Residential Upzone Project Focused Noise Memo*, Urban Crossroads, May 2021, included as Appendix J2 of Volume 2
- *Bloomington Business Park Specific Plan Focused Construction Noise Assessment*, Urban Crossroads, February 2025, included as Appendix C

Noise and Vibration Terminology

Various noise descriptors are utilized in this Recirculated Draft EIR analysis, and are summarized as follows:

dB: Decibel, the standard unit of measurement for sound pressure level.

dBA: A-weighted decibel, an overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.

Leq: The equivalent sound level, which is used to describe noise over a specified period of time, typically 1 hour, in terms of a single numerical value. The Leq of a time-varying signal and that of a steady signal are the same if they deliver the same acoustic energy over a given time. The Leq may also be referred to as the average sound level.

Lmax: The instantaneous maximum noise level experienced during a given period of time.

Lmin: The instantaneous minimum noise level experienced during a given period of time.

Lx: The sound level that is equaled or exceeded "x" percent of a specified time period. The "x" thus represents the percentage of time a noise level is exceeded. For instance, L50 and L90 represents the noise levels that are exceeded 50 percent and 90 percent of the time, respectively.

Ldn: Also termed the "day-night" average noise level (DNL), Ldn is a measure of the average of A-weighted sound levels occurring during a 24-hour period, accounting for the greater sensitivity of most people to nighttime noise by weighting noise levels at night (penalizing" nighttime noises). Noise between 10:00 p.m. and 7:00 a.m. is weighted by adding 10 dBA to take into account the greater annoyance of nighttime noises.

CNEL: The Community Noise Equivalent Level, which, similar to the Ldn, is the average A-weighted noise level during a 24-hour day that is obtained after an addition of 5 dBA to measured noise levels between the hours of 7:00 p.m. to 10:00 p.m. and after an addition of 10 dBA to noise levels between the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

The “ambient noise level” is the background noise level associated with a given environment at a specified time and is usually a composite of sound from many sources from many directions.

Effects of Noise

Noise is generally loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity that is a nuisance or disruptive. The effects of noise on people can be placed into four general categories:

- Subjective effects (e.g., dissatisfaction, annoyance)
- Interference effects (e.g., communication, sleep, and learning interference)
- Physiological effects (e.g., startle response)
- Physical effects (e.g., hearing loss)

Although exposure to high noise levels has been demonstrated to cause physical and physiological effects, the principal human responses to typical environmental noise exposure are related to subjective effects and interference with activities. Interference effects refer to interruption of daily activities and include interference with human communication activities, such as normal conversations, watching television, telephone conversations, and interference with sleep. Sleep interference effects can include both awakening and arousal to a lesser state of sleep. With regard to the subjective effects, the responses of individuals to similar noise events are diverse and are influenced by many factors, including the type of noise, the perceived importance of the noise, the appropriateness of the noise to the setting, the duration of the noise, the time of day and the type of activity during which the noise occurs, and individual noise sensitivity.

In general, the more a new noise level exceeds the previously existing ambient noise level, the less acceptable the new noise level will be by those hearing it. With regard to increases in A-weighted noise levels, the following relationships generally occur:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived.
- Outside of the laboratory, a 3-dBA change in noise levels is considered to be a barely perceivable difference.
- A change in noise levels of 5 dBA is considered to be a readily perceivable difference.
- A change in noise levels of 10 dBA is subjectively heard as doubling of the perceived loudness.

Noise Attenuation

Stationary point sources of noise, including mobile sources such as idling vehicles, attenuate (lessen) at a rate of 6 dBA per doubling of distance from the source over hard surfaces to 7.5 dBA per doubling of distance from the source over hard surfaces, depending on the topography of the area and environmental conditions (e.g., atmospheric conditions, noise barriers [either vegetative or manufactured]). Thus, a noise measured at 90 dBA 50 feet from the source would attenuate to about 84 dBA at 100 feet, 78 dBA at 200 feet, 72 dBA at 400 feet, and so forth. Widely distributed noise, such as a large industrial facility spread over many acres or a street with moving vehicles, would typically attenuate at a lower rate, approximately 4 to 6 dBA per doubling of distance from the source.

Hard sites are those with a reflective surface between the source and the receiver, such as asphalt or concrete surfaces or smooth bodies of water. No excess ground attenuation is assumed for hard sites and the changes in noise levels with distance (drop-off rate) is simply the geometric spreading of the noise from the source. Soft sites have an absorptive ground surface such as soft dirt, grass, or scattered bushes and trees. In addition to geometric spreading, an excess ground attenuation value of 1.5 dBA (per doubling distance) is normally assumed for soft sites. Line sources (such as traffic noise from vehicles) attenuate at a rate between 3 dBA for hard sites and 4.5 dBA for soft sites for each doubling of distance from the reference measurement.

Fundamentals of Vibration

Vibration is energy transmitted in waves through the ground or man-made structures. These energy waves generally dissipate with distance from the vibration source. There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings but is not always suitable for evaluating human response (annoyance) because it takes some time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the root mean square (RMS). The RMS amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to measure RMS. VdB serves to reduce the range of numbers used to describe human response to vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receivers for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment.

The background vibration-velocity level in residential areas is generally 50 VdB. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

5.12.2 REGULATORY SETTING

5.12.2.1 Federal Regulations

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

5.12.2.2 State Regulations

California Green Building Standards Code

The State of California's Green Building Standards Code (CALGreen) contains mandatory measures for non-residential building construction in Section 5.507 on Environmental Comfort. These noise standards are applied to new construction in California for controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when non-residential structures are developed in areas where the exterior noise levels exceed 65 dBA CNEL, such as within a noise contour of an airport, freeway, railroad, and other areas where noise contours are not readily available. If the development falls within an airport or freeway 65 dBA CNEL noise contour, the combined sound

transmission class (STC) rating of the wall and roof-ceiling assemblies shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed an hourly equivalent noise level of 50 dBA Leq in occupied areas during any hour of operation (Section 5.507.4.2).

5.12.2.3 Local Regulations

San Bernardino Countywide Plan

The Countywide Plan Hazards Element contains the following policies related to noise that are applicable to the Project:

- Goal HZ-2** People and the natural environment protected from exposure to hazardous materials, excessive noise, and other human-generated hazards.
- Policy HZ-2.7** We encourage truck delivery areas to be located away from residential properties and require associated noise impacts to be mitigated.
- Policy HZ-2.8** We limit or restrict new noise sensitive land uses in proximity to existing conforming noise generating uses and planned industrial areas.
- Policy HZ-2.9** We prioritize noise mitigation measures that control sound at the source before buffers, soundwalls, and other perimeter measures.

The following Regulatory Requirements (RR) from the San Bernardino Countywide Plan EIR related to noise are applicable to the Project:

- RR-NOI-1** The California Building Code (CBC), Title 24, Part 2, Volume 1, Chapter 12, Interior Environment, Section 1207.11.2, Allowable Interior Noise Levels, requires that interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room. The noise metric is evaluated as either the day-night average sound level (Ldn) or the community noise equivalent level (CNEL), consistent with the noise element of the local general plan.

The California Green Building Standards Code (CALGreen), Chapter 5, Division 5.5, has additional requirements for insulation that affect exterior-interior noise transmission for nonresidential structures: Pursuant to Section 5.507.4.1, Exterior Noise Transmission, Prescriptive Method, wall and roof-ceiling assemblies making up the building or addition envelope or altered envelope and exposed to the noise source shall meet a composite sound transmission class (STC) rating of at least 50 or a composite outdoor-indoor transmission class (OITC) rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30 within a 65 dBA CNEL noise contour of an airport, or within a 65 dBA CNEL or Ldn noise contour of a freeway, expressway, railroad, industrial source, or fixed-guideway source, as determined by the noise element. Where noise contours are not readily available, buildings exposed to a noise level of 65 dBA Leq for one hour during any hour of operation shall have building, addition, or alteration exterior wall and roof-ceiling assemblies that are exposed to the noise source meet a composite STC rating of at least 45 (or OITC 35), with exterior windows of a minimum of STC 40 (or OITC 30).

Prior to issuance of building permits for projects that include sensitive receptors and are located in ambient noise environments exceeding the “Normally Acceptable” noise and land use compatibility standards (shown in Table 5.12-2), the project applicant shall submit an acoustical study to the County of San Bernardino that demonstrates that the proposed residential building design would provide an interior noise level of 45 dBA

CNEL or less for residential uses, as required by the California Building Code, or acceptable levels for nonresidential uses per CALGreen standards. Acceptable methods for reducing noise exposure may include, but are not limited to:

- Noise barriers, berms, or other noise reduction techniques could be constructed to reduce noise transmission where reasonable and feasible. Final design of such barriers should be completed during project level review.
- Alternative noise reduction techniques could be implemented, such as repaving streets with “quiet” pavement types, including open-grade rubberized asphaltic concrete. The use of quiet pavement can reduce noise levels by up to 7 dBA, depending on the existing pavement type, traffic speed, traffic volumes, and other factors.
- Traffic-calming measures to slow traffic, such as speed bumps.
- Adequate building sound insulation, such as sound-rated windows and doors, on a case-by-case basis as a method of reducing noise levels in interior spaces.

RR-NOI-2 San Bernardino County Development Code, Construction Noise Sources. Section 83.01.080 establishes standards concerning acceptable noise levels for both noise-sensitive land uses and noise-generating land uses. It prohibits construction activities between 7:00 PM and 7:00 AM on weekdays, or at any time on Sunday or a federal holiday.

RR-NOI-3 San Bernardino County Development Code, Stationary Noise Sources. Section 83.01.080 establishes standards for stationary noise sources in Table 83-2.

RR-NOI-4 San Bernardino County Development Code Mobile Noise Sources. Section 83.01.080 establishes standards for mobile noise sources in Table 83-3 including:

- Limiting construction to the daytime hours between 7 AM to 7 PM on Monday through Friday and 9 AM to 6 PM on Saturday. Construction is prohibited on Sundays.

RR-NOI-5 San Bernardino County Development Code Vibration. Section 83.01.090 prohibits vibration that can be felt without the aid of instruments or produces a particle velocity greater than or equal to two-tenths inch per second peak particle velocity (i.e., 0.20 in/sec PPV) at or beyond the lot line of the source. Exceptions are made for temporary construction, maintenance, repair, or demolition activities between 7:00 AM and 7:00 PM, except Sundays and federal holidays; and motor vehicles not under control of the industrial or commercial use.

San Bernardino County Code

The County’s Development Code Section 83.01.080(d), Table 83-3, contains the County’s mobile noise source-related standards, shown on Table 5.12-1. Exterior transportation (mobile) noise level standards for residential land uses are 60 dBA CNEL, while non-noise-sensitive land uses, such as office uses, have an exterior noise level of 65 dBA CNEL.

Table 5.12-1: County of San Bernardino Development Code Mobile Noise Level Standards

Land Use		Ldn (or CNEL) dB(A)	
Categories	Uses	Interior ¹	Exterior ²
Residential	Single and multi-family, duplex, mobile homes	45	60 ³
Commercial	Hotel, motel, transient housing	45	60 ³
	Commercial retail, bank, restaurant	50	N/A
	Office building, research and development, professional offices	45	65
	Amphitheater, concert hall, auditorium, movie theater	45	N/A
Institutional/Public	Hospital, nursing home, school classroom, religious institution, library	45	65
Open Space	Park	N/A	65

Source: County of San Bernardino County Code, Title 8 Development Code, Table 83-3.

¹ The indoor environment shall exclude bathrooms, kitchens, toilets, closets, and corridors

² The outdoor environment is limited to: hospital/office building patios, hotel and motel recreation areas, mobile home parks, multi-family private patios or balconies, park picnic areas, private yard of single-family dwellings, school playground

³ An exterior noise level of up to 65 dB(A) (or CNEL) shall be allowed provided exterior noise levels have been substantially mitigated through a reasonable application of the best available noise reduction technology, and interior noise exposure does not exceed 45 dB(A) (or CNEL) with windows and doors closed. Requiring that windows and doors remain closed to achieve an acceptable interior noise level shall necessitate the use of air conditioning or mechanical ventilation

Operational Noise Standards. The County's Development Code Section 83.01.080(c) establishes the noise level standards for stationary noise sources. As shown in Table 5.12-2 below, residential standards provide that exterior noise levels shall not exceed 55 dBA L_{eq} during the daytime hours (7:00 a.m. to 10:00 p.m.) and 45 dBA L_{eq} during the nighttime hours (10:00 p.m. to 7:00 a.m.) for more than 30 minutes in any hour. In addition, the standard plus 5 dBA cannot be exceeded for a cumulative period of more than 15 minutes in any hour, or the standard plus 10 dBA for a cumulative period of more than 5 minutes in any hour, or the standard plus 15 dBA for a cumulative period of more than 1 minute in any hour, or the standard plus 20 dBA for any period of time. Further, Development Code Section 83.01.080(e) indicates that if the existing ambient noise level already exceeds any of the exterior noise level limit categories, then the standard shall be adjusted to reflect the ambient conditions.

Table 5.12-2: Operational Noise Level Standards

Time Period	Exterior Noise Level Standards (dBA) ¹				
	L_{50} (30 mins)	L_{25} (15 mins)	L_8 (5 mins)	L_2 (1 min)	L_{max} (Anytime)
Daytime (7:00 a.m. to 10:00 p.m.)	55	60	65	70	75
Nighttime (10:00 p.m. to 7:00 a.m.)	45	50	55	60	65

¹ County of San Bernardino Development Code, Title 8, Section 83.01.080 (Appendix 3.1). The percent noise level is the level exceeded "n" percent of the time during the measurement period. L_{50} is the noise level exceeded 50% of the time.

Due to the relatively constant intensity of the operational activities that would occur from the proposed Specific Plan Area and Upzone Site, the L_{50} or average L_{eq} noise level metrics is used to evaluate the loading dock activity, trailer activity, truck movements, roof-top air conditioning units, parking lot vehicle movements, and trash enclosure activity that would occur from operation of the proposed Specific Plan.

Construction Noise Standards. The County's Development Code Section 83.01.080(g)(3) states that construction activity is considered exempt from the noise level standards between the hours of 7:00 a.m. to 7:00 p.m. except on Sundays and Federal holidays.

Vibration Standards. The County's Development Code Section 83.01.090(a) states that vibration shall be no greater than or equal to two-tenths inches per second measured at or beyond the lot line. To determine if the vibration levels due to the operation or construction, the peak particle velocity (PPV) vibration level standard of 0.2 inches per second is used.

5.12.3 ENVIRONMENTAL SETTING

5.12.3.1 Existing Noise Levels

To assess the existing noise level environment, 24-hour noise level measurements were taken at various locations, which are shown in Figures 5.12-1 through 5.12-3. The noise level measurements were positioned as close to the nearest sensitive receiver locations as possible to assess the existing ambient hourly noise levels. The background ambient noise levels in the Specific Plan Area and Upzone Site area are dominated by the transportation-related noise associated with surface streets in addition to background industrial land use activities. This includes the auto and heavy truck activities on study area roadways. A description of these locations and the existing noise levels are provided in Table 5.12-3.

Table 5.12-3: Summary of 24-Hour Ambient Noise Level Measurements

Location ¹	Description	Energy Average Noise Level (dBA Leq) ²		CNEL
		Daytime	Nighttime	
OYD1-L1, OYD2-L3	Near an existing single-family residence at 18121 Rose Avenue.	70.6	67.2	74.5
OYD1-L2	Near an existing single-family residence at 11181 Maple Avenue.	60.9	56.3	64.0
OYD2-L1	Near an existing single-family residence at 10976 Laurel Avenue.	58.6	55.2	62.6
OYD2-L2	Near an existing single-family residence at 18234 Santa Ana Avenue.	62.5	60.2	67.4
OYD2-L4, SP-L5	Near an existing single-family residence at 10940 Maple Avenue.	58.9	56.4	63.6
OYD2-L5	Near an existing single-family residence at 10866 Alder Avenue.	67.2	65.0	72.2
OYD2-L6	Near Walter Zimmerman Elementary School at 11050 Linden Avenue.	56.5	54.4	61.6
OYD2-L7	Near an existing single-family residence at 18507 Jurupa Avenue.	67.9	62.1	70.3
OYD2-L8	Near Kessler Park at 18401 Jurupa Avenue.	59.2	54.5	62.3
OYD2-L9, SP-L6	Near an existing single-family residence at 11223 Alder Avenue.	57.5	54.7	62.5
OYD2-L10	Near an existing single-family residence at 11188 Laurel Avenue.	55.3	52.5	59.8
SP-L1	Near an existing single-family residence at 11178 Locust Avenue.	71.1	77.6	83.6
SP-L2	Near an existing single-family residence at 11007 Maple Avenue.	60.8	57.0	65.0
SP-L3	Near an existing single-family residence at 17937 Santa Ana Avenue.	70.1	64.5	72.7
SP-L4	Near an existing single-family residence at 17991 Santa Ana Avenue.	75.0	73.1	80.1

Source: Urban Crossroads, 2021 (Appendix J1 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

¹ See Figure 5.12-1 through 5.12-3 for the noise level measurement locations.

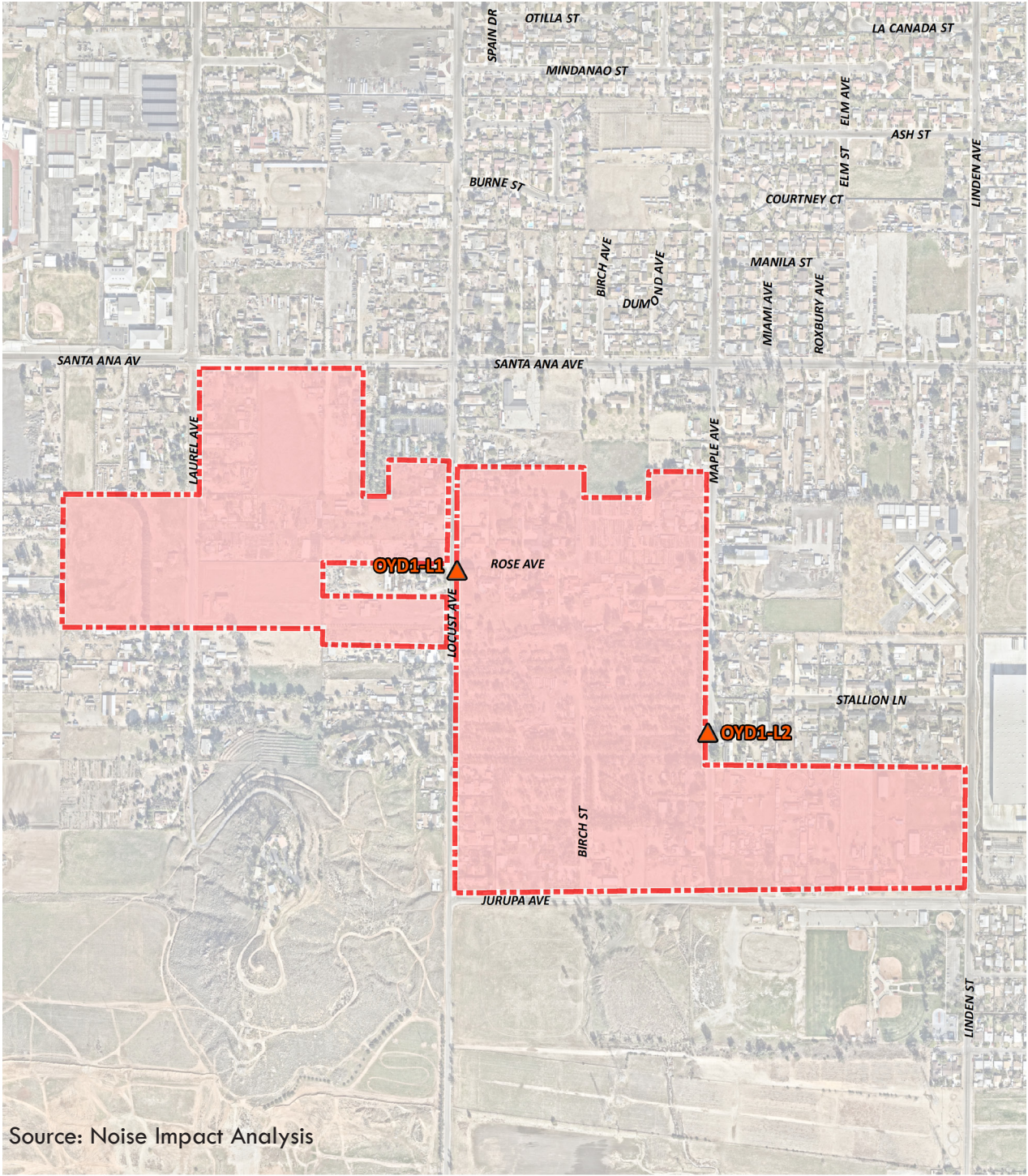
² Energy (logarithmic) average levels.

"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

5.12.3.2 Existing Vibration

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

Opening Year Development-Option 1 Noise Measurement Locations



LEGEND:

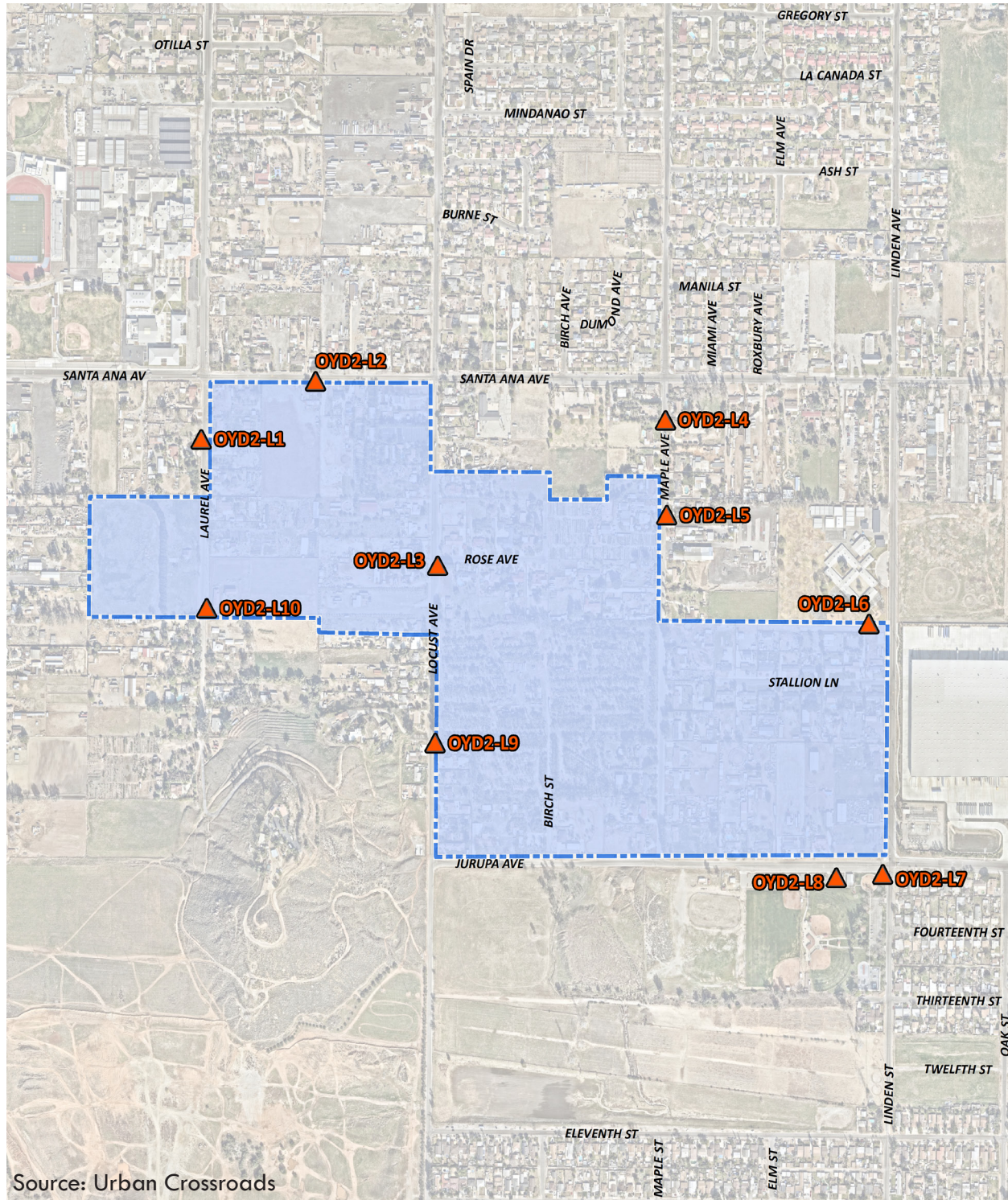
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 Opening Year Development Option 1 (OYD1)

 Measurement Locations

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Opening Year Development- Option 2 Noise Measurement Locations

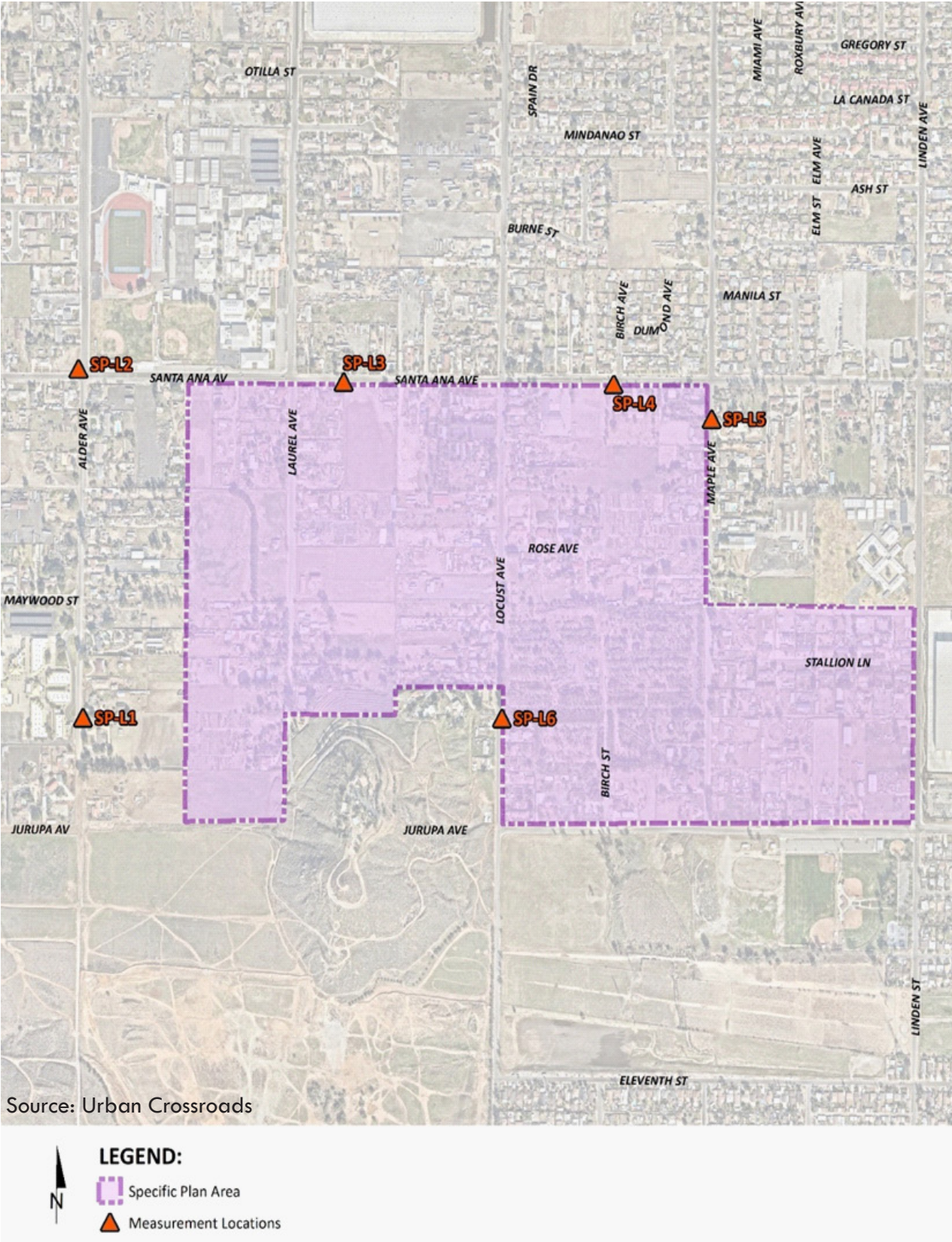


LEGEND:

-  Opening Year Development Option 2 (OYD2)
-  Measurement Locations

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Specific Plan Buildout Noise Measurement Locations



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5.12.3.3 Sensitive Receptors

Noise sensitive receptors are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include: residences, schools, hospitals, and recreation areas. The noise sensitive receptors that are in the vicinity of the Specific Plan Area are described below and shown in Figures 5.12-4 through 5.12-6.

