CHAPTER 3 Project Description

This project environmental impact report (EIR) has been prepared in compliance with the procedural and substantive requirements of the California Environmental Quality Act of 1970 (CEQA) to address the potential environmental impacts resulting from implementation of The Palm/Industrial Distribution Center Project (proposed project). In accordance with Section 15161 of the 2011 CEQA Guidelines, this EIR includes project-specific environmental analysis for the proposed project.

3.1 PROJECT LOCATION

The project site is contained within the United States Geological Survey (USGS) 7.5-minute series topographical map for San Bernardino North. The project site is located in the City of San Bernardino (City), San Bernardino County (County), California (State); Assessor's Parcel Number (APN) 266-041-62. Refer to Figure 3-1 (Regional Location Map).

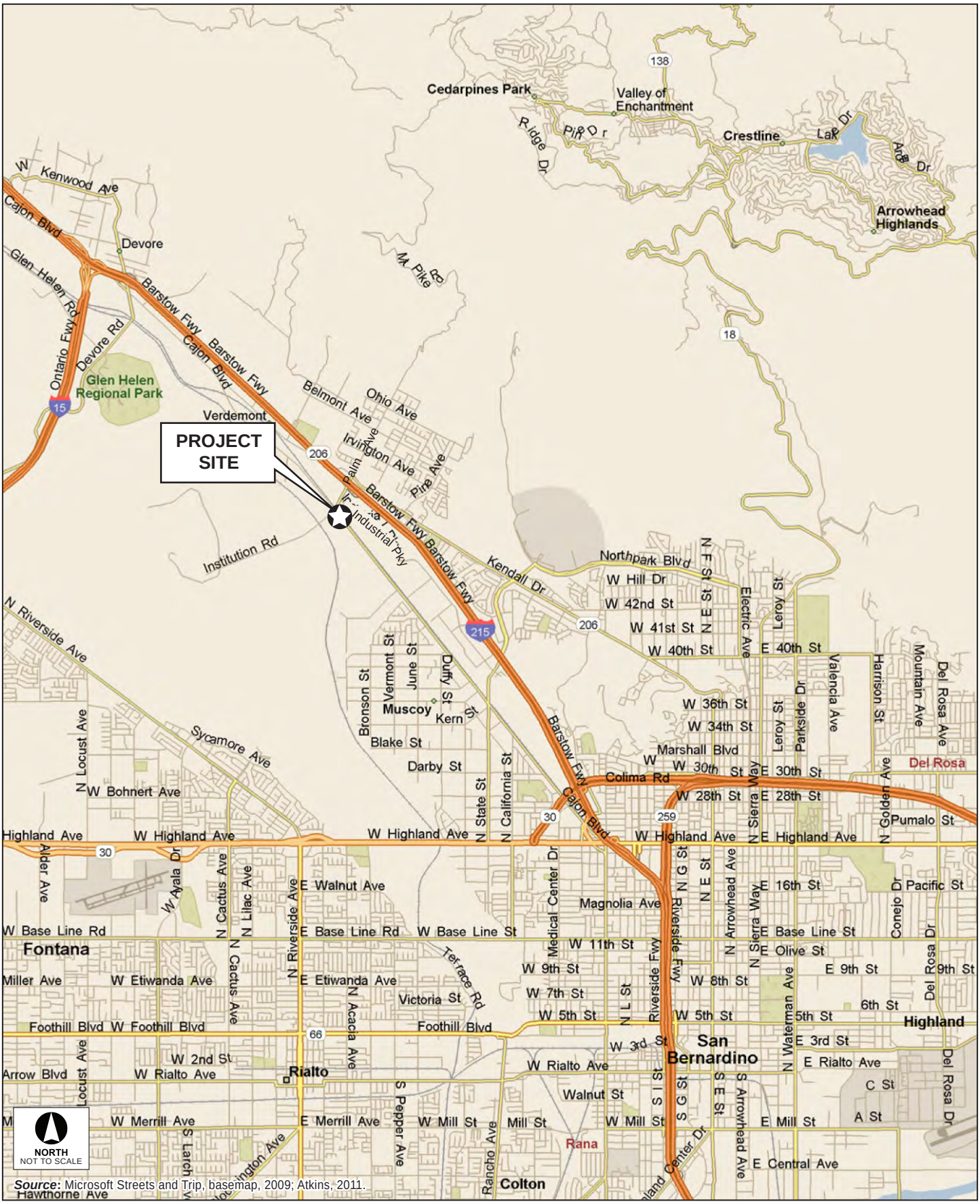
The approximately 38.4-acre project site is located adjacent (south) to Interstate 215 (I-215), and approximately 3 miles east of Interstate 15 (I-15). Specifically, the project site is situated on the northeast corner of the intersection of Palm Avenue and Industrial Parkway. Refer to Figure 3–2 (Project Location Map).