- OYD1-R1: Location OYD1-R1 represents the existing residence at 10984 Locust Avenue, approximately 42 feet north of the site. Since there are no private outdoor living areas (backyards) facing the site, OYD1-R1 is placed at the building façade. A 24-hour noise measurement was taken near this location, OYD1-L1, to describe the existing ambient noise environment.
- OYD1-R2: Location OYD1-R2 represents the existing residence at 11062 Locust Avenue, approximately 66 feet south of the site. Since there are no private outdoor living areas (backyards) facing the site, OYD1-R2 is placed at the building façade. A 24-hour noise measurement was taken near this location, OYD1-L1, to describe the existing ambient noise environment.
- OYD1-R3: Location OYD1-R3 represents the existing residence at 11161 Maple Avenue, approximately 94 feet east of the site. Since there are no private outdoor living areas (backyards) facing the site, OYD1-R3 is placed at the building façade. A 24-hour noise measurement was taken near this location, OYD1-L2, to describe the existing ambient noise environment.
- OYD1-R4: Location OYD1-R4 represents the existing residence at 11181 Maple Avenue, approximately 11 feet north of the site. Since there are no private outdoor living areas (backyards) facing the site, OYD1-R4 is placed at the building façade. A 24-hour noise measurement was taken near this location, OYD1-L2, to describe the existing ambient noise environment.
- OYD2-R1: Location OYD2-R1 represents the existing residence at 10910 Laurel Avenue, approximately 80 feet west of the site. Since there are no private outdoor living areas (backyards) facing the site, receiver OYD2-R1 is placed at the building façade. A 24-hour noise measurement was taken near this location, OYD2-L1, to describe the existing ambient noise environment.
- OYD2-R2: Location OYD2-R2 represents the existing residence at 17982 Santa Ana Avenue, approximately 38 feet east of the site. Since there are no private outdoor living areas (backyards) facing the site, receiver OYD2-R2 is placed at the building façade. A 24-hour noise measurement was taken near this location, OYD2-L2, to describe the existing ambient noise environment.
- OYD2-R3: Location OYD2-R3 represents the existing residence at 10923 Locust Avenue, approximately 91 feet east of the site. Since there are no private outdoor living areas (backyards) facing the site, receiver OYD2-R3 is placed at the building façade. A 24-hour noise measurement was taken near this location, OYD2-L3, to describe the existing ambient noise environment.
- OYD2-R4: Location OYD2-R4 represents the existing residence at 10988 Maple Avenue, approximately 65 feet north of the site. OYD2-R4 is placed at the private outdoor living

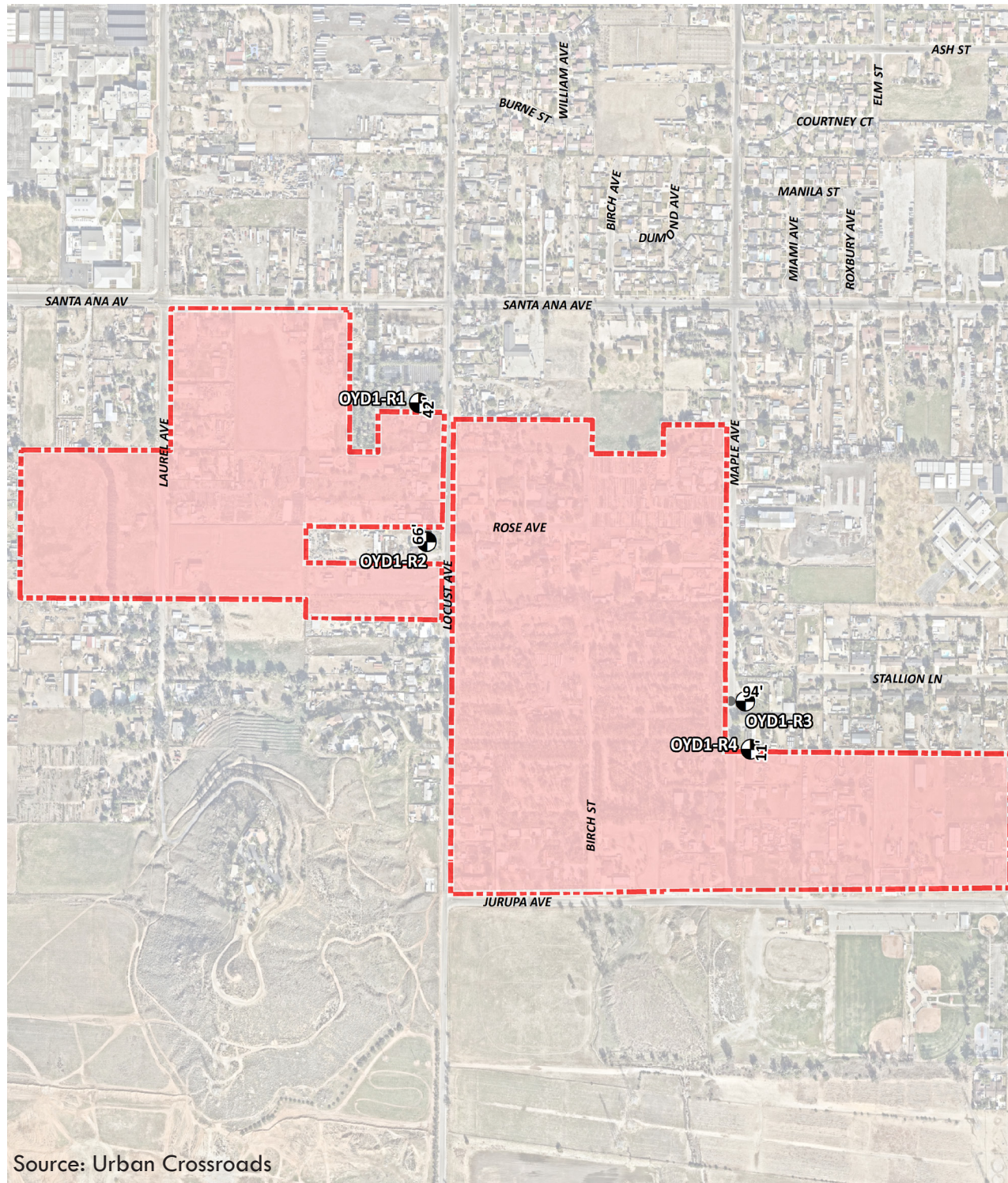
areas (backyards) facing the site. A 24-hour noise measurement was taken near this location, OYD2-L4, to describe the existing ambient noise environment.

- OYD2-R5: Location OYD2-R5 represents the existing residence at 11043 Maple Avenue, approximately 75 feet east of the site. Since there are no private outdoor living areas (backyards) facing the site, receiver OYD2-R5 is placed at the building façade. A 24-hour noise measurement was taken near this location, OYD2-L5, to describe the existing ambient noise environment.
- OYD2-R6: Location OYD2-R6 represents the Walter Zimmerman Elementary School at 11050 Linden Avenue, approximately 85 feet north of the site. OYD2-R6 is placed at the building façade. A 24-hour noise measurement was taken near this location, OYD2-L6, to describe the existing ambient noise environment.
- OYD2-R7: Location OYD2-R7 represents the existing residence at 18507 Jurupa Avenue, approximately 166 feet southeast of the site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver OYD2-R7 is placed at the building façade. A 24-hour noise measurement was taken near this location, OYD2-L7, to describe the existing ambient noise environment.
- OYD2-R8: Location OYD2-R8 represents Kessler Park at 18401 Jurupa Avenue, approximately 230 feet south of the site. OYD2-R8 is placed at the building façade. A 24-hour noise measurement was taken near this location, OYD2-L8, to describe the existing ambient noise environment.
- OYD2-R9: Location OYD2-R9 represents the existing residence at 11142 Locust Avenue, approximately 127 feet west of the site. Since there are no private outdoor living areas (backyards) facing the site, receiver OYD2-R9 is placed at the building façade. A 24-hour noise measurement was taken near this location, OYD2-L9, to describe the existing ambient noise environment.
- OYD2-R10: Location OYD2-R10 represents the existing noise sensitive residence at 11138 Laurel Avenue, approximately 120 feet south of the site. Since there are no private outdoor living areas (backyards) facing the site, receiver OYD2-R10 is placed at the building façade. A 24-hour noise measurement was taken near this location, OYD2-L10, to describe the existing ambient noise environment.
- SP-R1: Location SP-R1 represents the existing noise sensitive residence at 11137 Alder Avenue, approximately 276 feet east of the site. SP-R1 is placed at the private outdoor living areas (backyards) facing the site. A 24-hour noise measurement was taken near this location, SP-L1, to describe the existing ambient noise environment.
- SP-R2: Location SP-R2 represents the existing noise sensitive residence at 10913 Alder Avenue, approximately 30 feet east of the site. Since there are no private outdoor living areas (backyards) facing the site, SP-R2 is placed at the building façade. A 24-hour noise measurement was taken near this location, SP-L2, to describe the existing ambient noise environment.
- SP-R3: Location SP-R3 represents Bloomington High School at 10750 Laurel Avenue, approximately 92 feet north of the site. SP-R3 is placed at the building façade. A 24-hour noise measurement was taken near this location, SP-L3, to describe the existing ambient noise environment.

- SP-R4: Location SP-R4 represents the existing residence at 10888 Birch Avenue, approximately 82 feet north of the site. Since there are no private outdoor living areas (backyards) facing the site, SP-R4 is placed at the building façade. A 24-hour noise measurement was taken near this location, SP-L4, to describe the existing ambient noise environment.
- SP-R5: Location SP-R5 represents the existing residence at 10935 Maple Avenue, approximately 90 feet east of the site. Since there are no private outdoor living areas (backyards) facing the site, SP-R5 is placed at the building façade. A 24-hour noise measurement was taken near this location, SP-L5, to describe the existing ambient noise environment.
- SP-R6: Location SP-R6 represents the existing residence at 11198 Locust Avenue, approximately 13 feet south of the site. Since there are no private outdoor living areas (backyards) facing the site, SP-R6 is placed at the building façade. A 24-hour noise measurement was taken near this location, SP-L6, to describe the existing ambient noise environment.

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Opening Year Development - Option 1 Noise Receptor Locations



LEGEND:



Opening Year Development Option 1 (OYD1)



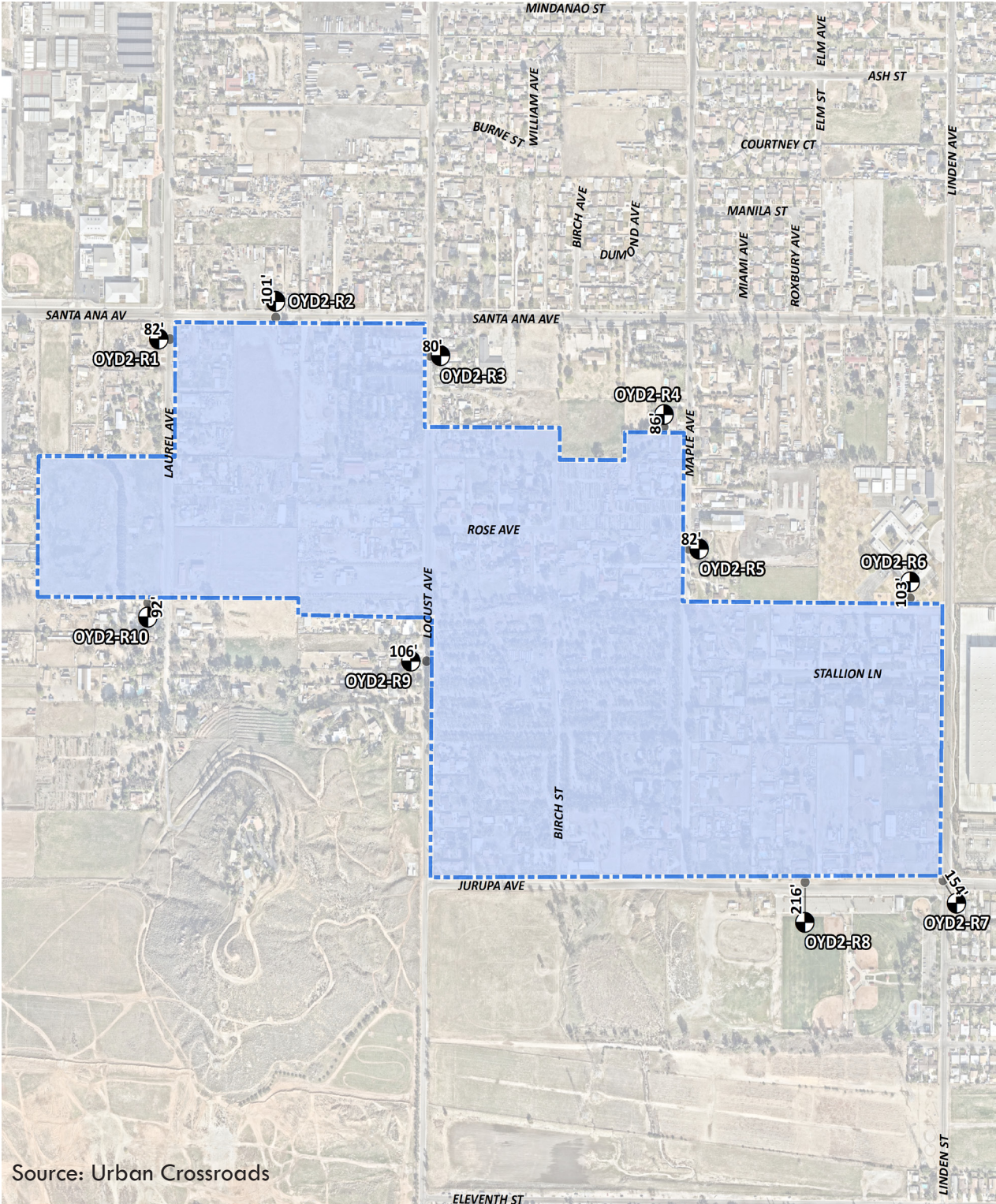
Distance from receiver to Project site boundary (in feet)



Receiver Locations

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Opening Year Development - Option 2 Noise Receptor Locations



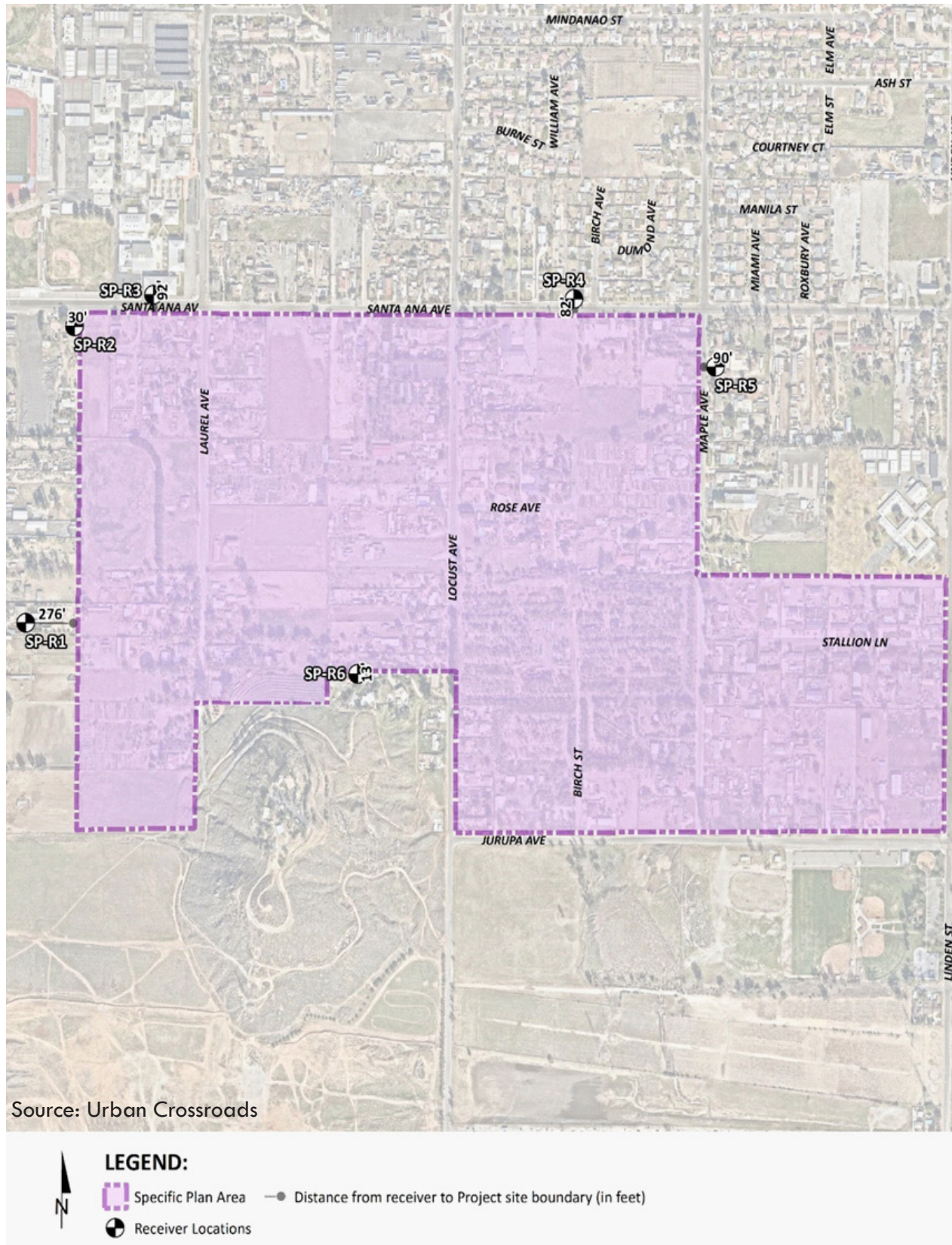
LEGEND:

Opening Year Development Option 2 (OYD2) Distance from receiver to Project site boundary (in feet)

Receiver Locations

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Specific Plan Buildout Noise Receptor Locations



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5.12.3.4 Airport

The Specific Plan Area and Upzone Site are approximately 10 miles east and 12 miles northeast of the Ontario International Airport, respectively. According to the Ontario International Airport Land Use Compatibility Plan, both sites are outside of the 60-65 dBA CNEL noise contour and would not be subject to excessive noise levels due to operations at the Ontario International Airport. The Specific Plan Area and Upzone Site are approximately 10 miles southwest and 9 miles southwest of the San Bernardino International Airport, respectively. According to the San Bernardino International Airport-Eastgate Air Cargo Facility – Aircraft Noise Contour Development, both sites are outside of the 60-65 dBA CNEL noise contour. The sites are also outside of the established airport safety zones.

5.12.4 THRESHOLDS OF SIGNIFICANCE

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

- NOI-1 Generate a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- NOI-2 Generate excessive groundborne vibration or groundborne noise levels;
- NOI-3 For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

Construction Noise and Vibration

- If Project related construction activities:
 - Occur between the hours of 7:00 p.m. and 7:00 a.m. of the next day, or on Sundays or federal holidays (Development Code Section 83.01.090(a));
 - Create noise levels which exceed the 80 dBA Leq acceptable noise level threshold at the nearby sensitive receiver locations (FTA Transit Noise and Vibration Impact Assessment Manual); or
 - Generate a temporary noise level increase above the existing ambient noise levels by more than 12 dBA Leq (Caltrans Traffic Noise Analysis Protocol for New Highway Construction, Reconstruction, and Retrofit Barrier Projects).
- If Project-related construction activities generate vibration levels which exceed the Development Code, Section 83.01.090(a)), vibration threshold of 0.2 PPV in/sec at receiver locations.

Off-Site Traffic Noise

The County of San Bernardino has not established noise standards for traffic-related noise; therefore, for purposes of this CEQA analysis, standards from the Federal Interagency Committee on Noise (FICON) are used to evaluate the significance of Project-related traffic noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, these recommendations are often used in environmental noise impact assessments involving the use of Initial Study/Mitigated Negative Declaration APNs: 0238-031-32, -33, -34, -35, -36 Kaiser Distribution Center #10 September 2020 Page 78 of 122 cumulative exposure metrics, such as the average-daily noise level (i.e., CNEL). The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. For example, if the ambient noise environment is very quiet and a new noise source substantially increases

localized noise levels, a perceived impact may occur even though the numerical noise threshold might not be exceeded. Therefore, for the purpose of this analysis, when the noise levels at existing and future noise-sensitive land uses (e.g., residential, etc.):

- Are less than 60 dBA CNEL and the Specific Plan creates a *readily perceptible* 5 dBA CNEL or greater project-related noise level increase; or
- Range from 60 to 65 dBA CNEL and the Specific Plan creates a *barely perceptible* 3 dBA CNEL or greater project-related noise level increase; or
- Already exceeds 65 dBA CNEL, and the project creates a community noise level impact of greater than 1.5 dBA CNEL.

Operational Noise

- If Project related operational (stationary source) noise levels:
 - exceed the exterior 55 dBA L_{eq} daytime or 45 dBA L_{eq} nighttime noise level standards at nearby sensitive residential receiver locations (Development Code, Title 8, Section 83.01.080).
- If the existing ambient noise levels at the nearby noise-sensitive receivers:
 - are less than 60 dBA L_{eq} and the Project creates a *readily perceptible* 5 dBA L_{eq} or greater Project-related noise level increase; or
 - range from 60 to 65 dBA L_{eq} and the Project creates a *barely perceptible* 3 dBA L_{eq} or greater Project-related noise level increase; or
 - already exceed 65 dBA L_{eq} , and the Project creates a community noise level increase of greater than 1.5 dBA L_{eq} (Development Code, Title 8, Section 83.01.080).

5.12.5 METHODOLOGY

Construction Noise

To identify the temporary construction noise contribution to the existing ambient noise environment, the construction noise levels anticipated from usage of construction equipment needed to implement the proposed Project were combined with the existing ambient noise level measurements at the sensitive receiver locations. The County's Development Code limits construction hours to reduce noise but does not establish numeric maximum acceptable construction source noise levels at potentially affected receivers, which would allow for a quantified determination of what CEQA constitutes a *substantial temporary or periodic noise increase*. Therefore, a numerical construction threshold based on Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* is used for analysis of daytime construction impacts and has been used in past County CEQA documents for noise analysis purposes. The FTA considers a daytime exterior construction noise level of 80 dBA L_{eq} as a reasonable threshold for noise sensitive residential land use. The construction noise levels are compared against the FTA threshold to assess the level of significance associated with temporary construction noise level impacts.

Further, a *substantial* noise increase is considered to occur when the project's predicted worst-hour design-year noise level exceeds the existing worst-hour noise level by 12 dBA or more. The substantial noise increase criterion is independent of the absolute noise level and is based on the change in noise level from the existing condition. Therefore, if the Project-related construction noise levels generate a temporary noise level increase above the existing ambient noise levels by more than 12 dBA L_{eq} , then the Project construction noise level increases will be considered a potentially significant impact.

Operational Noise

The primary source of noise associated with the operation of the proposed Specific Plan would be from vehicular and truck trips. The expected roadway noise level increases from vehicular/truck traffic were calculated using the Federal Highway Administration (FHWA) traffic noise prediction model and the average daily traffic volumes from the Traffic Impact Analysis prepared for the proposed Project.

As detailed in 2021 Draft EIR Section 5.15, *Transportation*, the proposed Project is anticipated to generate approximately 8,555 daily trips, 621 a.m. peak hour trips and 719 p.m. peak hour trips. The increase in noise levels generated by the vehicular/truck trips have been quantitatively estimated and compared to the applicable noise standards and thresholds of significance listed previously.

Secondary sources of noise would include new stationary sources loading dock, truck movement, parking and noise from heating, ventilation, and air conditioning units utilized by the new buildings on the Project site. The increase in noise levels generated by these activities have been quantitatively estimated and compared to the applicable noise standards listed previously.

Vibration

Aside from noise levels, groundborne vibration would also be generated during construction of the Project by various construction-related activities and equipment; and could be generated by truck traffic traveling to and from the Specific Plan Area. The potential ground-borne vibration levels resulting from construction activities occurring from the proposed Project were estimated by data published by the Federal Transit Administration (FTA). Thus, the groundborne vibration levels generated by these sources have also been quantitatively estimated and compared to the applicable thresholds of significance listed previously.

5.12.6 ENVIRONMENTAL IMPACTS

As detailed in Section 3.0, *Project Description*, the proposed Project would consist of up to 3,235,836 SF of warehouse, distribution e-commerce, light industrial, and business park uses through the adoption and implementation of the proposed Specific Plan and the proposed rezoning of the Upzone Site to a higher density from Residential Single with 20,000 SF Lot Minimums (RS-20M) to Residential Multiple (RM). To provide flexibility and ensure that the impacts are identified, the following analysis for Specific Plan impacts includes the following three scenarios:

Specific Plan

- **Opening Year Development in Planning Area A.** Impacts that would result from the two industrial business park development options proposed within the Specific Plan's Planning Area A:
 - **Opening Year – Option 1 (Project-Level Analysis):** This option consists of a 383,000 SF warehouse on 17.7 acres at Development Site 1, a 1,251,640 SF warehouse on 57.6 acres at Development Site 2, a 479,000 SF warehouse on 30.5 acres at Development Site 3, and an ancillary truck trailer parking area on 9.5 acres at Development Site 4.
 - **Opening Year – Option 2 (Project-Level Analysis Unless Otherwise Noted):** This option consists of a 710,400 SF warehouse on 36.7 acres at Development Site 1, a 1,251,640 SF warehouse on 57.6 acres of Development Site 2, a 750,000 SF warehouse on 37.7 acres at Development Site 3, and an ancillary truck trailer parking area on 9.5 acres at Development Site 4.
- **Future Development – Specific Plan Buildout (Programmatic Analysis Unless Otherwise Noted):** Impacts that would result from the full buildout of the approximately 213-acre Specific Plan Area pursuant to the implementation of the Specific Plan, which is expected to occur by the year 2040.

These impacts are analyzed at the programmatic level based on the future buildout of the entire Specific Plan (i.e., buildout of both Planning Area A and Planning Area B to their maximum FAR, which is inclusive of both Opening Year Option 1 and Option 2, although Option 1 and Option 2 impacts are analyzed at a project-level).

Upzone Site (Programmatic Analysis Unless Otherwise Noted). The 24-acre Upzone Site would be redesignated and rezoned from Low Density Residential (LDR) and Residential Single with 20,000 SF Lot Minimums (RS-20M) to Medium Density Residential (MDR) and Residential Multiple (RM), respectively, to allow for the development of up to 480 dwelling units (20 dwelling units per acre) to offset the loss of residential land use designations and zoning at the Specific Plan Area. (No physical development or improvements are proposed by this Project.)

This Chapter of the Draft EIR, Noise, provides a project-level analysis for Opening Year Development – Option 1, Opening Year Development – Option 2, and the Future Development Area—Specific Plan Buildout and programmatic analysis for the Upzone Site.

IMPACT NOI-1: WOULD THE PROJECT RESULT IN GENERATION OF A SUBSTANTIAL TEMPORARY OR PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE VICINITY OF THE PROJECT IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?

Construction

Less than Significant with Mitigation Incorporated.