3.2 SITE CHARACTERISTICS

The project site is currently vacant. The project site has two hill features within its boundaries that occupy approximately 35 percent of the property. The flat terrain of the project site is located between 1,640 and 1,680 feet (ft) above sea level (ASL), with the larger of the two hill features reaching 1,805 ft ASL. The majority of the flat terrain has been disked, though the undisked portions and hill features support the California sagebrush-California buckwheat series vegetation community.

3.2.1 Existing Uses

Historically, the project site was reported to have been vacant until the construction of Camp Ono, a United States Army installation that operated during World War II. Camp Ono served multiple purposes, including as a depot, manufacturing facility, munitions storage, and prisoner-of-war camp. The project site itself was reportedly used for tent manufacturing. The camp was closed in June 1947. Since that time, no reported development has occurred on the project site.



Source: Microsoft Streets and Trip, basemap, 2009; Atkins, 2011.

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Figure 3-1

Regional Location Map

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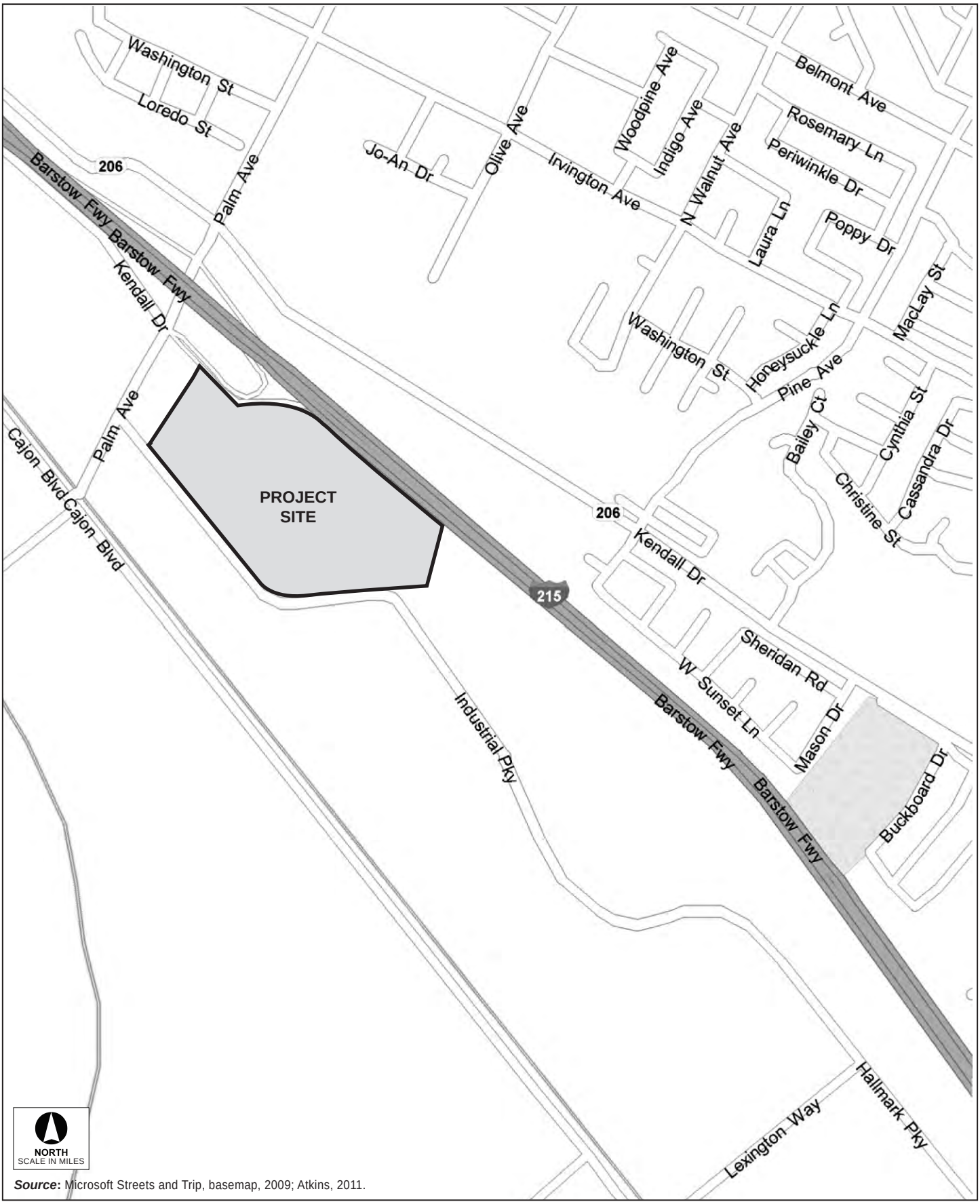