Specific Plan Area & Upzone Site

Noise generated by construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. Construction is expected to occur in the following stages: demolition, excavation, and grading, building construction, architectural coating, paving. Noise levels generated by heavy construction equipment range from approximately 67 dBA to 79 dBA at 50 feet from the noise source, as shown on Table 5.12-4.

Table 5.12-4: Construction Reference Noise Levels

Construction Stage	Reference Construction Equipmnet ¹	Reference Noise Level @ 50 Feet (dBA L _{eq})	Composite Reference Noise Level (dBA L _{eq}) ²	Reference Power Level (dBA L _w) ³
Demolition	Concrete Saw	83	86.8	118.4
	Grapple (on backhoe)	83		
	Gradall	79		
Site Preparation	Tractor	80	84.0	115.6
	Backhoe	74		
	Grader	81		
Grading	Scraper	80	83.3	114.9
	Excavator	77		
	Dozer	78		
Building Construction	Crane	73	81.1	112.8
	Tractor	80		
	Welder/Torch	70		

Construction Stage	Reference Construction Equipmnet ¹	Reference Noise Level @ 50 Feet (dBA L _{eq})	Composite Reference Noise Level (dBA L _{eq}) ²	Reference Power Level (dBA L _w) ³
Paving	Paver	74	77.8	109.5
	Dump Truck	72		
	Roller	73		
Architectural Coating	Man Lift	68	79.8	111.4
	Compressor (air)	74		
	Generator	78		

¹FHWA Road Construction Noise Model.

²Represents the combined noise level for all equipment assuming they operate at the same time.

³ The total amount of acoustical energy produced by a sound source independent of distance or surroundings.

However, per Development Code Section 83.01.080(g)(3), noise sources associated with construction activities are exempt from the County's established noise standards as long as the activities do not take place between the hours of 7:00 p.m. of any one day and to 7:00 a.m. of the next day, or on Sundays or federal holidays. The proposed Project's construction activities would occur pursuant to these regulations.

Construction noise would be temporary in nature as the operation of each piece of construction equipment would not be constant throughout the construction day, and equipment would be turned off when not in use. The typical operating cycle for a piece of construction equipment involves one or two minutes of full power operation followed by three or four minutes at lower power settings. The construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators.

As shown on Table 5.12-5, construction noise from the Opening Year – Option 1 at the nearby receiver locations (shown on Figure 5.12-7) would range from 65.8 to 69.1 dBA Leq. Table 5.12-6 shows that construction noise from the Opening Year – Option 2 at the nearby receiver locations (shown on Figure 5.12-8) would range from 60.2 to 65.2 dBA Leq. Table 5.12-7 shows that construction noise from the Future Development Area - Specific Plan Construction Activity at the nearby receiver locations (shown on Figure 5.12-9) would range from 60.1 to 66.6 dBA Leq. In addition, construction noise that would occur from implementation of the Upzone Site would be consistent with those that would occur from implementation of the Specific Plan. The types of construction activities for residences on the Upzone Site and the location of noise receptors from the Upzone Site are consistent with those identified in Tables 5.12-5 through 5.12-7, which identify construction noise at receptors as close as 11 and 13 feet from the Project site. As detailed, in Tables 5.12-5 through 5.12-7, the construction activities would not exceed the 80 dBA Leq daytime construction noise level threshold at receptor locations.

Table 5.12-5: Opening Year – Option 1 Construction Noise Levels at Receptor Locations

Receiver Location	Construction Noise Levels (dBA L _{eq} 8-hour)						
	Demolition	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels ¹
OYD1-R1	68.4	65.6	64.9	62.7	59.4	61.4	68.4
OYD1-R2	69.1	66.3	65.6	63.4	60.1	62.1	69.1
OYD1-R3	65.8	63.0	62.3	60.1	56.8	58.8	65.8
OYD1-R4	68.9	66.1	65.4	63.2	59.9	61.9	68.9

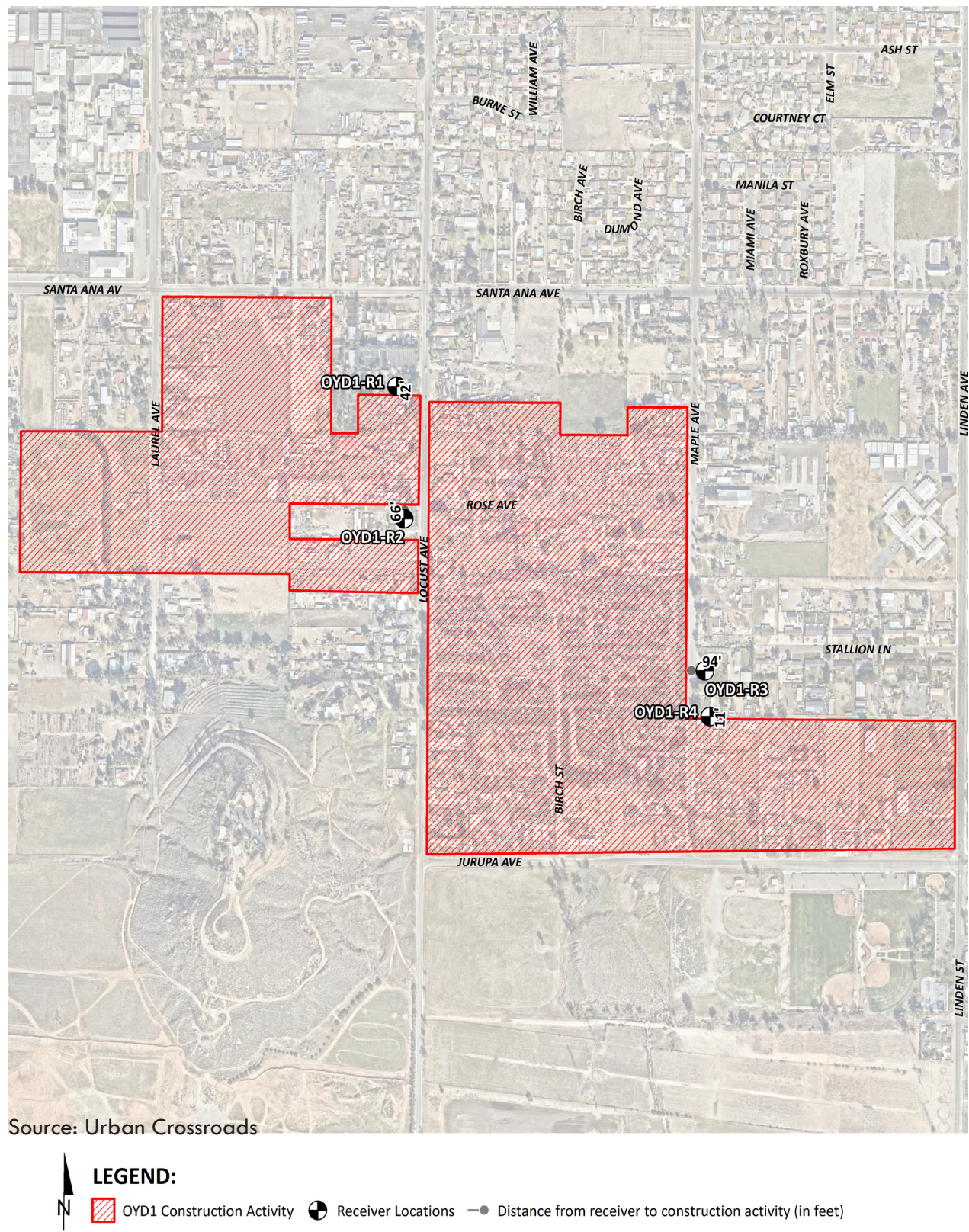
¹ Construction noise level calculations based on distance from the Project site boundaries (construction activity area) to nearby receiver locations. Source: Urban Crossroads, 2025 (Appendix C to the Recirculated Draft EIR)

Table 5.12-6: Opening Year – Option 2 Construction Noise Levels at Receptor Locations

Receiver Location	Construction Noise Levels (dBA L _{eq})						
	Demolition	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels ¹
OYD2-R1	63.0	60.2	59.5	57.3	54.0	56.0	63.0
OYD2-R2	63.5	60.7	60.0	57.8	54.5	56.5	63.5
OYD2-R3	64.2	61.4	60.7	58.5	55.2	57.2	64.2
OYD2-R4	63.1	60.3	59.6	57.4	54.1	56.1	63.1
OYD2-R5	65.2	62.4	61.7	59.5	56.2	58.2	65.2
OYD2-R6	62.8	60.0	59.3	57.1	53.8	55.8	62.8
OYD2-R7	60.2	57.4	56.7	54.5	51.2	53.2	60.2
OYD2-R8	61.9	59.1	58.4	56.2	52.9	54.9	61.9
OYD2-R9	65.1	62.3	61.6	59.4	56.1	58.1	65.1
OYD2-R10	63.7	60.9	60.2	58.0	54.7	56.7	63.7

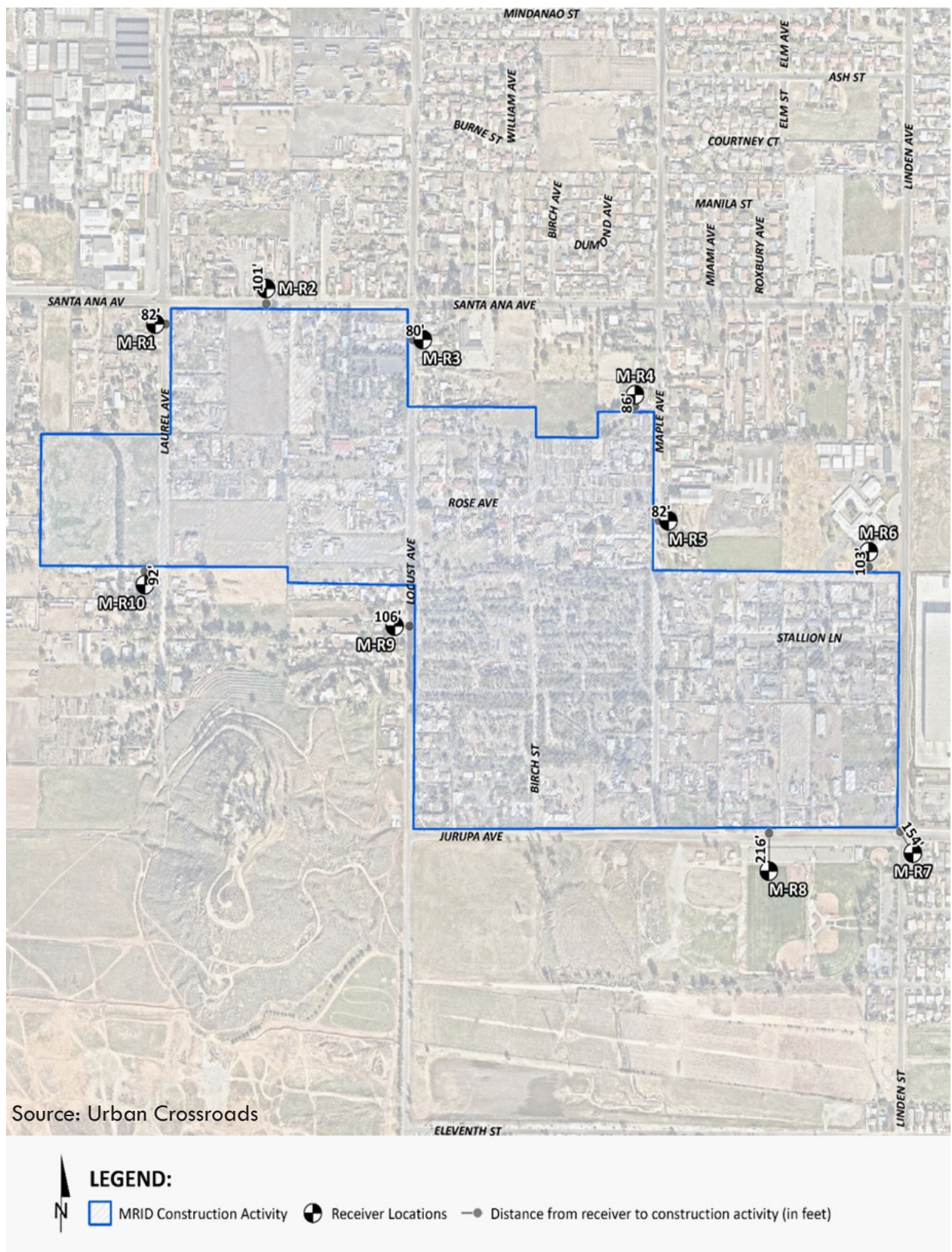
¹ Construction noise level calculations based on distance from the Project site boundaries (construction activity area) to nearby receiver locations.
Source: Urban Crossroads, 2025 (Appendix C to the Recirculated Draft EIR).

Opening Year Development - Option 1 Construction Activity and Receiver Locations



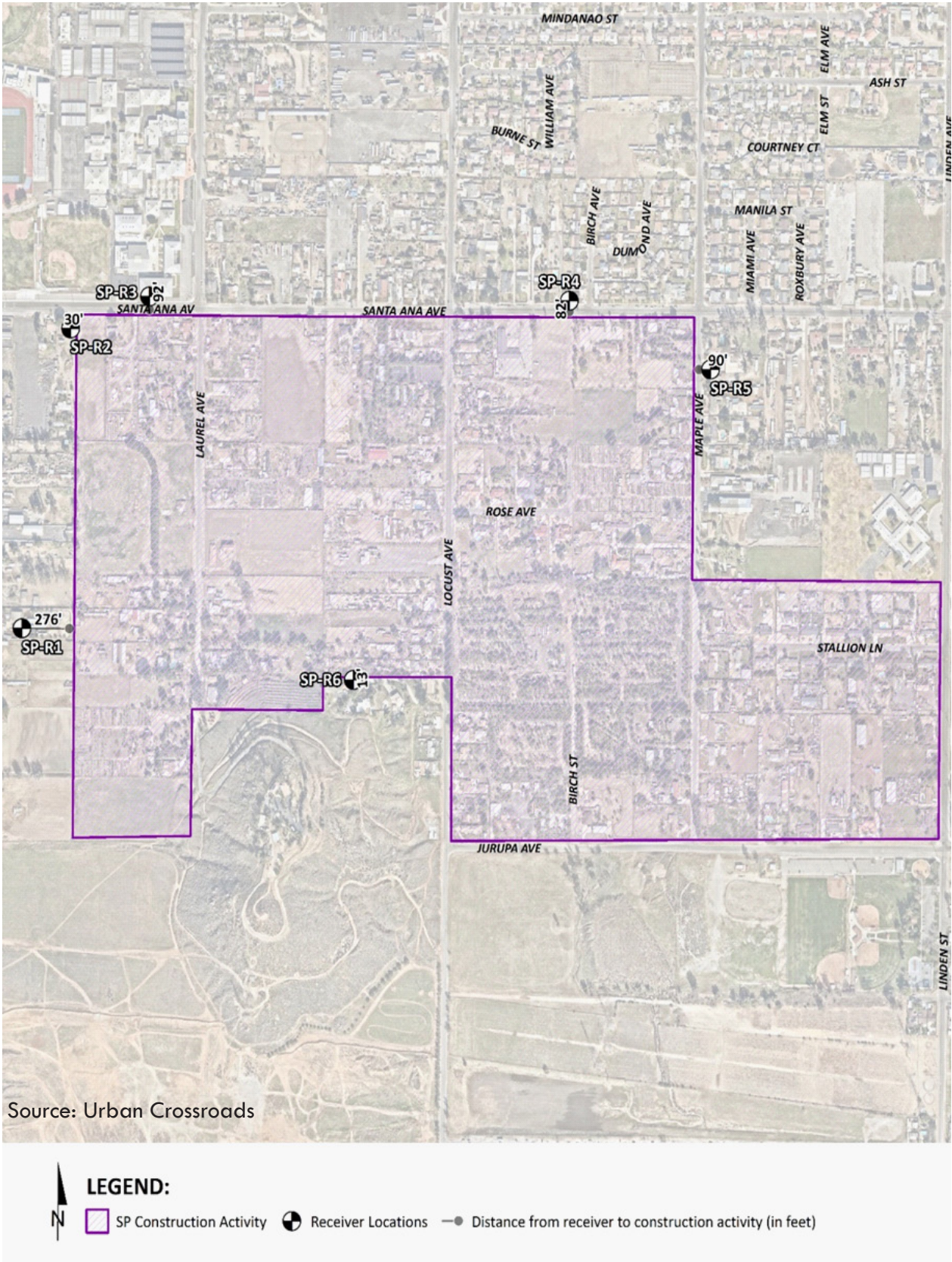
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Opening Year Development - Option 2 Construction Activity and Receiver Locations



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Specific Plan Buildout Construction Activity and Receiver Locations



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Table 5.12-7: Future Development Area - Specific Plan Buildout Construction Noise Levels at Receptor Locations

Receiver Location	Construction Noise Levels (dBA L_{eq} 8-hour)						
	Demolition	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels ¹
SP-R1	60.1	57.3	56.6	54.4	51.1	53.1	60.1
SP-R2	63.6	60.8	60.1	57.9	54.6	56.6	63.6
SP-R3	62.4	59.6	58.9	56.7	53.4	55.4	62.4
SP-R4	63.1	60.3	59.6	57.4	54.1	56.1	63.1
SP-R5	62.4	59.6	58.9	56.7	53.4	55.4	62.4
SP-R6	66.6	63.8	63.1	60.9	57.6	59.6	66.6

¹ Construction noise level calculations based on distance from the Project site boundaries (construction activity area) to nearby receiver locations.

Source: Urban Crossroads, 2025 (Appendix C to the Recirculated Draft EIR).

Peak Hour Construction Equipment Noise Levels. Construction activities are typically evaluated as mobile sources since these activities tend to vary considerably, not only as the speed and power of the equipment varies, but also as the equipment constantly changes in terms of its distance from the receivers and its relative location. However, to present a conservative analysis, the peak hour Project construction equipment noise levels by stage were also calculated at the limits of construction (Project site boundary) nearest to the noise sensitive receivers. Since it is unlikely that multiple pieces of construction equipment can operate simultaneously near the limits of construction for the entire construction period, the peak hour noise analysis likely overstates the potential Project related construction noise impacts. Table 5.12-8 shows that the peak hour construction equipment noise levels for Opening Year Development – Option 1 are expected to range from 75.4 to 85.5 dBA $L_{eq(1hr)}$ at the nearby receiver locations. As shown on Table 5.12-9, peak hour construction equipment noise levels for Opening Year Development – Option 2 are expected to range from 69.0 to 76.1 dBA $L_{eq(1hr)}$ at the nearby receiver locations. Table 5.12-10 shows that peak hour construction equipment noise levels for Future Development – Specific Plan Buildout are expected to range from 68.9 to 86.1 dBA $L_{eq(1hr)}$.

Table 5.12-8: Opening Year – Option 1 Peak Hour Construction Noise Levels at Receptor Locations

Receiver Location	Construction Noise Levels (dBA L_{eq} 1-hour)						
	Demolition	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels ¹
OYD1-R1	83.1	80.3	79.6	77.4	74.1	76.1	83.1
OYD1-R2	77.9	75.1	74.4	72.2	68.9	70.9	77.9
OYD1-R3	75.4	72.6	71.9	69.7	66.4	68.4	75.4
OYD1-R4	85.5	82.7	82.0	79.8	76.5	78.5	85.5

¹ Construction noise level calculations based on distance from the Project site boundaries (construction activity area) to nearby receiver locations. Levels in bold are above 80 dBA L_{eq} thresholds.

Source: Urban Crossroads, 2025 (Appendix C).

Table 5.12-9: Opening Year – Option 2 Peak Hour Construction Noise Levels at Receptor Locations

Receiver Location	Construction Noise Levels (dBA L _{eq} 1-hour)						
	Demolition	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels ¹
OYD2-R1	75.6	72.8	72.1	69.9	66.6	68.6	75.6
OYD2-R2	74.6	71.8	71.1	68.9	65.6	67.6	74.6
OYD2-R3	75.5	72.7	72.0	69.8	66.5	68.5	75.5
OYD2-R4	75.7	72.9	72.2	70.0	66.7	68.7	75.7
OYD2-R5	76.1	73.3	72.6	70.4	67.1	69.1	76.1
OYD2-R6	73.3	70.5	69.8	67.6	64.3	66.3	73.3
OYD2-R7	70.9	68.1	67.4	65.2	61.9	63.9	70.9
OYD2-R8	69.0	66.2	65.5	63.3	60.0	62.0	69.0
OYD2-R9	74.1	71.3	70.6	68.4	65.1	67.1	74.1
OYD2-R10	75.4	72.6	71.9	69.7	66.4	68.4	75.4

¹ Construction noise level calculations based on distance from the Project site boundaries (construction activity area) to nearby receiver locations.

Source: Urban Crossroads, 2025 (Appendix C to the Recirculated Draft EIR).

Table 5.12-10: Future Development Area - Specific Plan Buildout Peak Hour Construction Noise Levels at Receptor Locations

Receiver Location	Construction Noise Levels (dBA L _{eq} 1-hour)						
	Demolition	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels ¹
SP-R1	68.9	66.1	65.4	63.2	59.9	61.9	68.9
SP-R2	83.0	80.2	79.5	77.3	74.0	76.0	83.0
SP-R3	78.5	75.7	75.0	72.8	69.5	71.5	78.5
SP-R4	77.8	75.0	74.3	72.1	68.8	70.8	77.8
SP-R5	75.9	73.1	72.4	70.2	66.9	68.9	75.9
SP-R6	86.1	83.3	82.6	80.4	77.1	79.1	86.1

¹ Construction noise level calculations based on distance from the Project site boundaries (construction activity area) to nearby receiver locations. Levels in bold are above 80 dBA L_{eq} thresholds.

Source: Urban Crossroads, 2025 (Appendix C to the Recirculated Draft EIR).

As shown on Tables 5.12-8 through 5.12-10, peak hour construction noise levels would exceed the FTA 80 dBA L_{eq} threshold at receiver locations OYD1-R1, OYD1-R4, SP-R2, and SP-R6 and are considered potentially significant. Therefore, the Project would implement Mitigation Measure NOI-1 requiring installation of temporary sound walls, Mitigation Measure NOI-2 requiring use of mufflers, Mitigation Measure NOI-3 requiring placement of stationary equipment away from sensitive receivers, Mitigation Measure NOI-4 requiring staging of equipment away from sensitive receivers, Mitigation Measure NOI-5 requiring equipment and material deliveries during the times set forth by County Development Code 83.01.080(g)(3), Mitigation Measure NOI-6 requiring electrically-powered power tools where feasible, and Mitigation Measure NOI-7 prohibiting the use of music or speakers during construction. As shown in Table 5.12-11, with implementation of Mitigation Measures NOI-1 through NOI-7, construction noise levels would be below the FTA 80 dBA L_{eq} threshold.

Table 5.12-11: Mitigated Construction Noise Levels

Receiver Location ¹	Mitigated Construction Noise Levels (dBA Leq)			
	Typical Construction Noise Levels (8-Hour) ²	Peak Construction Noise Levels (1-Hour) ³	Threshold ⁴	Threshold Exceeded? ⁵
OYD1-R1	68.0	78.0	80.0	No
OYD1-R2	68.1	72.9	80.0	No
OYD1-R3	60.9	70.2	80.0	No
OYD1-R4	59.8	72.4	80.0	No
OYD2-R1	63.0	70.7	80.0	No
OYD2-R2	63.5	69.7	80.0	No
OYD2-R3	64.2	70.5	80.0	No
OYD2-R4	63.1	70.8	80.0	No
OYD2-R5	65.2	71.2	80.0	No
OYD2-R6	62.8	68.4	80.0	No
OYD2-R7	60.2	66.1	80.0	No
OYD2-R8	61.9	64.2	80.0	No
OYD2-R9	65.1	69.3	80.0	No
OYD2-R10	63.7	70.5	80.0	No
SP-R1	60.1	62.3	80.0	No
SP-R2	63.6	74.6	80.0	No
SP-R3	62.4	70.4	80.0	No
SP-R4	63.1	70.1	80.0	No
SP-R5	62.4	68.8	80.0	No
SP-R6	66.6	76.6	80.0	No

Source: Urban Crossroads, 2025 (Appendix C to the Recirculated Draft EIR).

¹ Construction equipment noise source and receiver locations are shown on Exhibits 5.12-7, 5.12-8 and 5.12-9.

² Typical construction equipment noise levels as shown on Table 5.12-4.

³ Peak Hour construction equipment noise level as shown on Tables 5.12-8, 5.12-9, and 5.12-10

⁴ Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual.

⁵ Do the estimated Project construction noise levels exceed the construction noise level threshold?

Temporary Ambient Noise Level Increase. To describe the short-term Project construction noise level contributions to the existing ambient noise environment, the Project construction noise levels were combined with the existing ambient noise levels measurements at the nearest off-site receiver locations. The difference between the combined Project-construction and ambient noise levels is used to describe the construction noise level contributions. The temporary noise level increases that would be experienced at sensitive receiver locations when the typical Project construction-source noise is added to the ambient daytime conditions are presented on Table 5.12-12. As indicated in Table 5.12-12, the Project would contribute to typical unmitigated construction noise increases ranging from 0.3 to 9.6 dBA Leq(8hr) during daytime hours at the closest receiver locations, which would not exceed the substantial noise level increase threshold of 12 dBA Leq.

Table 5.12-12: Typical Construction Noise Level Increases

Receiver Location ¹	Typical Project Construction Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Increase ⁶	Increase Criteria ⁷	Increase Criteria Exceeded?
OYD1-R1	68.4	OYD1-L1	70.6	72.6	2.0	12	No
OYD1-R2	69.1	OYD1-L1	70.6	72.9	2.3	12	No
OYD1-R3	65.8	OYD1-L2	60.9	67.0	6.1	12	No
OYD1-R4	68.9	OYD1-L2	60.9	69.5	8.6	12	No
OYD2-R1	63.0	OYD2-L1	58.6	64.3	5.7	12	No
OYD2-R2	63.5	OYD2-L2	62.5	66.0	3.5	12	No
OYD2-R3	64.2	OYD2-L3	70.6	71.5	0.9	12	No
OYD2-R4	63.1	OYD2-L4	58.9	64.5	5.6	12	No
OYD2-R5	65.2	OYD2-L5	67.2	69.3	2.1	12	No
OYD2-R6	62.8	OYD2-L6	56.5	63.7	7.2	12	No
OYD2-R7	60.2	OYD2-L7	67.9	68.6	0.7	12	No
OYD2-R8	61.9	OYD2-L8	59.2	63.8	4.6	12	No
OYD2-R9	65.1	OYD2-L9	57.5	65.8	8.3	12	No
OYD2-R10	63.7	OYD2-L10	55.3	64.3	9.0	12	No
SP-R1	60.1	SP-L1	71.1	71.4	0.3	12	No
SP-R2	63.6	SP-L2	60.8	65.4	4.6	12	No
SP-R3	62.4	SP-L3	70.1	70.8	0.7	12	No
SP-R4	63.1	SP-L4	75.0	75.3	0.3	12	No
SP-R5	62.4	SP-L5	58.9	64.0	5.1	12	No
SP-R6	66.6	SP-L6	57.5	67.1	9.6	12	No

Source: Urban Crossroads, 2025 (Appendix C to the Recirculated Draft EIR).

¹ Construction noise source and receiver locations are shown on Exhibits 5.12-7, 5.12-8 and 5.12-9.

² Mitigated typical Project daytime construction noise levels as shown on Tables 5.12-5, 5.12-6, and 5.12-7

³ Reference noise level measurement locations as shown in Section 5 of the 2021 Noise Study (Appendix J1 to the 2021 Draft EIR)

⁴ Observed daytime ambient noise levels as shown in Section 5 of the 2021 Noise Study (Appendix J1 to the 2021 Draft EIR)

⁵ Represents the combined ambient conditions plus the typical Project construction activities.

⁶ The noise level increase expected with the addition of the proposed typical Project construction activities.

⁷ Caltrans substantial noise level increase criteria.

Table 5.12-13 shows that the Project would contribute unmitigated peak hour construction noise increases at a range of 2.0 to 28.6 dBA $L_{eq}(1hr)$, which would exceed Caltrans' 12 dBA L_{eq} noise increase significance threshold. Therefore, the noise impacts due to Project construction noise are considered potentially significant at OYD1-R1, OYD1-R3, OYD1-R4, OYD2-R1, OYD2-R2, OYD2-R4, OYD2-R6, OYD2-R9, OYD2-R10, SP-R2, SP-R5, and SP-R6. However, as shown on Table 5.12-14, with implementation of Mitigation Measures NOI-1 through NOI-7, temporary ambient noise level increases would be less than significant. Therefore, construction noise impacts would be less than significant with mitigation incorporated.

Table 5.12-13: Unmitigated Peak Hour Construction Noise Level Increases

Receiver Location ¹	Peak Project Construction Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Increase ⁶	Increase Criteria ⁷	Increase Criteria Exceeded?
OYD1-R1	83.1	OYD1-L1	70.6	83.3	12.7	12	Yes
OYD1-R2	77.9	OYD1-L1	70.6	78.6	8.0	12	No
OYD1-R3	75.4	OYD1-L2	60.9	75.6	14.7	12	Yes
OYD1-R4	85.5	OYD1-L2	60.9	85.5	24.6	12	Yes
OYD2-R1	75.6	OYD2-L1	58.6	75.7	17.1	12	Yes
OYD2-R2	74.6	OYD2-L2	62.5	74.9	12.4	12	Yes
OYD2-R3	75.5	OYD2-L3	70.6	76.7	6.1	12	No
OYD2-R4	75.7	OYD2-L4	58.9	75.8	16.9	12	Yes
OYD2-R5	76.1	OYD2-L5	67.2	76.6	9.4	12	No
OYD2-R6	73.3	OYD2-L6	56.5	73.4	16.9	12	Yes
OYD2-R7	70.9	OYD2-L7	67.9	72.7	4.8	12	No
OYD2-R8	69.0	OYD2-L8	59.2	69.4	10.2	12	No
OYD2-R9	74.1	OYD2-L9	57.5	74.2	16.7	12	Yes
OYD2-R10	75.4	OYD2-L10	55.3	75.4	20.1	12	Yes
SP-R1	68.9	SP-L1	71.1	73.1	2.0	12	No
SP-R2	83.0	SP-L2	60.8	83.0	22.2	12	Yes
SP-R3	78.5	SP-L3	70.1	79.1	9.0	12	No
SP-R4	77.8	SP-L4	75.0	79.6	4.6	12	No
SP-R5	75.9	SP-L5	58.9	76.0	17.1	12	Yes
SP-R6	86.1	SP-L6	57.5	86.1	28.6	12	Yes

Source: Urban Crossroads, 2025 (Appendix C to the Recirculated Draft EIR).

¹ Construction noise source and receiver locations are shown on Figures 5.12-7, 5.12-8 and 5.12-9.

² Unmitigated Peak Hour Project daytime construction noise levels as shown in Table 5.12-10

³ Reference noise level measurement locations as shown in Section 5 of the 2021 Noise Study (Appendix J1 to the 2021 Draft EIR)

⁴ Observed daytime ambient noise levels as shown in Section 5 of the 2021 Noise Study (Appendix J1 to the 2021 Draft EIR)

⁵ Represents the combined ambient conditions plus the Peak Hour Project construction activities.

⁶ The noise level increase expected with the addition of the proposed Peak Hour Project construction activities.

⁷ Caltrans substantial noise level increase criteria.

Table 5.12-14: Mitigated Peak Hour Construction Noise Level Increases

Receiver Location ¹	Peak Project Construction Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Increase ⁶	Increase Criteria ⁷	Increase Criteria Exceeded?
OYD1-R1	78.0	OYD1-L1	70.6	78.7	8.1	12	No
OYD1-R2	72.9	OYD1-L1	70.6	74.9	4.3	12	No
OYD1-R3	70.2	OYD1-L2	60.9	70.7	9.8	12	No
OYD1-R4	72.4	OYD1-L2	60.9	72.7	11.8	12	No
OYD2-R1	63.0	OYD2-L1	58.6	64.3	5.7	12	No
OYD2-R2	63.5	OYD2-L2	62.5	66.0	3.5	12	No
OYD2-R3	64.2	OYD2-L3	70.6	71.5	0.9	12	No
OYD2-R4	63.1	OYD2-L4	58.9	64.5	5.6	12	No
OYD2-R5	65.2	OYD2-L5	67.2	69.3	2.1	12	No
OYD2-R6	62.8	OYD2-L6	56.5	63.7	7.2	12	No
OYD2-R7	60.2	OYD2-L7	67.9	68.6	0.7	12	No
OYD2-R8	61.9	OYD2-L8	59.2	63.8	4.6	12	No
OYD2-R9	65.1	OYD2-L9	57.5	65.8	8.3	12	No
OYD2-R10	63.7	OYD2-L10	55.3	64.3	9.0	12	No
SP-R1	60.1	SP-L1	71.1	71.4	0.3	12	No
SP-R2	63.6	SP-L2	60.8	65.4	4.6	12	No
SP-R3	62.4	SP-L3	70.1	70.8	0.7	12	No
SP-R4	63.1	SP-L4	75	75.3	0.3	12	No
SP-R5	62.4	SP-L5	58.9	64.0	5.1	12	No
SP-R6	66.6	SP-L6	57.5	67.1	9.6	12	No

Source: Urban Crossroads, 2025 (Appendix C to the Recirculated Draft EIR).

¹ Construction noise source and receiver locations are shown on Exhibits 5.12-7, 5.12-8 and 5.12-9.

² Mitigated Peak Hour Project daytime construction noise levels as shown on Table 5.12-11

³ Reference noise level measurement locations as shown in Section 5 of the 2021 Noise Study (Appendix J1 to the 2021 Draft EIR).

⁴ Observed daytime ambient noise levels as shown in Section 5 of the 2021 Noise Study (Appendix J1 to the 2021 Draft EIR)

⁵ Represents the combined ambient conditions plus the Peak Hour Project construction activities.

⁶ The noise level increase expected with the addition of the proposed Peak Hour Project construction activities.

⁷ Caltrans substantial noise level increase criteria.

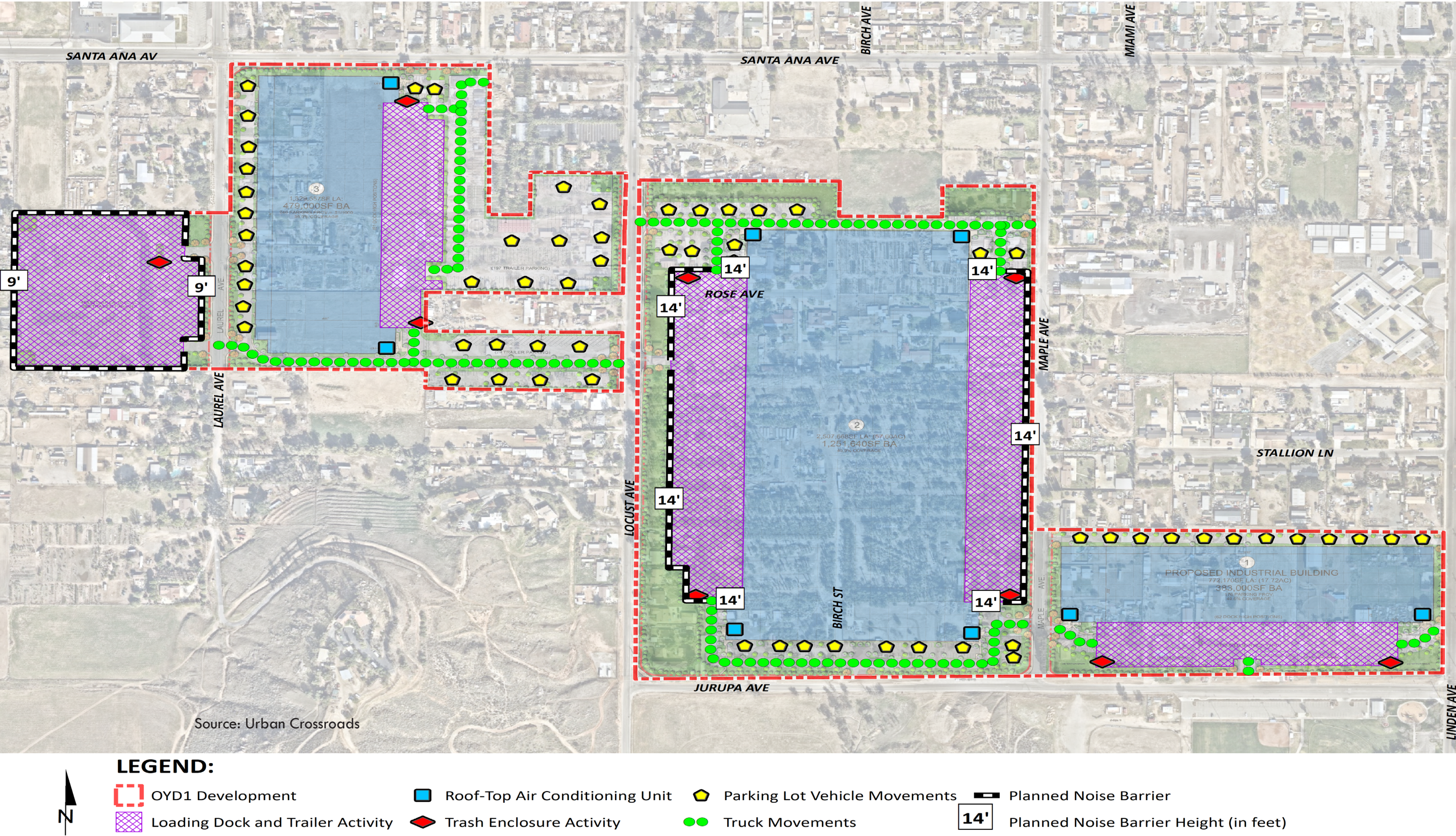
Operation

Less than Significant with Mitigation Incorporated.

Specific Plan Area & Upzone Site

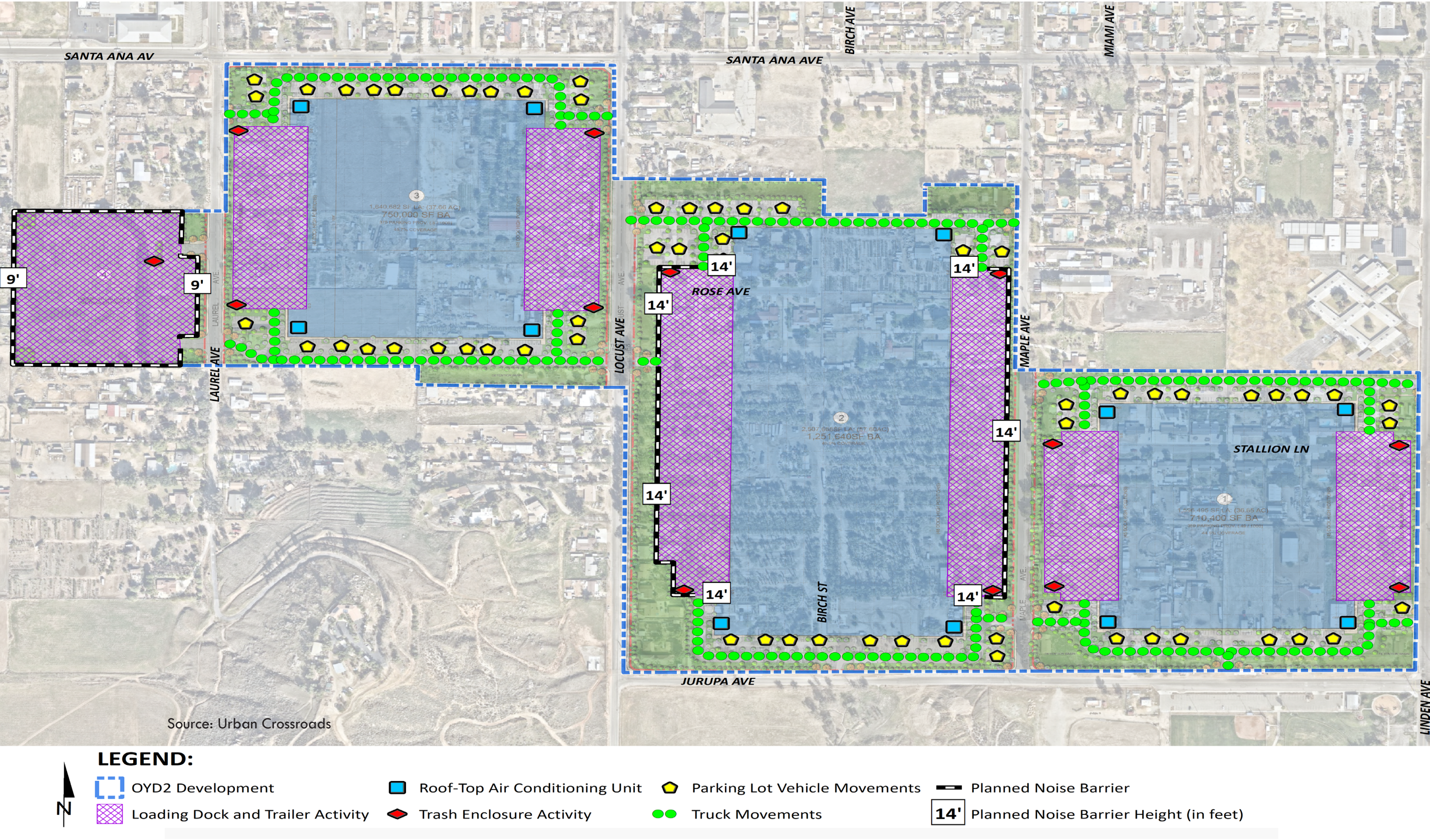
To present the potential worst-case noise conditions, this analysis assumes the proposed industrial uses would be operational 24 hours per day, seven days per week. Consistent with similar warehouse uses, the business operations of the proposed Specific Plan would primarily be conducted within the enclosed buildings, except for traffic movement, parking, as well as loading and unloading of trucks at designated loading bays. The on-site industrial use-related noise sources are expected to include: loading dock activity, trailer activity, truck movements, roof-top air conditioning units, parking lot vehicle movements, and trash enclosure activity. As described previously, the Specific Plan Area is near existing residences, which are sensitive receivers. The locations of operational noise sources are shown on Figures 5.12-10 through 5.12-12.

Opening Year Development - Option 1 Operational Noise Source Locations



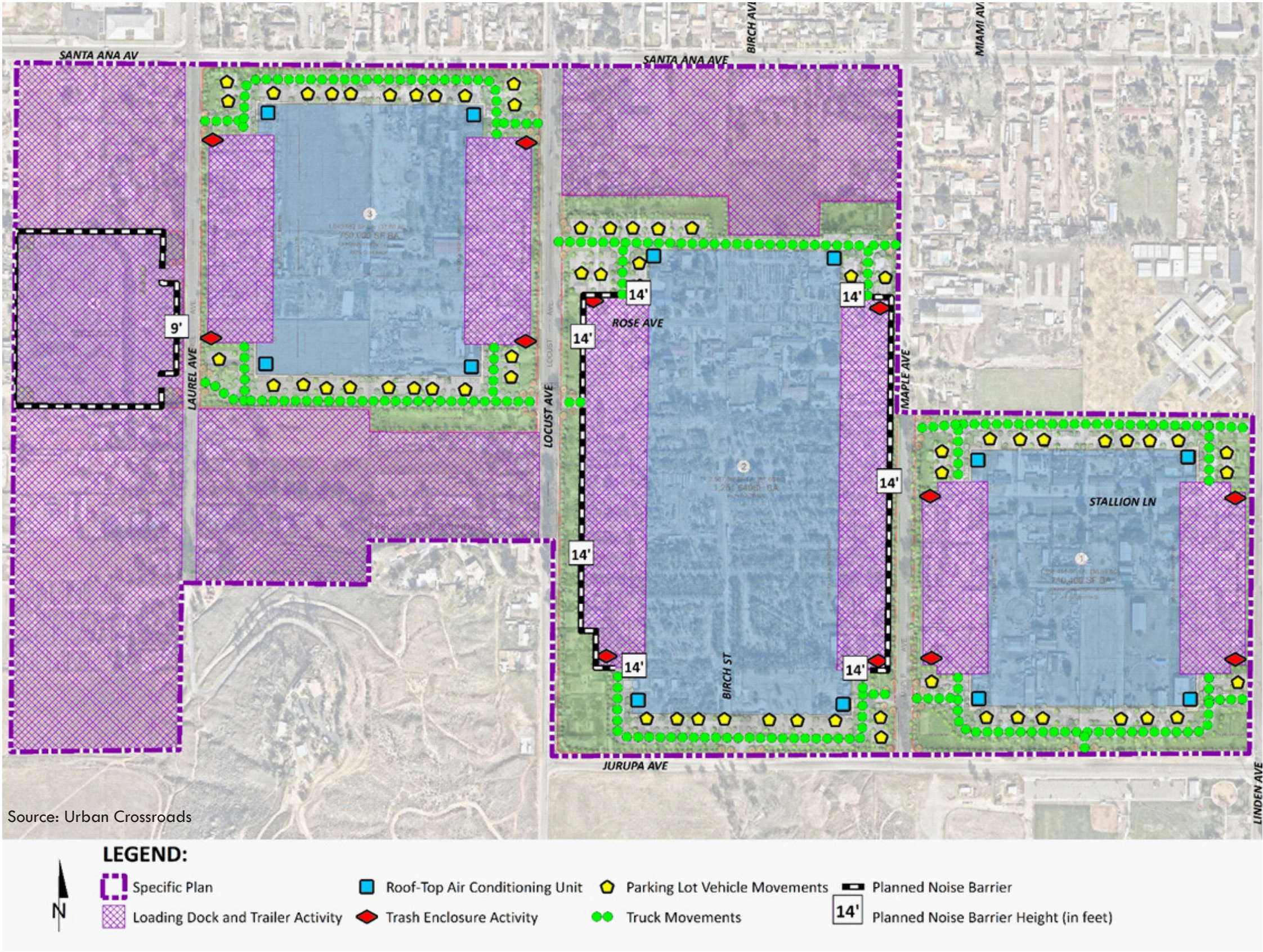
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Opening Year Development - Option 2 Operational Noise Source Locations



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Specific Plan Buildout Operational Noise Source Locations



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The Noise Impact Analysis calculated the operational source noise levels that would be generated by the Specific Plan operational scenarios and the noise increases that would be experienced at the closest sensitive receptor locations.

Operational Noise Standard Compliance

Tables 5.12-15 and 5.12-16 show the estimated Opening Year – Option 1 operational noise levels with the proposed 14-foot-high cement block walls at Site 2 and 9-foot-high cement walls at Site 4, as shown on Figure 5.12-10, and included as Project Design Feature NOI-1. Table 5.12-15 shows that the daytime hourly noise levels at the off-site receiver locations are expected to range from 52.3 to 55.8 dBA Leq.

Table 5.12-15: Opening Year – Option 1 Daytime Operational Noise Levels

Noise Source	Operational Noise Levels by Receiver Location (dBA Leq)			
	OYD1-R1	OYD1-R2	OYD1-R3	OYD1-R4
Loading Dock and Trailer Activity	47.4	48.1	52.6	51.5
Truck Movements	45.5	46.4	32.9	35.3
Roof-Top Air Conditioning Units	32.9	33.4	29.0	29.3
Parking Lot Vehicle Movements	48.8	49.7	42.9	53.7
Trash Enclosure Activity	25.0	25.9	19.9	20.7
Total (All Noise Sources)	52.3	53.1	53.1	55.8

Source: Urban Crossroads, 2021 (Appendix J1 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Table 5.12-16 shows the operational noise levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. The nighttime hourly noise levels at the sensitive receptor locations would range from 45.3 to 57.9 dBA Leq. The differences between the daytime and nighttime noise levels are largely related to the duration of noise activity.

Table 5.12-16: Opening Year – Option 1 Nighttime Operational Noise Levels

Noise Source	Operational Noise Levels by Receiver Location (dBA Leq)			
	OYD1-R1	OYD1-R2	OYD1-R3	OYD1-R4
Loading Dock and Trailer Activity	46.4	47.2	51.7	50.6
Truck Movements	36.5	37.4	23.9	26.4
Roof-Top Air Conditioning Units	30.5	31.0	26.6	26.9
Parking Lot Vehicle Movements	47.8	48.7	41.9	52.8
Trash Enclosure Activity	24.0	25.0	18.9	19.7
Total (All Noise Sources)	50.4	51.3	52.2	54.9

Source: Urban Crossroads, 2021 (Appendix J1 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Table 5.12-17 shows that these operational noise levels would not exceed the County's exterior noise level standards, as adjusted to reflect the ambient noise levels at all nearby sensitive receiver locations. Thus, operational impacts related to the Opening Year – Option 1 would be less than significant.

Table 5.12-17: Opening Year – Option 1 Operational Noise Level Compliance

Receiver Location	Project Operational Noise Levels (dBA Leq)		Measurement Location	Noise Level Standards (dBA Leq)		Noise Level Standards Exceeded?	
	Daytime	Nighttime		Daytime	Nighttime	Daytime	Nighttime
OYD1-R1	52.3	50.4	OYD1-L1	71	67	No	No
OYD1-R2	53.1	51.3	OYD1-L1	71	67	No	No
OYD1-R3	53.1	52.2	OYD1-L2	61	56	No	No
OYD1-R4	55.8	54.9	OYD1-L2	61	56	No	No

Source: Urban Crossroads, 2021 (Appendix J1 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Tables 5.12-18 and 5.12-19 show the estimated Opening Year – Option 2 operational noise levels with the proposed 9-foot and 14-foot-high cement block walls at sites 2 and 4, as shown on Figure 5.12-11 and included as PDF NOI-1. Table 5.12-18 shows that the daytime hourly noise levels at the off-site receiver locations are expected to range from 47.7 to 52.9 dBA Leq.

Table 5.12-18: Opening Year – Option 2 Daytime Operational Noise Levels

Operational Noise Levels by Receiver Location (dBA Leq)										
Noise Source	OYD2-R1	OYD2-R2	OYD2-R3	OYD2-R4	OYD2-R5	OYD2-R6	OYD2-R7	OYD2-R8	OYD2-R9	OYD2-R10
Loading Dock and Trailer Activity	48.7	31.9	49.5	44.6	47.3	46.2	45.1	35.6	50.8	49.3
Truck Movements	46.0	48.4	48.0	45.9	44.4	49.3	43.2	45.8	44.1	44.3
Roof-Top Air Conditioning Units	32.2	32.5	34.0	33.6	32.6	34.4	31.0	32.3	31.9	30.7
Parking Lot Vehicle Movements	45.4	46.3	45.9	40.1	41.7	44.5	39.2	41.9	40.9	39.8
Trash Enclosure Activity	32.0	19.0	33.7	21.6	26.7	27.0	25.6	17.4	25.4	28.0
Total (All Noise Sources)	51.8	50.6	52.9	49.1	49.9	52.0	48.0	47.7	52.0	50.9

Source: Urban Crossroads, 2021 (Appendix J1 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Table 5.12-19 shows the operational noise levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. The nighttime hourly noise levels at the sensitive receptor locations would range from 43.2 to 50.5 dBA Leq. The differences between the daytime and nighttime noise levels are largely related to the duration of noise activity.

Table 5.12-19: Opening Year – Option 2 Nighttime Operational Noise Levels

Noise Source ¹	Operational Noise Levels by Receiver Location (dBA Leq)									
	OYD2-R1	OYD2-R2	OYD2-R3	OYD2-R4	OYD2-R5	OYD2-R6	OYD2-R7	OYD2-R8	OYD2-R9	OYD2-R10
Loading Dock and Trailer Activity	47.8	30.9	48.5	43.6	46.3	45.2	44.1	34.6	49.8	48.3
Truck Movements	37.0	39.5	39.0	36.9	35.5	40.3	34.3	36.8	35.1	35.3
Roof-Top Air Conditioning Units	29.8	30.1	31.6	31.2	30.2	32.0	28.6	29.8	29.5	28.3

Noise Source ¹	Operational Noise Levels by Receiver Location (dBA Leq)									
	OYD2 -R1	OYD2 -R2	OYD2 -R3	OYD2 -R4	OYD2 -R5	OYD2 -R6	OYD2 -R7	OYD2 -R8	OYD2 -R9	OYD2 -R10
Parking Lot Vehicle Movements	44.4	45.3	44.9	39.2	40.8	43.5	38.2	40.9	39.9	38.8
Trash Enclosure Activity	31.0	18.0	32.7	20.6	25.8	26.0	24.6	16.4	24.4	27.0
Total (All Noise Sources)	49.8	46.5	50.5	45.7	47.8	48.3	45.6	43.2	50.4	49.0

Source: Urban Crossroads, 2021 (Appendix J1 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Table 5.12-20 shows that these operational noise levels would not exceed the County's exterior noise level standards, as adjusted to reflect the ambient noise levels at all nearby sensitive receiver locations. Thus, operational impacts related to the Opening Year – Option 2 would be less than significant.

Table 5.12-20: Opening Year – Option 2 Operational Noise Level Compliance

Receiver Location	Project Operational Noise Levels (dBA Leq)		Measurement Location	Noise Level Standards (dBA Leq)		Noise Level Standards Exceeded?	
	Daytime	Nighttime		Daytime	Nighttime	Daytime	Nighttime
OYD2-R1	51.8	49.8	OYD2-L1	59	55	No	No
OYD2-R2	50.6	46.5	OYD2-L2	63	60	No	No
OYD2-R3	52.9	50.5	OYD2-L3	71	67	No	No
OYD2-R4	49.1	45.7	OYD2-L4	59	56	No	No
OYD2-R5	49.9	47.8	OYD2-L5	67	65	No	No
OYD2-R6	52.0	48.3	OYD2-L6	57	54	No	No
OYD2-R7	48.0	45.6	OYD2-L7	68	62	No	No
OYD2-R8	47.7	43.2	OYD2-L8	59	55	No	No
OYD2-R9	52.0	50.4	OYD2-L9	58	55	No	No
OYD2-R10	50.9	49.0	OYD2-L10	55	53	No	No

Source: Urban Crossroads, 2021 (Appendix J1 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Tables 5.12-21 and 5.12-22 show the estimated Future Development Area - Specific Plan Buildout operational noise levels with the proposed 9-foot and 14-foot-high cement block walls at sites 2 and 4, as shown on Figure 5.12-12, and included as PDF NOI-1. Table 5.12-21 shows that the daytime hourly noise levels at the off-site receiver locations are expected to range from 47.9 to 55.8 dBA Leq.

Table 5.12-21: Future Development Area - Specific Plan Buildout Daytime Operational Noise Levels

Noise Source	Operational Noise Levels by Receiver Location (dBA Leq)					
	SP-R1	SP-R2	SP-R3	SP-R4	SP-R5	SP-R6
Loading Dock and Trailer Activity	47.5	50.4	49.4	52.1	51.1	55.5
Truck Movements	34.8	36.7	40.5	41.7	42.4	42.0
Roof-Top Air Conditioning Units	25.6	27.0	28.8	32.1	31.3	31.2
Parking Lot Vehicle Movements	31.6	34.8	38.9	39.2	38.3	39.3
Trash Enclosure Activity	17.6	22.3	25.7	22.5	20.8	22.9
Total (All Noise Sources)	47.9	50.7	50.3	52.7	51.9	55.8

Source: Urban Crossroads, 2021 (Appendix J1 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Table 5.12-22 shows the operational noise levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. The nighttime hourly noise levels at the sensitive receptor locations would range from 46.7 to 54.6 dBA Leq. The differences between the daytime and nighttime noise levels are largely related to the duration of noise activity.

Table 5.12-22: Future Development Area - Specific Plan Buildout Nighttime Operational Noise Levels

Noise Source	Operational Noise Levels by Receiver Location (dBA Leq)					
	SP-R1	SP-R2	SP-R3	SP-R4	SP-R5	SP-R6
Loading Dock and Trailer Activity	46.5	49.4	48.5	51.1	50.1	54.5
Truck Movements	25.8	27.7	31.5	32.8	33.4	33.0
Roof-Top Air Conditioning Units	23.2	24.6	26.4	29.7	28.9	28.8
Parking Lot Vehicle Movements	30.6	33.8	37.9	38.3	37.3	38.4
Trash Enclosure Activity	16.6	21.3	24.7	21.5	19.8	21.9
Total (All Noise Sources)	46.7	49.6	49.0	51.4	50.4	54.6

Source: Urban Crossroads, 2021 (Appendix J1 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Table 5.12-23 shows that these operational noise levels would not exceed the County's exterior noise level standards, as adjusted to reflect the ambient noise levels at all nearby sensitive receiver locations for Specific Plan Buildout. Thus, operational impacts related to the Future Development Area - Specific Plan Buildout would be less than significant.

Table 5.12-23: Future Development Area - Specific Plan Buildout Operational Noise Level Compliance

Receiver Location	Project Operational Noise Levels (dBA Leq)		Measurement Location	Noise Level Standards (dBA Leq)		Noise Level Standards Exceeded?	
	Daytime	Nighttime		Daytime	Nighttime	Daytime	Nighttime
SP-R1	47.9	46.7	SP-L1	71	78	No	No
SP-R2	50.7	49.6	SP-L2	61	57	No	No
SP-R3	50.3	49.0	SP-L3	70	65	No	No
SP-R4	52.7	51.4	SP-L4	75	73	No	No
SP-R5	51.9	50.4	SP-L5	59	56	No	No
SP-R6	55.8	54.6	SP-L6	58	55	No	No

Source: Urban Crossroads, 2021 (Appendix J1 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Operational Noise Level Increases. To evaluate if noise from operation of the proposed Specific Plan would result in a substantial increase in ambient noise levels, operational noise levels were combined with the existing ambient noise level measurements at the nearby receiver locations. The difference between the combined Specific Plan operational and ambient noise levels describes the noise level increases to the existing ambient noise environment. As indicated on Tables 5.12-24 through 5.12-29, the increase in noise would range from 0.1 to 3.0, which would not generate a significant daytime or nighttime operational noise level increase at the nearby receiver locations. Therefore, impacts would be less than significant.

Table 5.12-24: Opening Year – Option 1 Operational Daytime Noise Level Increases (dBA Leq)

Receiver Location	Total Project Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Increase	Increase Criteria	Increase Criteria Exceeded?
OYD1-R1	52.3	OYD1-L1	70.6	70.7	0.1	1.5	No
OYD1-R2	53.1	OYD1-L1	70.6	70.7	0.1	1.5	No
OYD1-R3	53.1	OYD1-L2	60.9	61.6	0.7	3.0	No
OYD1-R4	55.8	OYD1-L2	60.9	62.1	1.2	3.0	No

Source: Urban Crossroads, 2021 (Appendix J1 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Table 5.12-25: Opening Year – Option 1 Operational Nighttime Noise Level Increases (dBA Leq)

Receiver Location	Total Project Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Increase	Increase Criteria	Increase Criteria Exceeded?
OYD1-R1	50.4	OYD1-L1	67.2	67.3	0.1	1.5	No
OYD1-R2	51.3	OYD1-L1	67.2	67.3	0.1	1.5	No
OYD1-R3	52.2	OYD1-L2	56.3	57.7	1.4	5.0	No
OYD1-R4	54.9	OYD1-L2	56.3	58.7	2.4	5.0	No

Source: Urban Crossroads, 2021 (Appendix J1 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Table 5.12-26: Opening Year – Option 2 Operational Daytime Noise Level Increases (dBA Leq)

Receiver Location	Total Project Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Increase	Increase Criteria	Increase Criteria Exceeded?
OYD2-R1	51.8	OYD2-L1	58.6	59.4	0.8	5.0	No
OYD2-R2	50.6	OYD2-L2	62.5	62.8	0.3	3.0	No
OYD2-R3	52.9	OYD2-L3	70.6	70.7	0.1	1.5	No
OYD2-R4	49.1	OYD2-L4	58.9	59.3	0.4	5.0	No
OYD2-R5	49.9	OYD2-L5	67.2	67.3	0.1	1.5	No
OYD2-R6	52.0	OYD2-L6	56.5	57.8	1.3	5.0	No
OYD2-R7	48.0	OYD2-L7	67.9	67.9	0.0	1.5	No
OYD2-R8	47.7	OYD2-L8	59.2	59.5	0.3	5.0	No
OYD2-R9	52.0	OYD2-L9	57.5	58.6	1.1	5.0	No
OYD2-R10	50.9	OYD2-L10	55.3	56.6	1.3	5.0	No

Source: Urban Crossroads, 2021 (Appendix J1 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Table 5.12-27: Opening Year – Option 2 Operational Nighttime Noise Level Increases (dBA Leq)

Receiver Location	Total Project Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Increase	Increase Criteria	Increase Criteria Exceeded?
OYD2-R1	49.8	OYD2-L1	55.2	56.3	1.1	5.0	No
OYD2-R2	46.5	OYD2-L2	60.2	60.4	0.2	3.0	No
OYD2-R3	50.5	OYD2-L3	67.2	67.3	0.1	1.5	No
OYD2-R4	45.7	OYD2-L4	56.4	56.8	0.4	5.0	No
OYD2-R5	47.8	OYD2-L5	65.0	65.1	0.1	1.5	No
OYD2-R6	48.3	OYD2-L6	54.4	55.4	1.0	5.0	No
OYD2-R7	45.6	OYD2-L7	62.1	62.2	0.1	3.0	No
OYD2-R8	43.2	OYD2-L8	54.5	54.8	0.3	5.0	No
OYD2-R9	50.4	OYD2-L9	54.7	56.1	1.4	5.0	No
OYD2-R10	49.0	OYD2-L10	52.5	54.1	1.6	5.0	No

Source: Urban Crossroads, 2021 (Appendix J1 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Table 5.12-28: Future Development Area - Specific Plan Buildout Operational Daytime Noise Level Increases (dBA Leq)

Receiver Location	Total Project Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Increase	Increase Criteria	Increase Criteria Exceeded?
SP-R1	47.9	SP-L1	71.1	71.1	0.0	1.5	No
SP-R2	50.7	SP-L2	60.8	61.2	0.4	3.0	No
SP-R3	50.3	SP-L3	70.1	70.1	0.0	1.5	No
SP-R4	52.7	SP-L4	75.0	75.0	0.0	1.5	No
SP-R5	51.9	SP-L5	58.9	59.7	0.8	5.0	No
SP-R6	55.8	SP-L6	57.5	59.7	2.2	5.0	No

Source: Urban Crossroads, 2021 (Appendix J1 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Table 5.12-29: Future Development Area - Specific Plan Buildout Operational Nighttime Noise Level Increases (dBA Leq)

Receiver Location	Total Project Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Increase	Increase Criteria	Increase Criteria Exceeded?
SP-R1	46.7	SP-L1	77.6	77.6	0.0	1.5	No
SP-R2	49.6	SP-L2	57.0	57.7	0.7	5.0	No
SP-R3	49.0	SP-L3	64.5	64.6	0.1	3.0	No
SP-R4	51.4	SP-L4	73.1	73.1	0.0	1.5	No
SP-R5	50.4	SP-L5	56.4	57.4	1.0	5.0	No
SP-R6	54.6	SP-L6	54.7	57.7	3.0	5.0	No

Source: Urban Crossroads, 2021 (Appendix J1 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Off-Site Traffic Noise**Less than Significant Impact.****Specific Plan Area**

The proposed Project would generate traffic related noise from operation. As described in Section 3.0, *Project Description*, the proposed Specific Plan buildings would be accessed from Laurel Avenue, Locust Avenue, and Maple Avenue. To identify the potential of traffic from the proposed Project to generate noise impacts, modeling of vehicular noise on area roadways was conducted by the Noise Impact Analysis (Appendix J1 to 2021 Draft EIR). The tables below provide a summary of the exterior traffic noise levels for the area roadway segments in the without and with Specific Plan conditions.

Opening Year with Specific Plan Conditions. The Opening Year without Project conditions exterior noise levels range from 64.5 to 72.8 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 5.12-30 shows that the Opening Year with Project conditions would range from 65.5 to 72.8 dBA CNEL, and that off-site traffic noise level increases range from 0.0 to 1.0 dBA CNEL, which is less than the 1.5 dBA CNEL threshold. Thus, off-site traffic noise impacts in the opening year plus Project condition would be less than significant.

Table 5.12-30: Opening Year with Specific Plan Off-Site Traffic Noise

ID	Road	Segment	CNEL at Adjacent Land Use (dBA)			Noise-Sensitive Land Use?	Incremental Noise Level Increase Threshold	
			No Project	With Project	Project Increase		Limit	Exceeded?
1	Sierra Av.	n/o Santa Ana Av.	72.8	72.8	0.0	Yes	1.5	No
2	Cedar Av.	n/o Santa Ana Av.	70.7	71.0	0.3	Yes	1.5	No
3	Cedar Av.	n/o 7th St.	70.8	70.9	0.1	Yes	1.5	No
4	Santa Ana Av.	e/o Sierra Av.	66.0	66.1	0.1	Yes	1.5	No
5	Jurupa Av.	e/o Linden Av.	64.5	65.5	1.0	Yes	3.0	No

Source: Urban Crossroads, 2021 (Appendix J1 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Year 2040 with Specific Plan Conditions. The General Plan Buildout 2040 without Project exterior noise levels range from 67.0 to 74.9 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 5.12-31 shows that the General Plan Buildout 2040 with Project conditions would range from 67.6 to 74.9 dBA CNEL, which would be an increase of 0.0 to 0.6 dBA CNEL, which is less than the 1.5 dBA CNEL threshold. Thus, off-site traffic noise impacts in the 2040 plus Project condition would be less than significant.

Table 5.12-31: Year 2040 with Specific Plan Off-Site Traffic Noise Impacts

ID	Road	Segment	CNEL at Adjacent Land Use (dBA)			Noise-Sensitive Land Use?	Incremental Noise Level Increase Threshold	
			No Project	With Project	Project Increase		Limit	Exceeded?
1	Sierra Av.	n/o Santa Ana Av.	74.9	74.9	0.0	Yes	1.5	No
2	Cedar Av.	n/o Santa Ana Av.	71.2	71.5	0.3	Yes	1.5	No
3	Cedar Av.	n/o 7th St.	73.4	73.5	0.1	Yes	1.5	No
4	Santa Ana Av.	e/o Sierra Av.	69.7	69.7	0.0	Yes	1.5	No

ID	Road	Segment	CNEL at Adjacent Land Use (dBA)			Noise-Sensitive Land Use?	Incremental Noise Level Increase Threshold	
			No Project	With Project	Project Increase		Limit	Exceeded?
5	Jurupa Av.	e/o Linden Av.	67.0	67.6	0.6	Yes	1.5	No

Source: Urban Crossroads, 2021 (Appendix J1 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

IMPACT NOI-2: WOULD THE PROJECT RESULT IN GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?

Construction

Less than Significant with Mitigation Incorporated.

Specific Plan Area & Upzone Site

Construction activities for development of the Specific Plan and Upzone Site would include demolition, excavation, and grading activities, which have the potential to generate low levels of groundborne vibration. People working in close proximity to the construction could be exposed to the generation of excessive groundborne vibration or groundborne noise levels related to construction activities. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Site ground vibrations from construction activities very rarely reach the levels that can damage structures, but they can be perceived in the audible range and be felt in buildings very close to a construction site.

Demolition, excavation, and grading activities are required for implementation of the Project and can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. Based on the reference vibration levels provided by the FTA, a large bulldozer represents the peak source of vibration with a reference velocity of 0.089 in/sec PPV at 25 feet, as shown in Table 5.12-32.

Table 5.12-32: Vibration Source Levels for Construction Equipment

Equipment	PPV (in/sec) at 25 feet
Small bulldozer	0.003
Jackhammer	0.035
Loaded Trucks	0.076
Large bulldozer	0.089

Source: Urban Crossroads, 2021 (Appendix J1 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Tables 5.12-33 through 5.12-35 present the expected Project-related vibration levels at the nearby receiver locations. At distances ranging from 11 feet to 276 feet from construction activities (at the construction site boundaries), construction vibration levels are estimated to range from 0.002 to 0.305 in/sec PPV and would exceed the County of San Bernardino 0.2 in/sec PPV threshold for vibration at OYD1-R4 from the Opening Year – Option 1, SP-R6 from the Future Development Area - Specific Plan Buildout, and residences that are within 20 feet of construction of the Upzone Site. As such, impacts would be potentially significant. Therefore, Mitigation Measure NOI-9 is included, which would require a 20-foot buffer zone that would restrict the use of large, loaded trucks, heavy mobile equipment greater than 80,000 pounds, and the use of jack hammers within 20-feet of occupied sensitive receiver locations represented by OYD1-R4, SP-R6, and those within 20-feet of the Upzone Site.

Table 5.12-33: Opening Year – Option 1 Unmitigated Construction Vibration Levels

Receiver	Distance to Const. Activity (Feet)	Receiver PPV Levels (in/sec)					Threshold PPV (in/sec)	Threshold Exceeded?
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Peak Vibration		
OYD1-R1	42'	0.001	0.016	0.035	0.041	0.041	0.2	No
OYD1-R2	66'	0.001	0.008	0.018	0.021	0.021	0.2	No
OYD1-R3	94'	0.000	0.005	0.010	0.012	0.012	0.2	No
OYD1-R4	11'	0.010	0.120	0.260	0.305	0.305	0.2	Yes

Source: Urban Crossroads, 2021 (Appendix J1 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Table 5.12-34: Opening Year – Option 2 Unmitigated Construction Vibration Levels

Receiver	Distance to Const. Activity (Feet)	Receiver PPV Levels (in/sec)					Threshold PPV (in/sec)	Threshold Exceeded?
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Peak Vibration		
OYD2-R1	82'	0.001	0.006	0.013	0.015	0.015	0.2	No
OYD2-R2	101'	0.000	0.004	0.009	0.011	0.011	0.2	No
OYD2-R3	80'	0.001	0.006	0.013	0.016	0.016	0.2	No
OYD2-R4	86'	0.000	0.005	0.012	0.014	0.014	0.2	No
OYD2-R5	82'	0.001	0.006	0.013	0.015	0.015	0.2	No
OYD2-R6	103'	0.000	0.004	0.009	0.011	0.011	0.2	No
OYD2-R7	154'	0.000	0.002	0.005	0.006	0.006	0.2	No
OYD2-R8	216'	0.000	0.001	0.003	0.004	0.004	0.2	No
OYD2-R9	106'	0.000	0.004	0.009	0.010	0.010	0.2	No
OYD2-R10	92'	0.000	0.005	0.011	0.013	0.013	0.2	No

Source: Urban Crossroads, 2021 (Appendix J1 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Table 5.12-35: Future Development Area - Specific Plan Buildout Unmitigated Construction Vibration Levels

Receiver	Distance to Const. Activity (Feet)	Receiver PPV Levels (in/sec)					Threshold PPV (in/sec)	Threshold Exceeded?
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Peak Vibration		
SP-R1	276'	0.000	0.001	0.002	0.002	0.002	0.2	No
SP-R2	30'	0.002	0.027	0.058	0.068	0.068	0.2	No
SP-R3	92'	0.000	0.005	0.011	0.013	0.013	0.2	No
SP-R4	82'	0.001	0.006	0.013	0.015	0.015	0.2	No
SP-R5	90'	0.000	0.005	0.011	0.013	0.013	0.2	No
SP-R6	13'	0.008	0.093	0.203	0.237	0.237	0.2	Yes

Source: Urban Crossroads, 2021 (Appendix J1 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

As shown on Table 5.12-36 and 5.12-37, with implementation of Mitigation Measure NOI-8, construction vibration levels would be reduced to 0.124 in/sec PPV, which would satisfy the 0.2 in/sec PPV threshold for vibration and reduce impacts to a less than significant level. Therefore, loaded trucks and all heavy mobile equipment greater than 80,000 pounds, and jack hammers are prohibited from use during construction activities within 20 feet of noise sensitive uses. Instead, small rubber-tired or alternative equipment, as well as soil compaction equipment shall be used during construction. Therefore, impacts related to construction vibration would be less than significant with mitigation.

Table 5.12-36: Mitigated Opening Year – Option 1 Construction Vibration Levels

Receiver	Distance to Const. Activity (Feet)	Receiver PPV Levels (in/sec)					Threshold PPV (in/sec)	Threshold Exceeded?
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Peak Vibration		
OYD1-R4	20'	0.004	0.049	0.106	0.124	0.124	0.2	No

Source: Urban Crossroads, 2021 (Appendix J1 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Table 5.12-37: Mitigated Future Development Area - Specific Plan Buildout Construction Vibration Levels

Receiver	Distance to Const. Activity (Feet)	Receiver PPV Levels (in/sec)					Threshold PPV (in/sec)	Threshold Exceeded?
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Peak Vibration		
SP-R6	20'	0.004	0.049	0.106	0.124	0.124	0.2	No

Source: Urban Crossroads, 2021 (Appendix J1 to 2021 Draft EIR; Volume 2 to Recirculated Draft EIR).

Operation

Less than Significant Impact

Specific Plan Area & Upzone Site

Operation of the proposed business park, industrial, and residential uses would include heavy trucks for loading dock activities, deliveries, and moving trucks, and garbage trucks for solid waste disposal. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. However, typical vibration levels for the heavy truck activity at normal traffic speeds would be approximately 0.006 in/sec PPV, based on the FTA Transit Noise Impact and Vibration Assessment. Truck movements on site would be travelling at very low speed, so it is expected that truck vibration at nearby sensitive receivers would be less than the County's Development Code vibration standard of 0.2 in/sec PPV, and therefore, would be less than significant.

IMPACT NOI-3: FOR A PROJECT LOCATED WITHIN THE VICINITY OF A PRIVATE AIRSTRIP OR AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?

No Impact.

Specific Plan Area & Upzone Site

The Specific Plan Area and Upzone Site are approximately 10 miles east and 12 miles northeast of the Ontario International Airport, respectively. According to the Ontario International Airport Land Use

Compatibility Plan, both sites are located outside of the 60-65 dBA CNEL noise contour and would not be subject to excessive noise levels due to operations at the Ontario International Airport. The Specific Plan Area and Upzone Site are approximately 10 miles southwest and 9 miles southwest of the San Bernardino International Airport, respectively. According to the San Bernardino International Airport-Eastgate Air Cargo Facility – Aircraft Noise Contour Development, both sites are outside of the 60-65 dBA CNEL noise contour. Thus, implementation and development of the Specific Plan and Upzone Site would not result in a safety hazard or exposure to excessive noise for people residing or working in the area, and no impacts would occur.

5.12.7 CUMULATIVE IMPACTS

Specific Plan Area & Upzone Site

Cumulative noise assessment considers development of the proposed Project in combination with ambient growth and other development projects within the vicinity of the Project area. As noise is a localized phenomenon, and drastically reduces in magnitude as distance from the source increases, only projects and ambient growth in the nearby area could combine with the proposed Project to result in cumulative noise impacts.

Development of the proposed Project in combination with the related projects would result in an increase in construction-related and traffic-related noise. However, the County's Development Code Section 83.01.080(g)(3) requires construction activities to not occur between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or anytime on Sunday or a federal holiday. Also, construction noise and vibration is localized in nature and decreases substantially with distance, and construction noise and vibration from the Project would be mitigated to a less than significant level. Consequently, in order to achieve a substantial cumulative increase in construction noise and vibration levels, more than one source emitting high levels of construction noise would need to be in close proximity to the proposed Specific Plan construction. As shown on Figure 4-10, *Cumulative Projects*, in Section 4.0, *Environmental Setting*, there are no cumulative projects adjacent to or within hearing distance of the Specific Plan Area. The closest cumulative project is the Bloomington Business Center, which is located on Stover Avenue, approximately 2,400 feet north of the Specific Plan Area. Thus, construction noise and vibration levels from the Specific Plan would not combine to become cumulatively considerable, and cumulative noise and vibration impacts associated with construction activities would be less than significant.

Cumulative mobile source noise impacts would occur primarily as a result of increased traffic on local roadways due to the proposed Specific Plan and related projects within the study area. Therefore, cumulative traffic-generated noise impacts have been assessed based on the contribution of the proposed Specific Plan in the opening year and the year 2040 cumulative traffic volumes on the roadways in the Specific Plan vicinity. The noise levels associated with these traffic volumes with the proposed Specific Plan were identified previously in Tables 5.12-30 and 5.12-31. As shown, cumulative development along with the proposed Specific Plan would increase local noise levels by a maximum of 1 dBA CNEL. As the increase is much lower than the 3 dBA threshold, cumulative impacts associated with traffic noise would be less than significant.

5.12.8 EXISTING REGULATIONS, STANDARD CONDITIONS, AND REGULATORY REQUIREMENTS

- California Code of Regulations, Title 24 included in the County's Development Code in Section 63.0501).
- County's Development Code Section 83.01.080, Noise Standards

- County's Development Code Section 83.01.090, Vibration Standards

Regulatory Requirements (RRs)

The following Regulatory Requirements (RR) from the San Bernardino Countywide Plan EIR related to noise are incorporated into the Project and would reduce impacts related to noise. These actions will be included in the Project's mitigation monitoring and reporting program (MMRP):

RR-NOI-1 The California Building Code (CBC), Title 24, Part 2, Volume 1, Chapter 12, Interior Environment, Section 1207.11.2, Allowable Interior Noise Levels, requires that interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room. The noise metric is evaluated as either the day-night average sound level (Ldn) or the community noise equivalent level (CNEL), consistent with the noise element of the local general plan.

The California Green Building Standards Code (CALGreen), Chapter 5, Division 5.5, has additional requirements for insulation that affect exterior-interior noise transmission for nonresidential structures: Pursuant to Section 5.507.4.1, Exterior Noise Transmission, Prescriptive Method, wall and roof-ceiling assemblies making up the building or addition envelope or altered envelope and exposed to the noise source shall meet a composite sound transmission class (STC) rating of at least 50 or a composite outdoor-indoor transmission class (OITC) rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30 within a 65 dBA CNEL noise contour of an airport, or within a 65 dBA CNEL or Ldn noise contour of a freeway, expressway, railroad, industrial source, or fixed-guideway source, as determined by the noise element. Where noise contours are not readily available, buildings exposed to a noise level of 65 dBA Leq for one hour during any hour of operation shall have building, addition, or alteration exterior wall and roof-ceiling assemblies that are exposed to the noise source meet a composite STC rating of at least 45 (or OITC 35), with exterior windows of a minimum of STC 40 (or OITC 30).

Prior to issuance of building permits for projects that include sensitive receptors and are located in ambient noise environments exceeding the "Normally Acceptable" noise and land use compatibility standards shown in Table 5.12-2, the project applicant shall submit an acoustical study to the County of San Bernardino that demonstrates that the proposed residential building design would provide an interior noise level of 45 dBA CNEL or less for residential uses, as required by the California Building Code, or acceptable levels for nonresidential uses per CALGreen standards. Acceptable methods for reducing noise exposure may include, but are not limited to:

- Noise barriers, berms, or other noise reduction techniques could be constructed to reduce noise transmission where reasonable and feasible. Final design of such barriers should be completed during project level review.
- Alternative noise reduction techniques could be implemented, such as repaving streets with "quiet" pavement types, including open-grade rubberized asphaltic concrete. The use of quiet pavement can reduce noise levels by up to 7 dBA, depending on the existing pavement type, traffic speed, traffic volumes, and other factors.
- Traffic-calming measures to slow traffic, such as speed bumps.
- Adequate building sound insulation, such as sound-rated windows and doors, on a case-by-case basis as a method of reducing noise levels in interior spaces.

RR-NOI-2 San Bernardino County Development Code, Construction Noise Sources. Section 83.01.080 establishes standards concerning acceptable noise levels for both noise-sensitive land uses and noise-generating land uses. It prohibits construction activities

between 7:00 PM and 7:00 AM on weekdays, or at any time on Sunday or a federal holiday.

RR-NOI-3 San Bernardino County Development Code, Stationary Noise Sources. Section 83.01.080 establishes standards for stationary noise sources in Table 83-2.

RR-NOI-4 San Bernardino County Development Code Mobile Noise Sources. Section 83.01.080 establishes standards for mobile noise sources in Table 83-3 including:

- Limiting construction to the daytime hours between 7 AM to 7 PM on Monday through Friday and 9 AM to 6PM on Saturday. Construction is prohibited on Sundays.

RR-NOI-5 San Bernardino County Development Code Vibration. Section 83.01.090 prohibits vibration that can be felt without the aid of instruments or produces a particle velocity greater than or equal to two-tenths inch per second peak particle velocity (i.e., 0.20 in/sec PPV) at or beyond the lot line of the source. Exceptions are made for temporary construction, maintenance, repair, or demolition activities between 7:00 AM and 7:00 PM, except Sundays and federal holidays, and motor vehicles not under control of the industrial or commercial use.

5.12.9 PROJECT DESIGN FEATURES

Project Design Feature NOI-1: Screening Walls. Construction Plans, specifications, and permits for development of Development Sites 1, 2, and 4 shall include development of the following walls that shall be completed prior to receipt of certificates of occupancy or operational permits for industrial/warehousing uses on Development Sites 1, 2, and 4:

- Development Site 1: a 12-foot-tall masonry wall shall be constructed along the entire northern perimeter of Development Site 1.
- Development Site 2: a 12-foot-tall masonry wall shall be constructed along the entire northern perimeter of Development Site 2, and 14-foot-high masonry walls shall be constructed along Locust Avenue and Maple Avenue to screen the truck trailer parking and loading dock areas.
- Development Site 4: a 9-foot-high masonry wall shall be constructed along the perimeter of the truck trailer lot to screen the truck trailer parking lot.

5.12.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

No impact related to Impact NOI-3 would occur from implementation of the Project. Without mitigation, Impacts NOI-1 and NOI-2 would be **potentially significant**.

5.12.11 MITIGATION MEASURES

Mitigation Measure NOI-1: Construction Sound Walls. The Project Contractor shall install minimum 8-foot-high temporary construction noise barriers at the limits of construction adjacent to any noise sensitive receiver located within 80 feet of the limits of construction (Project site boundary) and a 12-foot-high temporary construction noise barrier for any noise sensitive receiver located within 20 feet. The noise control barriers must have a solid face from top to bottom. The noise control barriers must meet the minimum height and be constructed as follows:

- The temporary noise barriers shall provide a minimum transmission loss of 20 dBA (Federal Highway Administration, Noise Barrier Design Handbook). The noise barrier shall be constructed using an

acoustical blanket (e.g. vinyl acoustic curtains or quilted blankets) attached to the construction site perimeter fence or equivalent temporary fence posts.

- The noise barrier must be maintained, and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired.
- The noise control barrier and associated elements shall be completely removed, and the site appropriately restored upon the conclusion of the construction activity.

Mitigation Measure NOI-2: Prior to issuance of demolition and/or grading permits, County staff shall ensure that grading plans, construction specifications, and permits state that construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards.

Mitigation Measure NOI-3: Prior to issuance of demolition and/or grading permits, County staff shall ensure that grading plans, construction specifications, and permits state that all stationary construction equipment shall be placed in such a manner so that emitted noise is directed away from any sensitive receivers.

Mitigation Measure NOI-4: Prior to issuance of demolition and/or grading permits, County staff shall ensure that grading plans, construction specifications, and permits for construction state that construction equipment staging areas shall be located at the greatest feasible distance from the nearest sensitive receivers.

Mitigation Measure NOI-5: Prior to issuance of demolition and/or grading permits, County staff shall ensure that grading plans, construction specifications, and permits state that the construction contractor shall limit equipment and material deliveries to between the hours of 7:00 am and 7:00 pm on weekdays and Saturdays.

Mitigation Measure NOI-6: Prior to issuance of demolition and/or grading permits, County staff shall ensure that grading plans, construction specifications, and permits state that electrically powered air compressors and similar power tools shall be used, whenever technologically feasible, in place of diesel equipment.

Mitigation Measure NOI-7: Prior to issuance of demolition and/or grading permits, County staff shall ensure that grading plans, construction specifications, and permits state that no music or electronically reinforced speech from construction workers shall be allowed.

Mitigation Measure NOI-8: Construction Vibration: Construction Plans, specifications, and permits for construction activities within the Specific Plan Area and Upzone Site shall specify that large, loaded trucks, heavy mobile equipment greater than 80,000 pounds, and the use of jack hammers and soil compaction equipment are not to be used within 20 feet of occupied sensitive receiver locations. Construction activities within 20 feet of noise sensitive uses shall utilize small rubber-tired or alternative equipment to reduce construction-related vibration below the County's threshold of 0.2 in/sec PPV at sensitive receiver locations.

5.12.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The mitigation measures and existing regulatory programs described previously would reduce potential impacts associated with noise and vibration to a level that is less than significant. Therefore, no significant unavoidable adverse impacts related to noise or vibration would occur with incorporation of mitigation.

5.12.13 REFERENCES

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6. Other CEQA Considerations

6.1 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL EFFECTS

CEQA Guidelines Section 15126.2(c) requires an EIR to describe “any significant impacts, including those which can be mitigated but not reduced to a level of insignificance.” As described in detail throughout Section 5 of this Draft EIR, implementation of the Project would result in environmental impacts that cannot be reduced to a level below significance after implementation of Project design features; regulatory requirements; plans, programs, policies; and feasible mitigation measures. The significant impacts that cannot be mitigated to a level below significance are summarized below:

Air Quality

Impact AQ-1, Conflict with AQMP. Land use changes of the Project would not result in an exceedance of the Southern California Association of Governments’ (SCAG) growth projections, but the Project would result in an increase of criteria pollutants that would exceed regional thresholds after implementation of mitigation measures. Therefore, the Project would result in a conflict with, or obstruct, implementation of the applicable Air Quality Management Plan.

Impact AQ-2, Operational Emissions (Project-level and Cumulative). Emissions from operation of the Project would exceed the South Coast Air Quality Management District’s (SCAQMD) thresholds for volatile organic compounds (VOC) and nitrogen oxides (NOx) after implementation of regulatory requirements and mitigation measures. A majority of operational-source NOx emissions (by weight) would be generated by Project vehicles, and the VOC emissions would be generated by consumer products. Neither the Project applicant nor the County have the ability to reduce these emissions. Therefore, operational-source VOC and NOx emissions would be significant on a project-level and a cumulative basis.

6.2 GROWTH INDUCEMENT

CEQA Guidelines Section 15126.2(e), Growth Inducing Impact of the Proposed Project, requires that an EIR “discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.” The CEQA Guidelines also indicate that it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment. In general terms, a project may foster spatial, economic, or population growth in a geographic area, if it meets any one of the following criteria:

1. Directly or indirectly foster economic or population growth, or the construction of additional housing, in the surrounding environment;
2. Remove obstacles to population growth;
3. Require the construction of new or expanded facilities that could cause significant environmental effects; or
4. Encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

1. Does the Project directly or indirectly foster economic or population growth, or the construction of additional housing?

Growth-inducing potential of a project would be considered significant if it fosters growth or a concentration of population in excess of what is assumed in master plans, land use plans, or in projections made by regional planning agencies, such as SCAG. The Project would contribute to the economic and population growth in the

Bloomington community and the surrounding areas. The growth would not be unexpected or constitute substantial unplanned growth, however. According to regional population projections included in SCAG's 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), unincorporated San Bernardino County is projected to increase its population by 15 percent and its housing stock by 18 percent by 2045 at an annual growth rate of 3.4 percent (between 2016 and 2045). Over this same time period, employment in unincorporated County is expected to increase 3.4 percent annually. While the Project would contribute to employment growth through its Policy Plan Amendment, Zoning Amendment, and proposed development within the Specific Plan Area and housing growth through its Zoning Amendment within the Upzone Site, projected increases in employment and housing from the Project are within SCAG's 2020 RTP/SCS increases.

The proposed Specific Plan and development in Planning Area A may cause an indirect economic growth as it would generate revenue to the County through taxes generated by the development. Additionally, employees (short-term construction and long-term operational employees) from the Specific Plan and households at the Upzone Site would purchase goods and services in the region, but any secondary increase in employment growth associated with meeting these incremental demands would be marginal, as these goods and services could be accommodated by existing providers. The Project is highly unlikely to result in any new or additional physical impacts to the environment based on the amount of existing and planned future commercial and retail services, which can serve Project employees, available in areas near the Specific Plan Area and Upzone Site. As such, it is highly unlikely that additional commercial or retail services would be required to meet Project demands.

In addition, the proposed Specific Plan and development in Planning Area A would create jobs that a majority of which could likely be filled by residents of Bloomington and the surrounding areas. Employees would live in housing either already built or are planned for development in Bloomington—such as the Upzone Site, which could increase the housing stock in Bloomington by net 215 dwellings units if built out per the rezoning—and the surrounding areas. Because it is anticipated that most of the future employees from implementation of the Specific Plan would already be living in the Inland Empire area, the Specific Plan's introduction of employment opportunities would not induce substantial growth in the area and cause the need for additional housing.

The Specific Plan would implement economic activity that would result in an improvement in the jobs-household ratio by providing employment within the largely residential area of unincorporated San Bernardino County, which is a benefit of the Project. In addition, the location of the new employment opportunities would be easily accessible from I-10 and would also accommodate employees in surrounding areas. The County of San Bernardino has had unemployment rates ranging between 3.4 and 17.1 percent over the last 10 years (EDD, 2023), and most of the new jobs that would be created by the Project would be positions that do not require a specialized workforce, and this type of workforce exists in the Bloomington community and surrounding communities. Thus, due to existing unemployment and the availability of a workforce, it is anticipated that new jobs that would be generated from Specific Plan implementation would be filled by people within Bloomington and surrounding communities and would not induce an unanticipated influx of new labor into the region or the need for additional housing. Thus, the Specific Plan would not result in the influx of new labor to serve the increased economic activities that would result from implementation of the Specific Plan.

2. Does the Project remove obstacles to population growth?

The elimination of a physical obstacle to growth is considered to be a growth inducing impact. A physical obstacle to growth typically involves the lack of public service infrastructure. The Project would induce growth if it would provide public services or infrastructure with excess capacity to serve lands that would otherwise not be developable.

The proposed Specific Plan contemplates expansion of existing infrastructure to serve the phased buildout of the Specific Plan Area. As described in Section 3.0, *Project Description*, the Project includes various roadway improvements to accommodate the safe passage and turning movements of the vehicles that would access the site. The Specific Plan does not propose roadway extensions into new undeveloped areas that would allow for additional growth and development. The Specific Plan also proposes expansion of existing and installation of new potable water lines, sewer lines, and stormwater drainage facilities that would accommodate the demands of the Specific Plan. The proposed infrastructure improvements have been designed to serve only the demands of the Specific Plan. Therefore, the Specific Plan would not result in significant growth inducing impacts.

Project approval includes the rezone of the Upzone Site pursuant to Senate Bill 330 (SB 330), which in turn would increase the allowable residential density of the Upzone Site. However, at this time no project-level development is proposed on the Upzone Site. At the time of future development on the Upzone Site, individual development projects would be required to analyze environmental impacts of proposed development in compliance with CEQA, including growth impacts.

3. Does the proposed Project require the construction of new or expanded facilities that could cause significant environmental effects?

Growth induced by a project is considered a significant impact if it directly or indirectly affects the ability of agencies to provide needed public services that requires the construction of new public service facilities, or if it can be demonstrated that the potential growth significantly affects the environment in some other way. The proposed Specific Plan would increase the demand for fire protection and emergency response, police protection, and school services. However, as described in 2021 Draft EIR Section 5.14, *Public Services*, the proposed Specific Plan would not require development of additional facilities or expansion of existing facilities to maintain existing levels of service for public services. Based on service ratios and build out projections, the proposed Specific Plan would not create a demand for services beyond the capacity of existing facilities. Therefore, an indirect growth inducing impact as a result of expanded or new public facilities that could support other development in addition to the proposed Specific Plan would not occur. The proposed Specific Plan would not have significant growth inducing consequences that would require the need to expand public services to maintain desired levels of service.

4. Does the Project encourage or facilitate other activities that could significantly affect the environment, either individually or cumulatively?

Similar to the surrounding cities, the unincorporated community of Bloomington is in the process of transitioning from its historical use of low-density residential and agricultural uses to more dense residential uses and other urbanized uses as planned in the San Bernardino Countywide Plan and through the construction of multiple industrial developments, residential developments and other types of development. Development of the Specific Plan Area may place development pressure on the undeveloped land to the south; however, this area, which is located in the City of Fontana, has already been approved for a light industrial project known as the West Valley Logistics Center. The West Valley Logistics Center will be located between Linden Avenue to the east and Alder Avenue to the west, south of Jurupa Avenue to the County line. The area in the City of Fontana west of Alder Avenue is designated by the Fontana General Plan for Residential-Planned Community. Additionally, development of the Specific Plan Area may place further development pressure on areas to the north, west, and east. However, areas to the north are already developed with residential, commercial, and public uses. Areas to the west are already developed with residential and public uses and areas to the east are already developed with residential, public, and industrial uses. As such, while the Project could spur increased development in areas to the north, west, and east, these areas are already developed. Further, proposed infrastructure is only sized to serve the Specific Plan and would not have

capacity to serve additional development projects in the area. The Project would not individually or cumulatively encourage or facilitate substantial growth.

Based on the foregoing analysis, the Project would not directly or indirectly result in substantial, adverse growth-inducing impacts.

6.3 SIGNIFICANT IRREVERSIBLE EFFECTS

CEQA Guidelines require the EIR to consider whether “uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely.... Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.” (CEQA Guidelines Section 15126.2(d)). “Nonrenewable resource” refers to the physical features of the natural environment, such as land, waterways, mineral resources, etc. These irreversible environmental changes may include current or future uses of non-renewable resources, and secondary or growth-inducing impacts that commit future generations to similar uses.

Generally, a project would result in significant irreversible environmental changes if:

- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve a large commitment of nonrenewable resources;
- The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- The proposed irretrievable commitments of nonrenewable resources is not justified (e.g., the project involves the wasteful use of energy).

The Project would result in or contribute to the following irreversible environmental changes:

- Lands in the Specific Plan Area would be committed to light industrial, business park, warehousing, distribution, and e-commerce uses once the proposed buildings are constructed. Secondary effects associated with this irreversible commitment of land resources include:
 - Changes in views associated with construction of the new buildings and associated development (2021 Draft EIR Section 5.1, *Aesthetics*)
 - Increased traffic on area roadways (see 2021 Draft EIR Section 5.15, *Transportation*).
 - Emissions of air pollutants associated with Specific Plan construction and operation (see Recirculated Draft EIR Section 5.3, *Air Quality*).
 - Consumption of non-renewable energy associated with construction and operation of the proposed Specific Plan due to the use of automobiles, trucks, lighting, heating and cooling systems, appliances, etc. (see Recirculated Draft EIR Section 5.6, *Energy*).
 - Increased ambient noise associated with an increase in activities and traffic from the Specific Plan (see Recirculated Draft EIR Section 5.12, *Noise*).
- Construction of the proposed Specific Plan as described in Section 3.0, *Project Description*, would require the use of energy produced from non-renewable resources and construction materials.

In regard to energy usage from the proposed Specific Plan, as demonstrated in the analyses contained in Recirculated Draft EIR Section 5.6, *Energy*, the proposed Specific Plan would not involve wasteful or unjustifiable use of non-renewable resources with implementation of Mitigation Measure E-1, which requires certification of compliance or demonstration of equivalency with LEED Silver building standards, and conservation efforts would be enforced during construction and operation of proposed development. The proposed development would incorporate energy-generating and conserving Project design features,

including those required by the California Building Code, California Energy Code Title 24, which specify green building standards for new developments. In addition, as listed in Section 3.0, *Project Description* and Draft Recirculated Section 5.6, *Energy*, the proposed Project includes sustainability features that result in additional energy-efficiency. Also, as listed in Section 3.0, *Project Description*, inclusion of many Best Practices suggested in the Attorney General's memorandum shall also enhance energy efficiency. Project specific information related to energy consumption is provided in Section 5.6, *Energy*, of this Recirculated Draft EIR.

6.4 EFFECTS FOUND NOT TO BE SIGNIFICANT

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

Mineral Resources

No active mining operations exist on or adjacent to the Specific Plan Area or Upzone Site. The mapping by the California Geological Survey does not indicate that any significant mineral deposits are present within the Specific Plan or Upzone Site vicinity. The Specific Plan Area and Upzone Site are developed with urban uses and have no history of mining. Furthermore, the Specific Plan Area is partially in Mineral Resource Zone (MRZ) 2, which indicates known or highly likely mineral resources, and MRZ Zone 3, which indicates moderate potential for mineral resources. The Upzone Site is within MRZ Zone 2. However, the San Bernardino Countywide Plan does not designate either the Specific Plan Area or Upzone Site for areas of mineral resource recovery. Implementation of the Specific Plan would not cause the loss of availability of mineral resources valuable to the region or state, and no impact would occur.

Recreation

The proposed Specific Plan does not propose any type of residential use or other land use that may generate a population that would increase the use of existing neighborhood and regional parks or other recreational facilities. Consequently, Specific Plan implementation would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park. The rezone of the Upzone Site would not immediately result in the development of additional residences, which would result in the increased use or deterioration of an existing neighborhood or regional park. However, development at either the Specific Plan Area or Upzone Site would be accompanied by a direct increase in property tax revenue assessed explicitly for the Bloomington Park and Recreational District to provide park and recreation service. Additionally, development of the Specific Plan and rezone of the Upzone Site would not include construction of recreational facilities, and no impact would occur.

Wildfire

The Specific Plan area and Upzone Site area located within an urban developed area and are not located within an identified wildland fire hazard area. Implementation of the proposed Specific Plan and future construction within the Upzone Site would be required to adhere to the following chapters of the County Code that would also reduce potential fire hazards: Chapter 63.01 California Building Code, Chapter 63.02 California Electric Code, and Chapter 23.01 Uniform Fire Code. Therefore, the proposed Specific Plan and rezoning of the Upzone Site would not result in impacts related to wildfires.

REFERENCES

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7. Alternatives

This section addresses alternatives to the proposed Project and describes the rationale for including them in the Recirculated Draft EIR. On September 17, 2024, the San Bernardino County Superior Court issued a judgement granting the CEQA writ petition related to the alternatives evaluated in the 2021 EIR. Within the judgement, the Court determined that the EIR failed to analyze a reasonable range of alternatives because Alternative 3 (Reduced Project Alternative) was the same as phase 1 of the Project and would not meaningfully reduce identified impacts; therefore, it was determined to not be a meaningful alternative. This section also discusses the environmental impacts associated with each alternative and compares the relative impacts of each alternative to those of the proposed Project. In addition, this section describes the extent to which each alternative meets the Project's objectives.

7.1 INTRODUCTION

The identification and analysis of alternatives to a project is a fundamental part of the environmental review process pursuant to CEQA. Public Resources Code (PRC) Section 21002.1(a) establishes the need to address alternatives in an EIR by stating that in addition to determining a project's significant environmental impacts and indicating potential means of mitigating or avoiding those impacts, "the purpose of an environmental impact report is [...] to identify alternatives to the project."

Pursuant to CEQA Guidelines Section 15126.6(a), an EIR must describe a reasonable range of alternatives to a proposed project or to a project's location that would feasibly avoid or lessen its significant environmental impacts while attaining most of the proposed project's objectives. CEQA Guidelines Section 15126.6(b) emphasizes that the selection of project alternatives be based primarily on the ability to reduce impacts relative to the proposed project. In addition, CEQA Guidelines Section 15126.6(e)(2) requires the identification and evaluation of an "Environmentally Superior Alternative."

Pursuant to CEQA Guidelines Section 15126.6(d), discussion of each alternative presented in this Recirculated Draft EIR section is intended "to allow meaningful evaluation, analysis, and comparison with the proposed project." As permitted by CEQA, the significant effects of each alternative are discussed in less detail than those of the proposed Project, but in enough detail to provide perspective and allow for a reasoned choice among alternatives to the proposed Project.

In addition, the "range of alternatives" to be evaluated is governed by the "rule of reason" and feasibility, which requires EIRs to set forth only those alternatives that are feasible and necessary to permit an informed and reasoned choice by the lead agency and to foster meaningful public participation (CEQA Guidelines Section 15126.6(f)). CEQA generally defines "feasible" to mean an alternative that is capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, technological, and legal factors and other considerations (CEQA Guidelines Sections 15091(a)(3), 15364).

Based on the CEQA requirements described above, the alternatives addressed in this Recirculated Draft EIR were selected in consideration of one or more of the following factors:

- The extent to which the alternative could avoid or substantially lessen any of the identified significant environmental effects of the proposed Project;
- The extent to which the alternative could accomplish the objectives of the proposed Project;

- The potential feasibility of the alternative;
- The appropriateness of the alternative in contributing to a “reasonable range” of alternatives that would allow an informed comparison of relative advantages and disadvantages of the proposed Project and potential alternatives to it; and
- The requirement of the CEQA Guidelines to consider a “no project” alternative; and to identify an “environmentally superior” alternative in addition to the no project alternative (CEQA Guidelines Section 15126.6(e)).

Neither the CEQA statute, the CEQA Guidelines, nor recent court cases specify a specific number of alternatives to be evaluated in an EIR. Rather, “the range of alternatives required in an EIR is governed by the rule of reason that sets forth only those alternatives necessary to permit a reasoned choice” (CEQA Guidelines 15126(f)).

7.2 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

CEQA requires the alternatives selected for comparison in an EIR to avoid or substantially lessen one or more significant effects of the project being evaluated. In order to identify alternatives that would avoid or substantially lessen any of the identified significant environmental effects of implementation of the proposed Project, the significant impacts must be considered, although it is recognized that alternatives aimed at reducing the significant and unavoidable impacts would also avoid or reduce impacts that were found to be less than significant or reduced to below a level of significance with implementation of mitigation measures. The analysis in Chapter 5 of this Recirculated Draft EIR determined that impacts related to the following would remain significant and unavoidable:

Air Quality

Impact AQ-1, Conflict with AQMP. Land use change of the Project would not result in an exceedance of SCAG’s growth projections, but the Project would result in an increase of criteria pollutants that would exceed regional thresholds after implementation of mitigation measures. Therefore, the Project would result in a conflict with, or obstruct, implementation of the applicable Air Quality Management Plan.

Impact AQ-2, Operational Emissions (Project-level and Cumulative). Emissions from operation of the Project would exceed SCAQMD’s thresholds for VOC and NO_x after implementation of regulatory requirements and mitigation measures. A majority of operational-source NO_x emissions (by weight) would be generated by Project vehicles, and the VOC emissions would be generated by consumer products that neither the Project applicant nor the County have the ability to reduce emissions of. Therefore, operational-source VOC and NO_x emissions would be significant on a Project-level and a cumulative basis.

7.3 PROJECT OBJECTIVES

The fundamental goal of the Project is to accomplish the orderly development of an industrial business park. The Project would achieve this goal through the following objectives.

- Create a comprehensive master plan for the Specific Plan area to provide a mix of industrial and business park uses with supporting infrastructure facilities.
- Provide economic opportunities and job growth within the Bloomington community by enhancing the community’s available range of industrial and business park employment generating uses.

- Provide for a master-planned, job-producing development near the I-10 corridor to accommodate uses that benefit from access to the regional transportation network.
- Allow for the accommodation of industrial, light manufacturing and assembly, warehouse distribution, and logistics buildings that are designed to attract a range of users and are economically competitive with other buildings of these types in the region.
- Identify and provide for the installation and ongoing maintenance of water, sewer, drainage, and road facility infrastructure to adequately serve the Specific Plan area.
- Provide guidelines and standards for building and site development aesthetics that provide a well-defined identity for the Specific Plan development.
- Provide guidelines for sustainable development design that reduces potable water use, energy use, and fossil fuel consumption.
- Provide an area in which replacement housing units could be built pursuant to Senate Bill 330.

7.4 ALTERNATIVES CONSIDERED BUT REJECTED

Pursuant to CEQA Guidelines Section 15126.6(c), an EIR must briefly describe the rationale for selection and rejection of alternatives. The lead agency may make an initial determination as to which alternatives are potentially feasible and, therefore, merit in-depth consideration, and which are infeasible and need not be considered further. Alternatives that are remote or speculative, or the effects of which cannot be reasonably predicted, need not be considered (CEQA Guidelines Section 15126.6(f), (f)(3)). This section identifies alternatives considered by the lead agency but rejected as infeasible and provides a brief explanation of the reasons for their exclusion. Alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the project objectives, are infeasible, or do not avoid any significant environmental effects.

- **Alternate Site Alternative.** An alternate site for the Specific Plan was eliminated from further consideration. The Specific Plan's focus is to provide for a master planned industrial business park within an urbanized area of unincorporated San Bernardino County that benefits from the I-10 corridor's regional transportation network and generates employment opportunities in proximity to an available labor pool. There are no suitable sites within the control of the Project applicant; however, in the event land could be purchased of suitable size, due to the built-out nature of the urbanized unincorporated communities in the Valley Region, development of a master planned industrial business park at a different location would likely require demolition of existing structures and require similar mitigation. CEQA specifies that the key question regarding alternative site consideration is whether the basic Project objectives would be attained and if any of the significant effects of the Project would be avoided or substantially lessened by having the Project at another location. Given these reasons, it would be infeasible to develop and operate the Project on an alternate site with fewer environmental impacts while meeting Project objectives. Therefore, the Alternate Site Alternative was rejected from further consideration.

7.5 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

Three alternatives to the Project have been identified for further analysis as representing a reasonable range of alternatives that attain some of the objectives of the Project, may avoid or substantially lessen any of the significant effects of the Project, and are feasible from a development perspective. These alternatives have been developed based on the criteria identified in Section 7.1. The following alternatives are further described and analyzed in Sections 7.6 through 7.8.

Alternative 1: No Project/No Development Alternative. This alternative consists of the Project not being approved, and the Specific Plan Area and Upzone Site would both remain in the conditions that existed at the time the original Notice of Preparation was published (December 30, 2020).

Alternative 2: No Project/Buildout of Existing Zoning Alternative. This alternative consists of the Project not being approved, and the Specific Plan area would be fully built out based on the existing zoning at the time the original Draft EIR was prepared. As this alternative would not cause the Specific Plan area to be rezoned to a non-residential use, the Upzone Site would not need to be rezoned to RM from its existing RS-20M zone.

Alternative 3: Reduced Project Alternative. This alternative consists of development of only Site 1 of Opening Year Development – Option 1 as an individual project with no Specific Plan being adopted. Therefore, only 17.72 acres of the 213-acre Project site would be developed with a 383,000 square foot high cube warehouse. As only 17.72 acres would be rezoned from RS-1-AA to Specific Plan, this alternative would result in the loss of zoning capacity for 17 dwelling units. However, pursuant to County Development Code Section 82.04.030, a minimum of 10 acres is required for the RM (Multiple Residential Designation); therefore, 10 acres of the Upzone Site would be rezoned to RM. This alternative represents an approximately 88.2 percent decrease from the maximum buildout potential of the Specific Plan, and approximately 91.7 percent decrease in land acreage that would be developed by the Specific Plan.

7.6 ALTERNATIVE 1: NO PROJECT/NO DEVELOPMENT

Pursuant to CEQA Guidelines Section 15126.6(e), this Draft EIR is required to “discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time the environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services [...] In certain instances, the no project alternative means ‘no build’ wherein the existing environmental setting is maintained.”

The No Project/No Development Alternative allows decision-makers to compare the environmental impacts of approving the proposed Project to the environmental impacts that would occur if the property were to be left in its existing conditions for the foreseeable future. Under the existing conditions, the Specific Plan Area is developed with rural, low density residential on large lots. Many properties have additional nonconforming commercial and light industrial uses, such as: horse ranch, commercial nurseries, truck transportation, auto repair, health services, dog club, tire distribution, welding, septic tank servicing, tree servicing, backhoe and pumping, air condition, drywall, restaurant, roofing, masonry, flooring, and utility locating. Under the existing conditions, the Upzone Site is developed with residential structures as well as non-conforming commercial uses. Under this alternative, no new development is presumed to occur in the Specific Plan Area and Upzone Site. See Section 4.0, *Environmental Setting*, for additional details and figures regarding the existing conditions at the Specific Plan area and Upzone Site.

7.6.1 Environmental Impacts

Aesthetics

Under this alternative, the Specific Plan Area would remain in its existing condition, which includes large-lot single-family residences and commercial uses such as nurseries and non-conforming trucking operations. The visual character and quality of the site would be maintained, and no new warehouse structures or

landscaping would be introduced. This alternative would not result in a change in the visual height, scale, and mass of the development on the site. This alternative would not create new sources of light and glare. The Upzone Site would also remain in its existing condition, which includes large-lot single-family residences and non-conforming commercial uses with limited ornamental landscaping within the site and along the roadways. Overall, this alternative would result in no change to aesthetics, and therefore, would be less than the Project's less than significant impacts.

Agriculture and Forestry Resources

Under this alternative the existing 0.04 acre of Prime Farmland and 23.55 acres of Farmland of Statewide Importance would be unaffected, and the existing Additional Agriculture zoning overlay would remain as part of the RS-1-AA zoning at the Specific Plan Area. The Upzone Site would remain in its existing condition and would not be rezoned to higher density. While the 2021 EIR determined that the loss of designated Farmland would not constitute a significant impact based on the agricultural resource evaluation and that the loss of the Additional Agricultural overlay would also not be a significant impact, this alternative would result in no impacts, and therefore, the agricultural impacts would be less than the Project's.

Air Quality

Under this alternative no new development would occur in the Specific Plan area, and as such, no new stationary sources of air pollution would be introduced; however, existing mobile sources of air pollution (i.e., from combustible engine vehicles) would remain. The Upzone Site would remain in its existing condition and would not be rezoned to a higher density. The land use designation of the Specific Plan Area would not change, and no conflict with the applicable Air Quality Management Plan would result, which under the Project would be a significant and unavoidable impact. The construction emissions and operation-related emissions that would result from implementation of the Specific Plan would also not result, and this alternative would not exceed SCAQMD's VOC and NO_x thresholds at either the project-level or cumulatively considerable levels as under the Project. Therefore, this alternative would result in less air quality impacts compared to the Project and would avoid the Project's significant and unavoidable impacts regarding conflicts with the Air Quality Management Plan and exceeding VOC and NO_x emissions. None of the Project's mitigation measures would be required, including the mitigation measures required to reduce the Project's localized construction air quality impacts to a less than significant level.

Biological Resources

Under this alternative, periodic disturbances related to discing fallow fields for weed abatement is expected to occur at select parcels, as well as other routine maintenance activities for property upkeep. While periodic disturbances could potentially impact biological resources, no grading would occur and there would be no potential impacts to special status plants, animals, or sensitive vegetation communities in the Specific Plan Area. The Upzone Site would remain in its existing condition and would not be rezoned to a higher density. As such, existing vegetation communities within both the Specific Plan Area and Upzone Site would remain in their existing conditions minus impacts related to periodic disturbances. Although mitigation measures required of the Project would reduce biological resource impacts to less than significant levels, this alternative would generate less impacts to biological resources as compared with the Project and would not require mitigation.

Cultural Resources

Under this alternative, periodic disturbances related to disking fallow fields for weed abatement is expected to occur at select parcels, as well as other routine maintenance activities for property upkeep. No grading would occur and there would be no potential impacts to historical resources as the built environment would remain, or to archaeological resources that may be buried below ground. The Upzone Site would remain in its existing condition and would not be rezoned to a higher density. Although mitigation measures required of the Project would reduce cultural resource impacts to less than significant levels, this alternative would avoid impacts to cultural resources associated with the Project and would not require mitigation.

Energy

No construction activities would occur at the Specific Plan Area or operation of new structures that would increase consumption of energy sources under this alternative. The Upzone Site would remain in its existing condition and would not be rezoned to a higher density. Existing structures would continue to consume energy in the form of electricity, natural gas, and gasoline (to power vehicles onsite). While this alternative would not generate an increase in electrical demand, it would also not provide upgraded energy efficient infrastructure, plumbing, and water efficient irrigation. While this EIR determines the Project's impacts to energy would be less than significant, energy use associated with this alternative would be substantially lower, therefore, resulting in a lessened degree of impacts.

Geology and Soils

No new construction activities, including demolition and grading, would occur under this alternative. Thus, there would be no potential for additional workers, building, and structures to experience seismic ground shaking, liquefaction, lateral spreading, subsidence, or collapse within the Specific Plan Area. The Upzone Site would remain in its existing condition and would not be rezoned to a higher density. Additionally, as no grading activities would occur under this alternative, potential impacts from erosion, loss of topsoil, or to paleontological resources would not occur. While the Project impacts would be less than significant with mitigation incorporated, this alternative would result in less impacts and no mitigation measures are required.

Greenhouse Gases

No new construction activities would occur at the Specific Plan Area or operation of new structures that would generate GHGs under this alternative. The Upzone Site would remain in its existing condition and would not be rezoned to a higher density. Existing structures would continue to generate GHGs, generally from combustible engine vehicles onsite from residents and guests traveling to and from the Specific Plan Area, and from the generation of electricity and natural gas to serve the onsite residences. While this EIR determines that the Project's impacts to GHG emissions would be less than significant with mitigation, GHG emissions associated with this alternative would be substantially lower because no new development would occur. Therefore, impacts to GHG emissions from the No Project/No Development Alternative would be less than those of the proposed Project, and no mitigation would be required.

Hazards and Hazardous Materials

No new construction activities would occur within the Specific Plan Area and no operation of light industrial structures would occur under this Alternative that would generate, and result in transport of, hazardous materials. The Upzone Site would remain in its existing condition and would not be rezoned to a higher density. Multiple buildings within the Specific Plan Area and Upzone Site would continue to operate

nonconforming uses such as auto repair yards, truck transportation yards, and vehicle and equipment storage facilities that would generate hazardous materials. The No Project/No Build Alternative would not include major construction activities and any existing asbestos or lead based paint would remain in place in existing buildings. Thus, potential impacts related to removal and disposal of asbestos and lead based materials would be avoided by this alternative; however, the asbestos and lead based materials would remain in the Specific Plan Area. While the EIR determined that the Project's impacts related to hazards and hazardous materials would be less than significant with mitigation, this alternative would result in less impacts since existing buildings would not be demolished and no grading would occur, and no mitigation measures are required.

Hydrology and Water Quality

No changes to existing hydrology and drainage conditions would occur under this alternative. The Upzone Site would remain in its existing condition and would not be rezoned to a higher density. There are currently no existing stormwater drainage facilities within the Specific Plan Area and no stormwater improvements would be constructed. The Specific Plan Area is prone to flooding due to the lack of conveyance infrastructure. Stormwater sheet flows along existing drainage patterns eventually flowing to a low point on Jurupa Avenue. Additionally, under this alternative, the stormwater leaving the site would not be treated to minimize waterborne pollutants and would continue to contain sediment and other potential pollutants, as occurs under existing conditions. However, this alternative would generate no new sources of potential waterborne pollutants because no new building area would be developed and number of vehicles onsite would remain the same. Overall, hydrology and water quality impacts of the No Project/No Build Alternative would be less than significant, and neutral in comparison to the proposed Project.

Land Use and Planning

This alternative does not include a Policy Plan Amendment or Zoning Amendment for the Specific Plan Area or Upzone Site and would not result in new development. The Specific Plan Area and Upzone Site would remain in their existing conditions. As such, there would be no potential for land uses to be introduced that would indirectly result in environmental impacts due to a conflict with an existing land use plan. This alternative would result in no impacts to land use and planning, and therefore, would be less than the Project's less than significant impacts.

Noise

Under this alternative, the existing uses would remain, and no new sources of noise would be introduced at the Specific Plan Area. The Upzone Site would remain in its existing condition and would not be rezoned to a higher density. Since no new development would occur and no traffic trips would be generated, this alternative would not contribute to an incremental increase in area-wide traffic noise levels. This alternative would also not require the Project's industrial operational noise and construction noise and vibration mitigation measures. Therefore, impacts would be less, and mitigation would be avoided.

Population and Housing

This alternative would not result in new development, and as such, would not result in induced growth or displacement affecting population and housing. The Upzone Site would remain in its existing condition and would not be rezoned to a higher density. Therefore, while the Project's impacts would be less than significant, the alternative would result in less impacts.

Public Services

This alternative would not result in new development, and as such, would not result in increased demand for public services such as fire and sheriff services, school services, or park services that requires the new construction of public facilities. The Upzone Site would remain in its existing condition and would not be rezoned to a higher density. Therefore, while the Project's impacts would be less than significant through compliance with regulatory programs, the alternative would result in less impacts.

Transportation

This alternative would continue to generate traffic from residents traveling to and from the Specific Plan Area. The Upzone Site would remain in its existing condition and would not be rezoned to a higher density. Additionally, this alternative would continue to generate VMT from residents traveling from existing residences within the Specific Plan Area and Upzone Site to job centers and commercial uses at various locations. This alternative would not impact existing transit service and alternative transportation facilities within the Specific Plan Area or Upzone Site. While Project impacts related to transportation would be less than significant, this alternative would result in less impacts since no construction would occur, and no mitigation measures are required.

Tribal Cultural Resources

Under this alternative, existing conditions would remain, and no new development would occur. The Upzone Site would remain in its existing condition and would not be rezoned to a higher density. Periodic disturbances related to discing fallow fields for weed abatement is expected to occur at select parcels, as well as other routine maintenance activities for property upkeep. No grading would occur and there would be no potential impacts to tribal cultural resources that may be buried below ground. The Upzone Site would remain in its existing condition and would not be rezoned to a higher density. Although mitigation measures required of the Project would reduce tribal cultural resource impacts to less than significant levels, this alternative would avoid impacts to tribal cultural resources associated with the Project and would not require mitigation.

Utilities and Service Systems

Under this alternative, existing conditions would remain, and no new development would occur. The Upzone Site would remain in its existing condition and would not be rezoned to a higher density. No additional domestic water, wastewater, or stormwater drainage facilities would be needed under this alternative, and there would be no change in the demand for domestic water or wastewater treatment services. However, under the existing conditions, the area is in need of improved stormwater drainage facilities due to flooding issues. This alternative would also not result in increased demand for solid waste collection and disposal. Selection of this alternative would avoid all of the Project's impacts to utilities and service system providers. While the Project would result in less than significant impacts, this alternative would result in less impacts due to no change in demand of these service systems.

7.6.2 Conclusion

Ability to Reduce Impacts

The No Project/No Development Alternative would result in continuation of the existing uses within the Specific Plan Area and Upzone Site, and the adoption of a Specific Plan and Project-level development

would not occur. As a result, this alternative would avoid the significant and unavoidable impacts to air quality that would occur under the Project. Additionally, impacts would be reduced in 16 of the 17 topic areas. Further, mitigation measures that are identified in Chapter 5.0 of this Recirculated Draft EIR would not be required, which include measures related to air quality, biological resources, cultural resources, geology and soils, GHGs, hazards and hazardous materials, noise, and tribal cultural resources.

Ability to Achieve Project Objectives

As shown in Table 7-4, below, the No Project/No Development Alternative would not meet any of the Project objectives. In addition, the environmental benefits of the proposed Project would also not be realized including a broad water quality treatment system and stormwater drainage system to collect, treat, and convey stormwater to an existing basin from the entire 213-acre Specific Plan Area. The Specific Plan Area has no stormwater drainage facilities in its existing condition. Accordingly, hydrology and water quality impacts related to runoff would be worse under this alternative compared to conditions under the proposed Project due to the lack of existing infrastructure.

7.7 ALTERNATIVE 2: NO PROJECT/BUILDOUT OF EXISTING ZONING

The No Project/Buildout of Existing Zoning Alternative would redevelop and buildout the Specific Plan Area per the existing underlying zoning. Approximately 199 acres of the Specific Plan Area are zoned RS-1-AA (Single Residential with 1-Acre Minimum Lot and Additional Agriculture Overlay), and two parcels along Laurel Avenue, Assessor's Parcels Numbers 0256-091-07 and 0256-101-34, are zoned RS-20M (Single Residential with 20,000 SF Lot Minimums). The two parcels zoned RS-20M comprise approximately 14 acres. Thus, under this alternative the Specific Plan Area would be redeveloped with approximately 230 detached single-family dwelling units, which would be a net increase of 113 dwelling units over existing conditions at the time the original NOP was published in 2020.¹ Additionally, the Upzone Site is zoned RS-20M, and could be redeveloped with up to 52 dwelling units under the existing zoning; however, as this alternative would not rezone the Specific Plan Area from residential to non-residential, the Upzone Site would not be necessary. As the Project does not propose any physical redevelopment or improvement of the Upzone Site, likewise this alternative would not include physical redevelopment or improvement of the Upzone Site. This alternative would not require a Policy Plan Amendment or Zoning Amendment as is required for the Project.

7.7.1 Environmental Impacts

Aesthetics

Under this alternative, the Specific Plan Area would be fully built out with 230 detached single-family dwelling units based on the existing zoning at the time the original NOP was published in 2020, thereby introducing new buildings and landscaping to the area. The Upzone Site would remain in its existing condition at the time the original NOP was published in 2020 and would not be subject to a Zoning Amendment. While residential density would increase with development of the additional residences, this alternative would be visually compatible with the existing residential land uses in the Specific Plan Area and offsite immediate surroundings generally to the southeast, west, and north. This alternative would introduce new sources of light

¹ 199 acres at RS-1-AA (1 acre lots) equals 199 dwelling units and 14 acres at RS-20M (20,000 SF lots) equals 31 dwelling units.

and glare but would be similarly subject to the County's Development Code. This alternative would result in less than significant impacts to aesthetics, and therefore, would be consistent with the Project's impact.

Agriculture and Forestry Resources

Under this alternative the existing 0.04 acre of Prime Farmland and 23.55 acres of Farmland of Statewide Importance would be lost from the development of the Specific Plan Area to 230 dwelling units; however, the Additional Agriculture zoning overlay would remain. The Upzone Site would remain in its existing condition at the time the original NOP was published in 2020 and would not be rezoned to a higher density. As the EIR determines that the loss of designated Farmland would not constitute a significant impact based on the agricultural resource evaluation and that the loss of the Additional Agriculture overlay would also not be a significant impact, this alternative would result in the same impacts to designated Farmland and no impacts regarding the zoning overlay, and therefore, would be less overall compared to the Project.

Air Quality

Under this alternative, new stationary sources of air pollution would be introduced from adding 113 dwelling units for a total of 230 dwelling units to the Specific Plan Area. Mobile sources of air pollution would increase as well from the increase in onsite population. The Upzone Site would remain in its existing condition at the time the original NOP was published in 2020 and would not be rezoned to a higher density. The land use designation of the Specific Plan Area would not change, and no conflict with the applicable Air Quality Management Plan would result, which under the Project would be a significant and unavoidable impact. The net increase of 113 dwelling units would not be anticipated to result in significant impacts to construction- or operation-related emissions in excess of SCAQMD's thresholds; however, similar mitigation measures for construction-related activities that are required of the Project would be applied to construction of this alternative, if warranted, based on the number of dwelling units being concurrently constructed at a given time. This alternative would not exceed SCAQMD's VOC and NO_x thresholds at either the project-level or cumulatively considerable levels as under the Project. Therefore, this alternative would result in less air quality impacts compared to the Project and would avoid the Project's significant and unavoidable impacts regarding conflicts with the Air Quality Management Plan and exceeding VOC and NO_x emissions. At most, similar mitigation measures may be required for construction of this alternative, but none of the operation-based mitigation measures would be required.

Biological Resources

Under this alternative, the net increase of 113 dwelling units would entail developing the Specific Plan Area, particularly open areas, and vacant lots. The Upzone Site would remain in its existing condition at the time the original NOP was published in 2020 and would not be rezoned to a higher density. Development of this alternative would require removal of existing vegetation in open areas and vacant lots and could potentially impact special status plants, animals, or sensitive vegetation communities. As such, the impacts to biological resources at the Specific Plan Area would be similar to the Project and require the same mitigation measures. These mitigation measures would also reduce potential impacts from this alternative to a less than significant level.

Cultural Resources

Under this alternative, the net increase of 113 dwelling units would entail developing the Specific Plan Area, particularly open areas, and vacant lots. The Upzone Site would remain in its existing condition at the time

the original NOP was published in 2020 and would not be rezoned to a higher density. Potential impacts to historic resources would not result as this alternative does not anticipate the demolition of existing residential structures; however, potential archaeological impacts would be similar to the Project due to grading and excavation required for development of the additional residences and require the same mitigation measures. Therefore, impacts from this alternative would be less overall compared to the Project, and archaeological mitigation measures would reduce potential impacts from this alternative to a less than significant level as with the Project.

Energy

Under this alternative, the net increase of 113 dwelling units would increase the energy consumption from existing conditions but would be less compared to the Project from decreased overall intensity of the Project's construction and operation. The Upzone Site would remain in its existing condition at the time the original NOP was published in 2020 and would not be rezoned to a higher density. This alternative would also generate fewer daily vehicle trips than the Project and thereby have a reduced demand for transportation energy resources. Therefore, while Project impacts to energy were determined to be less than significant, energy impacts from this alternative would be less than those associated with the Project.

Geology and Soils

Under this alternative, the net increase of 113 dwelling units would entail developing the Specific Plan Area, particularly open areas, and vacant lots. The Upzone Site would remain in its existing condition at the time the original NOP was published in 2020 and would not be rezoned to a higher density. Potential impacts related to the potential for additional workers, building, and structures to experience seismic ground shaking, liquefaction, lateral spreading, subsidence, or collapse within the Specific Plan Area would be similar to the Project albeit a lesser degree. Soil erosion impacts would also be less than significant due to compliance with water quality standards, and new development would be required to comply with regulatory requirements regarding geologic considerations such as seismic hazards from ground shaking. The same mitigation measures regarding landslide susceptibility, incorporating site- and design-specific geotechnical recommendations, and paleontological resources would be required for this alternative. Therefore, this alternative would result in a lessened degree of the impact from reduced building intensity but would require similar mitigation measures to reduce potential impacts to less than significant.

Greenhouse Gases

Under this alternative, the net increase of 113 dwelling units would increase the generation of GHGs from existing conditions but would be less compared to the Project from decreased overall intensity of the Project's construction and operation. However, like the Project, mitigation requiring the application of GHG reduction measures based on the County's GHG Screening Threshold Tables would be required under this alternative. The Upzone Site would remain in its existing condition at the time the original NOP was published in 2020 and would not be rezoned to a higher density. This alternative would also generate fewer daily vehicle trips than the Project and thereby have a reduced amount of mobile source GHGs. Therefore, while Project impacts to GHGs were determined to be less than significant with mitigation, GHG emission impacts from this alternative would be to a lessened degree but would still require the same mitigation as the proposed Project.

Hazards and Hazardous Materials

Under this alternative, the construction of the additional dwelling units would result in construction within open space and vacant land in the Specific Plan Area. The Upzone Site would remain in its existing condition at the time the original NOP was published in 2020 and would not be rezoned to a higher density. This alternative would not include major demolition activities and any existing asbestos or lead based paint would remain in place in existing residential buildings. Thus, potential impacts related to removal and disposal of asbestos and lead based materials would be avoided by this alternative; however, the asbestos and lead based materials would remain in the Specific Plan Area. Furthermore, construction of the additional residences would require implementation of mitigation measures to reduce impacts related to hazardous materials in onsite soils. However, operation of the additional dwelling units would not result in the same utilization of hazardous materials, including diesel particulate matter, as the proposed Project. Overall, this alternative would result in lessened degree of the impact from reduced building intensity but would require similar mitigation measures to reduce potential impacts to less than significant.

Hydrology and Water Quality

Under this alternative, the net increase of 113 dwelling units would entail developing the Specific Plan Area, particularly open areas, and vacant lots. The Upzone Site would remain in its existing condition at the time the original NOP was published in 2020 and would not be rezoned to a higher density. The development of the Specific Plan Area would likely introduce new stormwater drainage facilities; however, the drainage pattern of the Specific Plan Area would not be substantially altered or result in substantial erosion effects due to regulatory compliance measures such as with the NPDES Construction General Permit and County Development Code. During construction, potential hydrology and water quality effects on the Specific Plan Area would be similar, albeit to a lesser degree, compared to the Project due to disturbing a physical area, but like the Project, this alternative would be required to implement a SWPPP to ensure that stormwater runoff during construction does not contain substantial pollutant concentrations.

Regarding operation, the alternative would be required to implement a drainage plan to ensure that stormwater is conveyed to a local drainage facility with adequate capacity commensurate to the scale of the new development, and to implement a long-term WQMP to ensure that stormwater runoff leaving the site does not contain substantial pollutant concentrations. However, it is unlikely the development of 113 new dwelling units would develop a stormwater drainage system like the system that the Project would install, which would convey stormwater to an existing basin approximately one mile to the southeast. Additionally, new drainage and water quality features would generally apply to the new development as regulatory compliance measures and not necessarily to existing residences within the Specific Plan Area, and thus, lack a larger cohesive system for the full Specific Plan Area. Therefore, this alternative would result in similar less than significant impacts as the Project, but would lack the level of the benefits of a broader drainage conveyance and water quality treatment system that would be installed by the Project.

Land Use and Planning

This alternative would develop the entire Specific Plan Area with residential land uses consistent with the existing zoning, which is consistent as well with the residential land use designation of the Countywide Plan. As such, there would be no conflicts with applicable land use plans, policies, or regulations resulting in significant environmental effects. The Upzone Site would remain in its existing condition at the time the original NOP was published in 2020 and would not be rezoned to a higher density. Comparatively, the Project proposes a Policy Plan Amendment and Zoning Amendment to address consistency between the

proposed land uses and the Countywide Plan; however, Project impacts would be less than significant. Therefore, this alternative would result in similar less than significant impacts as the Project.

Noise

Under this alternative, a net increase of 113 dwelling units would be built within the Specific Plan Area. The Upzone Site would remain in its existing condition at the time the original NOP was published in 2020 and would not be rezoned to a higher density. Short-term noise impacts would occur during construction and long-term operation of the new residences. Similar mitigation measure for construction vibration and construction noise that is required of the Project would be applied to construction of this alternative, if warranted, based on the number of dwelling units being concurrently constructed at a given time, the location of sensitive receptors, and equipment needed for construction. In addition, this alternative would result in ambient noise level increases given the additional residential density. Overall, the construction- and operation-related noise impacts under this alternative would be reduced compared to the Project but may not avoid mitigation for construction near sensitive receiver locations.

Population and Housing

Under this alternative, a net increase of 113 dwelling units would be built within the Specific Plan Area. The Upzone Site would remain in its existing condition at the time the original NOP was published in 2020 and would not be rezoned to a higher density. Based on the California Department of Finance's generation rate of 3.37 persons per household for the County of San Bernardino, this alternative has the potential to increase the population at the Specific Plan Area by approximately 381 persons. Applying this same multiplier to the existing onsite dwelling units, a total Specific Plan Area population of approximately 775 persons could result from this alternative, which would be within the Countywide Plan growth projections from 2020 to 2045. Thus, this alternative would not result in unplanned growth inducing impacts or displacement of population and housing. Therefore, while the Project's impacts would be less than significant upon implementation of standard conditions of approval, the alternative would result in less impacts.

Public Services

Under this alternative, a net increase of 113 dwelling units would be built within the Specific Plan Area. The Upzone Site would remain in its existing condition at the time the original NOP was published in 2020 and would not be rezoned to a higher density. Based on the California Department of Finance's generation rate of 3.37 persons per household for the County of San Bernardino, this alternative has the potential to increase the population at the Specific Plan Area by approximately 381 persons for a total onsite population of up to 775 persons and would generate 82 students (113 multiplied by 0.7225, the student generation rate from Colton Joint Unified School District). The Project's impacts would be less than significant upon implementation of regulatory requirements. The increased population under this alternative would likely increase utilization of parks incrementally and result in an incrementally greater demand for fire and police services. However, through implementation of regulatory requirements, impacts would be less than significant. While this alternative would result in similar less than significant impacts as the Project, the impacts would be increased under this alternative.

Transportation

Under this alternative, a net increase of 113 dwelling units would be built at the Specific Plan Area, which would generate approximately 1,067 daily trips (84 AM peak hour trips and 112 PM peak hour).² This alternative would result in substantially less trips than the Project, which is calculated to generate 8,555 new daily PCE trips (621 new AM peak hour and 719 PM peak hour PCE trips). Based on the VMT per population and VMT per employee for the two TAZs in the Specific Plan Area, the VMT for this alternative would be less than that of the Project.³ Therefore, both under this alternative and the Project, impacts would be less than significant but impacts related to this alternative would be less than those for the Project.

Tribal Cultural Resources

Under this alternative, the net increase of 113 dwelling units would entail developing the Specific Plan Area, particularly open areas, and vacant lots. The Upzone Site would remain in its existing condition at the time the original NOP was published in 2020 and would not be rezoned to a higher density. As such, this alternative would require ground disturbances such as grading and excavation throughout the Specific Plan Area and would potentially impact tribal cultural resources. Potential impacts to tribal cultural resources would be similar to the Project and require the same mitigation measures.

Utilities and Service Systems

Under this alternative, a net increase of 113 dwelling units would be built for a total of 230 dwelling units within the Specific Plan Area. The Upzone Site would remain in its existing condition at the time the original NOP was published in 2020 and would not be rezoned to a higher density. This alternative would increase the population within the Specific Plan Area by approximately 381 persons for a total onsite population of up to 775 persons. The Project's demand for water is calculated to be approximately 426,000 gallons a day (477 acre-feet per year). The demand for water from the exiting uses, which includes onsite nurseries, is 133,019 gallons a day (149 acre-feet per year). As this alternative would nearly double the dwelling units onsite and not factoring any water savings from the removal of the nurseries, onsite water demand under this alternative would be approximately 266,038 gallons a day (298 acre-feet per year). The Project's water demand would be less than significant according to the Water Supply Assessment prepared by West Valley Water District. Therefore, the water demand of this alternative, which is less than the Project, would also result in a less than significant impact to water supply and water treatment facility capacity.

The Project is estimated to generate 0.53 million gallons a day of wastewater. Lower density single-family residential, like what would be developed under this alternative with 1-acre minimum lots, are generally estimated to generate 70 gallons per person per day of wastewater (CWP EIR). Conservatively applying that multiplier to the entire 213-acre Specific Plan Area, this alternative is expected to generate approximately 0.05 million gallons of wastewater a day, well under the Project's calculated amount. The Project would result in a less than significant impact to wastewater facilities and treatment capacity; therefore, this alternative would also result in less than significant impacts.

The Project would construct an adequate stormwater drainage system to collect, treat, and convey stormwater to an existing basin, which would address drainage issues in the Specific Plan Area's existing condition. This alternative would similarly adhere to regulatory compliance measures and design standards

² Based on ITE's Trip Generation Manual, 10th Edition, 2017, which shows a daily trip rate of 9.44 for a single-family detached house, and an AM peak hour trip rate of 0.74 and a PM peak hour trip rate of 0.99.

³ San Bernardino County Transit Authority VMT Screening Tool. <https://devapps.fehrandpeers.com/SBCTAVMT/>

to adequately address drainage for the Specific Plan Area based also on drainage law. While the resulting stormwater drainage system may lack the same level of benefits of a broader drainage conveyance system that would be installed by the Project, the system is required to be adequate, and as such, impacts are reasonably expected not to be significant.

The Project would generate approximately 15 tons per day (5,477 tons per year) of solid waste, the impact of which would be less than significant. According to the CWP EIR, residences in Bloomington generate 10 pounds per day per unit of solid waste. Thus, this alternative would generate 0.57 tons per day (208 tons per year) of solid waste, which is well below the Project's generation. Impacts to solid waste under this alternative would be less than significant.

Given the reasons above, while the Project would result in less than significant impacts to utilities and service systems, this alternative would result in lessened impacts that would also be less than significant.

7.7.2 Conclusion

Ability to Reduce Impacts

The No Project/Buildout of Existing Zoning Alternative would result in development of the Specific Plan Area consistent with the existing zoning to its maximum buildout potential of 230 dwelling units (113 new dwelling units in addition to the existing 117 dwelling units). Since this alternative does not result in residential zoning being rezoned to a non-residential use, the Upzone Site would not be zoned to a higher density and would remain in its existing condition at the time the original NOP was published in 2020. Likewise, a Policy Plan Amendment and Zoning Amendment would not be required. This alternative would result in lessened impacts to 13 of the 17 environmental topics analyzed in the EIR and would avoid the significant and unavoidable Project impacts to air quality. Additionally, fewer mitigation measures would be applicable to this alternative (see Table 7-3).

Ability to Achieve Project Objectives

As shown in Table 7-4, below, the No Project/Buildout of Existing Zoning Alternative would not meet any of the Project objectives. In addition, the environmental benefits of the proposed Project would also not be realized including a broad water quality treatment system, consisting of a cohesive and stormwater drainage system to collect, treat, and convey stormwater to an existing basin from the entire 213-acre Specific Plan Area.

7.8 ALTERNATIVE 3: REDUCED PROJECT

The Reduced Project Alternative would only develop Site 1 based on the Opening Year Development – Option 1, and would not include the adoption or implementation of the proposed Specific Plan or any proposed industrial development in Site 2, Site 3, Site 4, Opening Year Development—Option 2, or Planning Area B. Table 7-1, *Alternative 3 Reduced Project Development Summary*, summarizes the development that would occur under this alternative.

Table 7-1: Alternative 3 Reduced Project Development Summary Comparison

	Proposed Specific Plan	Alternative 3	Difference
Project Site Area	213 Acres	17.72 Acres	195.28 acres fewer
Building Square Footage	Up to 3,235,836 SF	383,000 SF	2,852,836 SF fewer

Buildout of the proposed Specific Plan would result in 3,235,836 square feet of industrial business park uses on 213 acres (with a maximum development capacity of 3,079,910 square feet in Planning Area A and 155,926 square feet in Planning Area B). Under this alternative, only 17.72 acres of the 213-acre Project site would be developed with a 383,000 square foot high cube warehouse. This alternative represents an approximately 88.2 percent decrease from the maximum buildout potential of the Specific Plan, and approximately 91.7 percent decrease in land acreage that would be developed by the Specific Plan. This alternative represents an 82 percent decrease in square footage resulting from development of Opening Year Development – Option 1 and approximately 85 percent decrease in land acreage that would be developed under the Opening Year Development – Option 1.

The remaining approximately 195.28 acres of the Specific Plan Area would not be included in this alternative and would remain in its existing condition with large-lot single-family residential and non-conforming commercial uses. A Policy Plan Amendment and Zoning Amendment would not be required for the 195.28-acre area as no Specific Plan would be adopted.

Infrastructure and circulation improvements would still be required to adequately serve the development; however, additional facilities that would otherwise be necessary to serve the full Specific Plan buildout would not be realized. Additionally, 11 existing residential structures would be demolished within the area of development for this alternative whereas up to 117 existing residential structures, which are within the Specific Plan Area, would be demolished with full Specific Plan buildout under the Project. As 17.72 acres would be rezoned from RS-1-AA to Community Industrial (IC), this alternative would result in the loss of zoning capacity for 17 dwelling units. However, pursuant to County Development Code Section 82.04.030, a minimum of 10 acres is required for the RM (Multiple Residential Designation); therefore, 10 acres of the Upzone Site would be rezoned to RM. Overall, this alternative would include development of 17.72 acres within Site 1 and rezoning of 10 acres within the Upzone Site.

7.8.1 Environmental Impacts

Aesthetics

Under this alternative, only Site 1 would be developed with a 383,000 SF high-cube warehouse. No other development in the Specific Plan Area would occur as part of this alternative. The Upzone Site would remain in its existing condition but approximately 10 acres would still be zoned to a higher density to offset the loss of the 17 dwelling unit potential that would be removed from rezoning Site 1 to an industrial land use with the same potential impacts as analyzed in the 2021 Draft EIR (17.72 acres would be rezoned under this alternative and the majority of the area was zoned RS-1-AA on January 1, 2018, the date established by SB 330 as the baseline for offsetting the loss of residential zoning). Like the Project, this alternative would not include physical development or improvements at the Upzone Site. Impacts to aesthetics would be the same as they are analyzed for development of Site 1 for Opening Year Development – Option 1 in the Draft EIR, which determined impacts would be less than significant with implementation of regulatory

requirements and standard conditions. A reduced quantity of overall structures and landscaping would be introduced to the Specific Plan Area as this alternative would develop approximately 195.28 fewer acres and 2,852,836 fewer SF of buildings than the Project. Thus, while this alternative would also still result in less than significant impacts related to aesthetics, the overall degree of impacts to aesthetics would be reduced compared to the Project under this alternative.

Agriculture and Forestry Resources

Under this alternative the existing 0.04-acre of Prime Farmland and 23.55 acres of Farmland of Statewide Importance would not be impacted as only Site 1 of the Opening Year Development – Option 1 would be developed. Only 17.72 acres of the Specific Plan Area would lose the Additional Agriculture zoning overlay under this alternative. The Upzone Site would remain in its existing condition but approximately 10 acres would still be zoned to a higher density to offset the loss of the residential capacity potential that would be removed from rezoning Site 1 to an industrial land use. Like the Project, this alternative would not include physical development or improvements at the Upzone Site. While the 2021 Draft EIR determined that the loss of designated Farmland would not constitute a significant impact based on the Farmland value determined in the agricultural resource evaluation and that the loss of the Additional Agricultural overlay would also not be a significant impact, this alternative would result in no impacts to designated Farmland and less impacts regarding the zoning overlay, and therefore, would be less overall impacts compared to the Project.

Air Quality

Under this alternative, the 17.72-acre Site 1 would be developed with approximately 383,000 SF of high cube warehouse uses. Development of this alternative would reduce maximum buildout square footage by approximately 88.2 percent and Opening Year Development – Option 1 buildout by approximately 82 percent. Due to the significant decrease in development intensity from Opening Year Development – Option 1 by 82 percent, this Alternative would proportionally reduce regional construction and operational emissions by approximately 82 percent to below SCAQMD thresholds. Given the uses analyzed for buildout of the Specific Plan and resulting emissions and given the 82 percent reduction in building square footage, based on CalEEMod methodology, a proportional reduction would occur in resulting emissions. Assuming an 82 percent reduction in construction emissions for Opening Year Development – Option 1, the Project would result in approximately 36.16 lbs/day of VOC and approximately 30.04 lbs/day of NOx. Therefore, the reduced Project emissions on a regional level would be below SCAQMD thresholds for VOC and NOx without mitigation.

Assuming an 82 percent reduction in operational emissions from Opening Year Development – Option 1, Project emissions would be below SCAQMD thresholds for VOC and NOx without mitigation. As such, this alternative would avoid the Project's significant and unavoidable impacts related to regional operational emissions and conflict with the AQMP. Further, as this alternative would only result in construction within Site 1, it would avoid the need for Mitigation Measure AQ-2 which is required for site preparation of the Future Development Area due to localized emissions exceeding SCAQMD LST thresholds. Overall, this alternative would avoid the Project's significant and unavoidable regional air quality impacts and greatly reduce impacts related to air quality in comparison to the Project.

Biological Resources

Under this alternative, only Site 1 (17.72 acres) would be developed with a 383,000 SF high-cube warehouse. No other development in the Specific Plan Area would occur as part of this alternative. The Upzone Site would remain in its existing condition but would still be zoned to a higher density to offset the loss of the residential capacity potential that would be removed from rezoning Site 1 to an industrial land use with the same potential impacts as analyzed in the 2021 Draft EIR. Like the Project, this alternative would not include physical development or improvements at the Upzone Site. Implementation of this alternative would result in reduced overall impacts as 195.28 fewer acres would be disturbed by this alternative compared to the Project. Mitigation measures specific to the development of Planning Area B for additional special status assessments and tree surveys would not be required as the area making up Planning Area B would not be disturbed by this alternative. This alternative would still require mitigation measures regarding preconstruction surveys for burrowing owl and nesting birds. Therefore, impacts would be less than the Project and require fewer mitigation measures since Mitigation Measures BIO-1, BIO-4, BIO-5, BIO-6, and BIO-8 would not be required.

Cultural Resources

Under this alternative, only Site 1 (17.72 acres) would be developed with a 383,000 SF high-cube warehouse. No other development in the Specific Plan Area would occur as part of this alternative. The Upzone Site would remain in its existing condition but would still be zoned to a higher density to offset the loss of the residential capacity potential that would be removed from rezoning Site 1 to an industrial land use with the same potential impacts as analyzed in the 2021 Draft EIR. Like the Project, this alternative would not include physical development or improvements at the Upzone Site. Implementation of this alternative would result in reduced overall impacts as 195.28 fewer acres would be disturbed by this alternative compared to the Project. Mitigation measures for historical and archaeological resource assessments specific to the development of Planning Area B would not be required as the area making up Planning Area B would not be developed in this alternative. This alternative would still require mitigation measures regarding archaeological monitoring for ground disturbing construction activities. Therefore, impacts would be less than significant with mitigation, but impacts would be less than the Project as the probability of impacting cultural resources is also reduced in proportion to the reduced development area.

Energy

Under this alternative, only Site 1 would be developed with a 383,000 SF high-cube warehouse. No other development in the Specific Plan Area would occur as part of this alternative. The Upzone Site would remain in its existing condition but would still be zoned to a higher density to offset the loss of the residential capacity potential that would be removed from rezoning Site 1 to an industrial land use with the same potential impacts as analyzed in the 2021 Draft EIR. Like the Project, this alternative would not include physical development or improvements at the Upzone Site. Development of this alternative would reduce maximum buildout square footage by approximately 88.2 percent and Opening Year Development – Option 1 buildout by approximately 82 percent. This would result in an approximately 88.2 percent decrease in the demand for energy in comparison to buildout of the Specific Plan, which was determined to be less than significant with mitigation. This alternative would also be required to be in compliance with Title 24 requirements. The alternative would require the use of diesel fuel for trucking operations; however, operational truck trips would be reduced by approximately 88.2 percent as a result of reduction in facility size since, based on ITE trip rates, truck trips are directly proportional to building square footage. Therefore, impacts to energy from the Reduced Project Alternative would be less than those associated with the

proposed Project, and would not require mitigation. Therefore, while Project impacts to energy were determined to be less than significant with mitigation, energy impacts from this alternative would be reduced and would potentially avoid the need for mitigation.

Geology and Soils

Under this alternative, only Site 1 would be developed with a 383,000 SF high-cube warehouse. No other development in the Specific Plan Area would occur as part of this alternative. The Upzone Site would remain in its existing condition but would still be zoned to a higher density to offset the loss of the residential capacity potential that would be removed from rezoning Site 1 to an industrial land use with the same potential impacts as analyzed in the 2021 Draft EIR. Like the Project, this alternative would not include physical development or improvements at the Upzone Site. Construction of the high cube warehouse on Site 1 would result in reduced overall impacts as 195.28 fewer acres would be developed by this alternative, including an area of Planning Area B where a landslide susceptibility exists. This alternative would not require Mitigation Measure GEO-1, which requires preparation of a landslide susceptibility report in Planning Area B. Mitigation measures for incorporating geotechnical recommendations and paleontological resources would be required under this alternative. Therefore, while Project impacts to geology and soils were determined to be less than significant with mitigation, geology and soil impacts from this alternative would be less and require fewer mitigation measures since Mitigation Measure GEO-1 would not be required.

Greenhouse Gases

Under this alternative, only Site 1 would be developed with a 383,000 SF high-cube warehouse. No other development in the Specific Plan Area would occur as part of this alternative. The Upzone Site would remain in its existing condition but would still be zoned to a higher density to offset the loss of the residential capacity potential that would be removed from rezoning Site 1 to an industrial land use with the same potential impacts as analyzed in this Recirculated Draft EIR. Like the Project, this alternative would not include physical development or improvements at the Upzone Site. Development of this alternative would reduce maximum buildout square footage by approximately 88.2 percent and Opening Year Development – Option 1 buildout by approximately 82 percent. Therefore, a reduced volume of construction activities and related production of GHG emissions would occur. In addition, the reduced amount of development by this alternative would result in less stationary source emissions from onsite equipment, and less traffic-associated GHG emissions than the proposed Project. Therefore, the overall volume of GHG emissions would be reduced in comparison to the proposed Project. With an 82 percent reduction in GHG emissions compared to those resulting from Opening Year Development – Option 1, this alternative would result in GHG emissions of approximately 3,122.56 MTCO_{2e} per year, which would continue to exceed the CAP's screening threshold. Therefore, Mitigation Measure GHG-2 requiring application of GHG reduction measures based on the County's GHG Screening Threshold Tables would also be required under this alternative. Therefore, while this alternative would continue to result in less than significant impacts with mitigation, impacts would be greatly reduced in comparison to the Project.

Hazards and Hazardous Materials

Under this alternative, only Site 1 (17.72 acres) would be developed with a 383,000 SF high-cube warehouse. No other development in the Specific Plan Area would occur as part of this alternative. The Upzone Site would remain in its existing condition but would still be zoned to a higher density to offset the loss of the residential capacity potential that would be removed from rezoning Site 1 to an industrial land use with the same potential impacts as analyzed in the 2021 Draft EIR. Like the Project, this alternative would

not include physical development or improvements at the Upzone Site. Construction of the high cube warehouse on Site 1 would result in reduced overall impacts as 195.28 fewer acres would be developed by this alternative. Further, the properties that are impacted by TPH and VOCs are located outside of Site 1 and this alternative would avoid the need for implementation of Mitigation Measures HAZ-1 and HAZ-2. As such, this alternative would result in less than significant impacts and impacts would be reduced in comparison to the Project.

Hydrology and Water Quality

Under this alternative, only Site 1 would be developed with a 383,000 SF high-cube warehouse. No other development in the Specific Plan Area would occur as part of this alternative. The Upzone Site would remain in its existing condition but would still be zoned to a higher density to offset the loss of the residential capacity potential that would be removed from rezoning Site 1 to an industrial land use with the same potential impacts as analyzed in the 2021 Draft EIR. Like the Project, this alternative would not include physical development or improvements at the Upzone Site. Construction of the high cube warehouse on Site 1 would result in reduced overall impacts as 195.28 fewer acres would be developed by this alternative. Construction of the single warehouse would only require construction of the 90 to 60 inch stormwater drain on Jurupa Avenue to Linden Avenue to 5th Street. The development of 195.28 fewer acres would mean less water quality management features available to collect, treat, and convey runoff beyond Site 1. However, this alternative would result in more permeable surfaces from 195.28 fewer acres being developed compared to the Project. The benefits of the regional stormwater drainage system and onsite water quality facilities for this alternative would not necessarily bring the full benefits of the larger cohesive system planned for the full Specific Plan Area as under the Project. Therefore, this alternative would result in similar less than significant impacts as the Project but would lack the level of the benefits of a broader water quality treatment system that would be installed by the Project.

Land Use and Planning

Under this alternative, only Site 1 would be developed with a 383,000 SF high-cube warehouse. No other development in the Specific Plan Area would occur as part of this alternative. The Upzone Site would remain in its existing condition but would still be zoned to a higher density to offset the loss of the residential capacity potential that would be removed from rezoning Site 1 to an industrial land use with the same potential impacts as analyzed in the 2021 Draft EIR. Like the Project, this alternative would not include physical development or improvements at the Upzone Site. Construction of the high-cube warehouse on Site 1 would require a Policy Plan Amendment and Zoning Amendment like the Project; however, 195.28 acres of land (91.7 percent decrease from the Project) would maintain its existing Countywide Plan land use designation and zoning under this alternative. Overall, impacts related to land use and planning from the Reduced Project Alternative would be less than significant; and therefore, would be consistent with the Project's impacts.

Noise

Under this alternative, only Site 1 would be developed with a 383,000 SF high-cube warehouse. No other development in the Specific Plan Area would occur as part of this alternative. The Upzone Site would remain in its existing condition but would still be zoned to a higher density to offset the loss of the residential capacity potential that would be removed from rezoning Site 1 to an industrial land use with the same potential impacts as analyzed in the 2021 Draft EIR. Like the Project, this alternative would not include physical development or improvements at the Upzone Site. Construction of the warehouse on Site 1 would result in

reduced overall impacts compared to the Project due to 195.28 fewer acres being developed and 2,852,836 fewer SF of warehousing. Fewer noise-sensitive receptors would be affected as a result of the smaller area of disturbance. As this alternative would include construction within 11 feet of existing offsite sensitive receptors, Mitigation Measure NOI-1 would still be required to reduce noise level increases at sensitive receptors and Mitigation Measure NOI-2 would still be required to attenuate potential vibratory impacts as under the Project. Like the Project, long-term operational noise would not expose nearby sensitive receivers to noise levels over the City's daytime noise standards or significantly increase ambient noise levels; however, due to the less intense development on site under this alternative, impacts would be reduced under the Reduced Project Alternative as compared to the Project. Therefore, while this alternative would result in less than significant impacts with mitigation, it would reduce impacts in comparison to the Project due to the decreased area of disturbance.

Population and Housing

Under this alternative, only Site 1 would be developed with a 383,000 SF high-cube warehouse. No other development in the Specific Plan Area would occur as part of this alternative. The Upzone Site would remain in its existing condition but would still be zoned to a higher density to offset the loss of the residential capacity potential that would be removed from rezoning Site 1 to an industrial land use with the same potential impacts as analyzed in the 2021 Draft EIR. Like the Project, this alternative would not include physical development or improvements at the Upzone Site. Construction of the high cube warehouse on Site 1 would result in reduced overall impacts as 195.28 fewer acres would be developed by this alternative. Construction of the warehouse on Site 1 would displace 11 existing residential structures (estimated population of 37 persons at the 3.37 persons per household multiplier) instead of up to 117 existing residential structures (estimated population of 395 persons at the 3.37 persons per household multiplier) as under the Project, which represents a 90 percent decrease in dwelling units and persons displaced compared to the Project. Moreover, this alternative would result in approximately 321 jobs whereas the Project would potentially generate up to 2,708 jobs at buildout, which would be a 91.6 percent reduction in jobs under this alternative.⁴ As this alternative does not include the adoption of the Specific Plan land use document, no additional development would occur outside of Site 1 as part of the Project. Therefore, while the Project's impacts would be less than significant upon implementation of standard conditions of approval, this alternative would result in reduced impacts in comparison to the Project.

Public Services

Under this alternative, only Site 1 would be developed with a 383,000 SF high-cube warehouse. No other development in the Specific Plan Area would occur as part of this alternative. The Upzone Site would remain in its existing condition but would still be zoned to a higher density to offset the loss of the residential capacity potential that would be removed from rezoning Site 1 to an industrial land use with the same potential impacts as analyzed in the 2021 Draft EIR. Like the Project, this alternative would not include physical development or improvements at the Upzone Site. Construction of the high cube warehouse on Site 1 would result in reduced overall impacts as 195.28 fewer acres would be developed by this alternative. Construction of the warehouse on Site 1 would result in generally similar impacts to construction public services impacts from the Project. The same fire and sheriff's station would serve the alternative, and the development of 2,852,836 fewer SF of warehousing would likely reduce the amount of service calls received by these public

⁴ Based on SCAG employment generation factor of 1,195 SF per employee for light industrial space.

services compared to the Project. Therefore, this alternative would result in reduced impacts compared to the proposed Project and impacts would be less than significant.

Transportation

Under this alternative, only Site 1 would be developed with a 383,000 SF high-cube warehouse. No other development in the Specific Plan Area would occur as part of this alternative. The Upzone Site would remain in its existing condition but would still be zoned to a higher density to offset the loss of the residential capacity potential that would be removed from rezoning Site 1 to an industrial land use with the same potential impacts as analyzed in the 2021 Draft EIR. Like the Project, this alternative would not include physical development or improvements at the Upzone Site. Development of this alternative would reduce maximum buildout square footage by approximately 88.2 percent and Opening Year Development – Option 1 buildout by approximately 82 percent. As shown in Table 7-2, development of the 383,000 SF high cube warehouse would result in approximately 815 daily trips (1,054 PCE trips) with 47 AM peak hour trips and 63 PM peak hour trips.

Table 7-2: Reduced Project Alternative Trip Generation

		AM Peak Hour					PM Peak Hour		
Land Use		Units	Daily	In	Out	Total	In	Out	Total
<u>Trip Rates</u>									
High-Cube Fulfilment Center ¹		TSF	2.129	0.099	0.023	0.122	0.064	0.101	0.165
Building 1, Site 1	383.000	TSF	815	38	9	47	25	39	63
Vehicle Mix²									
Passenger Vehicles			670	32	7	39	22	34	55
2-Axle Trucks			21	1	0	1	1	1	1
3-Axle Trucks			21	1	0	1	1	1	1
4+-Axle Trucks			104	4	1	5	2	3	5
			815	38	9	47	25	39	63

Source: EPD Solutions, 2021 (Appendix K1 to 2021 Draft EIR; Recirculated Draft EIR Volume 2)

This alternative would result in substantially fewer trips than the Project, which is calculated to generate 8,555 daily PCE trips including 621 AM peak hour and 719 PM peak hour trips. As VMT is generally based on location and project type, this alternative would also result in less than significant impacts related to VMT. As such, this alternative would result in less than significant impacts and impacts would be reduced in comparison to the Project.

Tribal Cultural Resources

Under this alternative, only Site 1 would be developed with a 383,000 SF high-cube warehouse. No other development in the Specific Plan Area would occur as part of this alternative. The Upzone Site would remain in its existing condition but would still be zoned to a higher density to offset the loss of the residential capacity potential that would be removed from rezoning Site 1 to an industrial land use with the same potential impacts as analyzed in the 2021 Draft EIR. Like the Project, this alternative would not include physical development or improvements at the Upzone Site. Construction of the high cube warehouse on Site 1 would result in reduced overall impacts as 195.28 fewer acres would be developed by this alternative. Therefore, impacts from this alternative would be similar compared to the Project, and mitigation measures would

reduce potential impacts from this alternative to a less than significant level as with the Project. However, the area of potential impact would be reduced, which would result in a decrease in impacts in comparison to the proposed Project with implementation of the same mitigation measures.

Utilities and Service Systems

Under this alternative, only Site 1 would be developed with a 383,000 SF high-cube warehouse. No other development in the Specific Plan Area would occur as part of this alternative. The Upzone Site would remain in its existing condition but would still be zoned to a higher density to offset the loss of the residential capacity potential that would be removed from rezoning Site 1 to an industrial land use with the same potential impacts as analyzed in the 2021 Draft EIR. Like the Project, this alternative would not include physical development or improvements at the Upzone Site. Construction of the warehouse on Site 1 would result in generally similar impacts as the Project, albeit a lesser degree from the reduction in building square footage by 2,852,836 SF and smaller area of development of 195.28 fewer acres compared to the Project. This alternative would result in significantly reduced water consumption, wastewater generation, and solid waste generation compared to the Project. Overall, this alternative would result in less than significant impacts related to utilities and service systems and would result in a decrease in impacts in comparison to the proposed Project.

7.8.2 Conclusion

Ability to Reduce Impacts

The Reduced Project Alternative would result in only the project-level development of Site 1 of the Opening Year Development – Option 1, and the Specific Plan land use document would not be adopted. Since this alternative results in approximately 17.72 acres of residential zoning being rezoned to a non-residential use, approximately 10 acres of the Upzone Site would be rezoned to a higher density to offset the lost dwelling unit capacity and impacts would be the same as they are analyzed in the 2021 Draft EIR and this Recirculated Draft EIR. Similar to the Project, this alternative would not physically develop or improve the Upzone Site. This alternative would result in lessened impacts to 15 of the 17 environmental topics analyzed in the 2021 Draft EIR and this Recirculated Draft EIR and this alternative would avoid the significant and unavoidable Project impacts to air quality. Additionally, fewer mitigation measures would be required for this alternative (see Table 7-3).

Ability to Achieve Project Objectives

As shown in Table 7-4, below, the Reduced Project Alternative would partially meet the majority of Project objectives, but not to the same extent as the proposed Project. The alternative would not meet the main objective of the Project which is to create a comprehensive master plan for the Specific Plan area to provide a mix of industrial and business park uses with supporting infrastructure facilities as only one building would be developed. Further, this alternative would also not include development of a regional stormwater drainage system for the area as only a portion of the overall drainage system would be constructed. In addition, areas containing contaminated soils outside of Site 1 would continue to expose residences within the contaminated areas and no soil management plan would be fulfilled.

7.9 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires a lead agency to identify the “environmentally superior alternative” when significant environmental impacts result from a proposed Project. The Environmentally Superior Alternative for this Project would be Alternative 1: No Project/No Development. The No Project/No Development Alternative would avoid the significant and unavoidable impacts of the Project from construction- and operation-related impacts to air quality; and would avoid the implementation of the mitigation measures that are identified in Chapter 5.0 of this Draft EIR and Chapter 5.0 of the 2021 Draft EIR (as identified in Section 1.0, *Executive Summary*) that are related to: air quality, biological resources, cultural resources, geology and soils, GHGs, noise, transportation, and tribal cultural resources. However, this alternative would not improve the environment by improving stormwater runoff quality and providing conveyance infrastructure in an area without any stormwater drainage systems.

Additionally, CEQA Guidelines Section 15126.6(3)(1) states:

The “no project” analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. (Emphasis added.)

Therefore, pursuant to CEQA, because the No Project/No Development Alternative has been identified as the Environmentally Superior Alternative, the Environmentally Superior Alternative among the other alternatives would be Alternative 3: Reduced Project Alternative, which would involve developing Site 1 of the Opening Year Development – Option 1 with a 383,000 SF high-cube warehouse. Development under the Reduced Project Alternative would reduce Project square footage by approximately 88.2 percent.

This alternative would result in lessened impacts to 15 of the 17 environmental topics analyzed in the EIR and would avoid the significant and unavoidable Project impacts to air quality. In addition, this alternative would avoid the need for mitigation measures related to buildout of Planning Area B and mitigation measures for air quality. However, this alternative would be required to implement applicable mitigation measures regarding cultural resources, geology and soils, GHGs, noise, and tribal cultural resources.

CEQA does not require the Lead Agency (the County of San Bernardino) to choose the environmentally superior alternative. Instead, CEQA requires the County to consider environmentally superior alternatives, weigh those considerations against the environmental impacts of the proposed Project, and make findings that the benefits of those considerations outweigh the harm. Table 7-3 provides, in summary format, a comparison between the level of impacts for each alternative and the proposed Project. In addition, Table 7-4 provides a comparison of the ability of each of the alternatives to meet the objectives of the proposed Project.

Table 7-3: Impact Comparison of the Proposed Project and Alternatives

	Proposed Project	Alternative 1: No Project / No Development	Alternative 2: No Project / Buildout of Existing Zoning	Alternative 3: Reduced Project
Aesthetics	Less than significant	Less than Project	Less than Project	Less than Project
Agriculture and Forestry Resources	Less than significant	Less than Project	Less than Project	Less than Project
Air Quality	Significant and unavoidable	Less than Project, no mitigation, and avoids the Project's significant impacts	Less than Project, fewer mitigation measures, and avoids the Project's significant impacts	Less than Project, no mitigation measures, and avoids the Project's significant impacts
Biological Resources	Less than significant with mitigation	Less than Project, and no mitigation	Same as Project	Less than Project and fewer mitigation measures
Cultural Resources	Less than significant with mitigation	Less than Project, and no mitigation	Less than Project and fewer mitigation measures	Less than Project and fewer mitigation measures
Energy	Less than significant	Less than Project	Less than Project	Less than Project
Geology and Soils	Less than significant with mitigation	Less than Project, and no mitigation	Less than Project, but same mitigation measures	Less than Project and fewer mitigation measures
Greenhouse Gases	Less than significant with mitigation	Less than Project, and no mitigation	Less than Project, but same mitigation measure	Less than Project, but same mitigation measure
Hazards and Hazardous Materials	Less than significant with mitigation	Less than the Project, and no mitigation	Less than the Project, but same mitigation measures	Less than the Project, and no mitigation measures
Hydrology and Water Quality	Less than significant	Worse than Project	Same as Project, but not as beneficial to resource	Same as Project, but not as beneficial to resource
Land Use and Planning	Less than significant	Less than Project	Less than Project	Same as Project
Noise	Less than significant with mitigation	Less than Project, and no mitigation	Less than Project, but same mitigation measures	Less than Project, but same mitigation measures
Population and Housing	Less than significant	Less than Project	Less than Project	Less than Project
Public Services	Less than significant	Less than Project	Greater than Project, but still less than significant	Less than Project
Transportation	Less than significant	Less than Project	Less than Project	Less than Project
Tribal Cultural Resources	Less than significant with mitigation	Less than Project, and no mitigation	Same as Project	Less than Project, but same mitigation measures
Utilities and Service Systems	Less than significant	Less than Project	Less than Project	Less than Project
Reduce Impacts of the Project?		Yes	Yes	Yes
Areas of Reduced Impacts Compared to the Project		16	13	15

Table 7-4: Comparison of the Proposed Project and Alternatives' Ability to Meet Objectives

	Project	Alternative 1: No Project / No Development	Alternative 2: No Project / Buildout of Existing Zoning	Alternative 3: Reduced Project
Create a comprehensive master plan for the Specific Plan area to provide a mix of industrial and business park uses with supporting infrastructure facilities	Yes	No	No	No
Provide economic opportunities and job growth within the Bloomington community by enhancing the community's available range of industrial and business park employment generating uses	Yes	No	No	Partially met, but fewer jobs would be provided in comparison to the Project ⁵
Provide for a master-planned, job-producing development near the I-10 corridor to accommodate uses that benefit from access to the regional transportation network	Yes	No	No	No
Allow for the accommodation of industrial, light manufacturing and assembly, warehouse distribution, and logistics buildings that are designed to attract a range of users and are economically competitive with other buildings of these types in the region	Yes	No	No	No
Identify and provide for the installation and ongoing maintenance of water, sewer, drainage, and road facility infrastructure to adequately serve the Specific Plan area	Yes	No	No	Partially met, but fewer infrastructure improvements would occur as only Site 1 would be developed
Provide guidelines and standards for building and site development aesthetics that provide a well-defined identity for the Specific Plan development	Yes	No	No	No
Provide guidelines for sustainable development design that reduces potable water use, energy use, and fossil fuel consumption	Yes	No	No	No
Provide an area in which replacement housing units could be built pursuant to Senate Bill 330	Yes	Not Applicable	Not Applicable	Yes

⁵ CEQA is an environmental protection statute that is concerned with the physical changes to the environment (CEQA Guidelines Section 15358(b)). The environment includes land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance (CEQA Guidelines Section 15360). Any economic and social effects of the proposed project are not treated as effects on the environment (CEQA Guidelines Sections 15064(e) and 15131(a)). Therefore, consistent with CEQA, the Draft EIR includes an analysis of the Project's potentially significant physical impacts on the environment and does not include a discussion of the Project's or any alternative's economic feasibility. Nevertheless, Alternative 3 would provide significantly fewer jobs in comparison to the Project (321 jobs whereas the Project would potentially generate up to 2,708 jobs at buildout, which would be a 91.6 percent reduction in jobs under this alternative). Further, Alternative 3 would result in a significant reduction in leasable building space, which would in turn significantly reduce the return on investment for the Project Applicant.

9. EIR Preparers and Persons Contacted

8.1 EIR PREPARERS

County of San Bernardino

Miguel Figueroa, Land Use Services Director
Gina Gibson-Williams, Planning Manager
Maryn Wells, Senior Planner

EPD Solutions, Inc.

Jeremy Krout, AICP
Konnée Dobrevá, JD
Meaghan Truman
Renee Escario
Allison Dagg
Brady Connolly
Clara Eddy

Urban Crossroads, Air Quality Impact Analysis, Greenhouse Gas Analysis, Health Risk Assessment

Haseeb Qureshi
Michael Tirohn

Urban Crossroads, Noise Impact Analysis

Bill Lawson, PE, INCE

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