***Source*:** Microsoft Streets and Trip, basemap, 2009; Atkins, 2011.

Figure 3-2
Project Location Map

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3.2.2 Land Use and Zoning Designations

The project site is within the Industrial Light (IL) land use category, as established in the City's General Plan. See Figure 3-3 (Land Use Map). The project site and a large contiguous area to the south, east, and west are currently zoned Industrial. The project site is adjacent to, and immediately north of, the Northwest Redevelopment Area.

3.2.3 Adjacent Land Uses

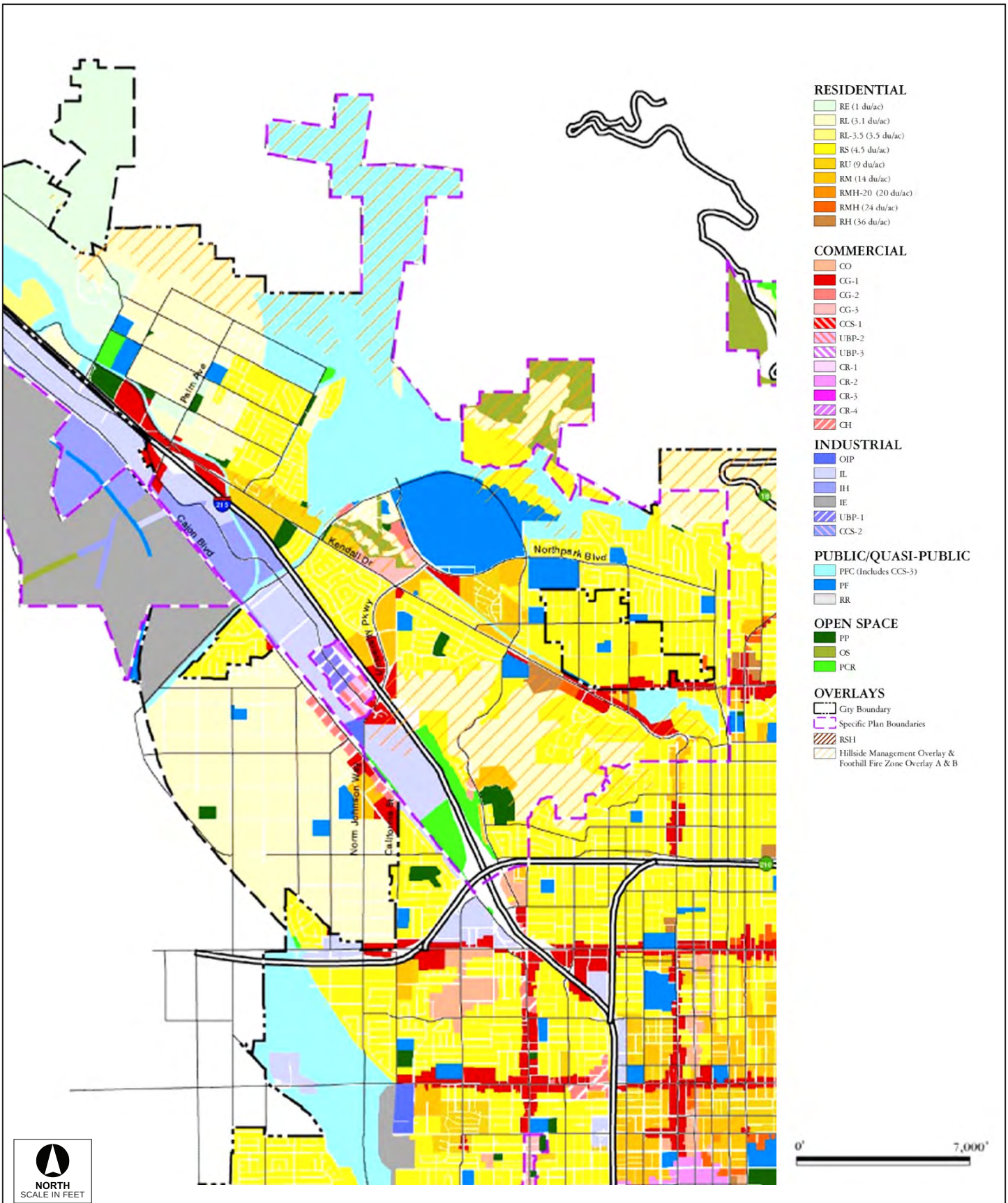
Some commercial uses exist along the I-215 frontage and on Palm Avenue; commercial and single-family residential occurs north of Kendall Drive, on the north side of Highway 215. A summary of adjacent land uses is as follows:

- **North:** I-215 is northeast of the project site. Beyond I-215 are various commercial industries and a large residential community. The on-ramp to the southbound I-215 runs directly north of the project site. A Denny's Restaurant and gas station are northwest of the project site, adjacent to Palm Avenue. The land north of Palm Avenue is vacant. The lot at the southeast corner of Palm Avenue and Industrial Parkway (northwest of the project site) is vacant.
- **South:** Directly south of Industrial Parkway is both vacant property and active development, similar to the proposed project. Historic Route 66 and railroad tracks lie beyond this development.
- **East:** I-215 runs along the northeast boundary of the project site. Directly east of I-215, approximately 500 feet from the project site, is the residential community of Verdemont. The hills that currently occupy the project site are visible from the residential community.
- **West:** Directly west of the project site, across Industrial Parkway, is an industrial development.

3.3 PROJECT CHARACTERISTICS

3.3.1 Project Objectives

- Serve as a premier warehouse distribution facility.
- Bring jobs to the City of San Bernardino.
- Provide an urban landscape that will enhance the aesthetic and visual quality of the area.
- Provide an expanded economic base for the City.
- Provide the infrastructure necessary to meet project needs in an efficient and cost effective manner.
- Locate the project near to similarly industrial business on a properly zoned industrial site.
- Develop a regional distribution facility on a single large piece of land.
- Locate the project near regional freeway and transit facilities.



***Source*:** The City of San Bernardino, General Plan, 2005.

Figure 3-3
Land Use Map

ATKINS

3.3.2 Proposed Development

The proposed project includes the construction of a warehouse/distribution facility consisting of a single building totaling 678,275 square feet (sf) on 38.4 acres. Lot coverage would be 43 percent and the building height of the proposed project would not exceed 40 ft above pad level. See Figure 3-4 (Site Elevations). The existing hill features located on site would be leveled and approximately 200,000 cubic yards of soil exported. The remainder of soil would be balanced on site. As a result of the San Bernardino Association of Governments (SANBAG) grade separation project on Palm Avenue just west of the project site, the grade of the intersection of Palm Avenue and Industrial Parkway will be raised 9 feet compared to its current elevation. The building pad for the proposed project would occupy a level plane from that elevation point southward. Therefore, the finished grade for the building would be lower compared to Industrial Parkway at its northern end than at its southern end, as the grade from the intersection slopes 53 feet downward to the S-curve at the southern boundary of the project site. The finished grade for the building would be approximately 53 feet above Industrial Parkway and approximately level with the grade of I-215 at its southern end, with the grade differential diminishing for Industrial Parkway diminishing to near 0 as one travels north on that street, and increasing on I-215 to 25 feet as one travels north on I-215. The proposed project would include an office area, with a cross-dock loading configuration. In addition, the proposed project would include an 8-foot wrought-iron fence around the perimeter, a guard shack at the entry on Industrial Parkway. Two 8-foot screenwalls would be constructed on the west side of the truck yard on both sides of the building. Approximately 12 percent of the project site would be landscaped. See Figure 3-5 (Site Plan). Table 3-1 (Summary of Proposed Project Characteristics) provides a summary of the proposed project's characteristics.

Table 3-1 Summary of Proposed Project Characteristics

Component	*Site Characteristics*
Proposed Land Use	Industrial Light Land Use as Distribution Center
Total Square Feet of Proposed Development	Warehouse: 678,275 sf (43% Lot Coverage)
Proposed Building Height	40 feet
Proposed Project Access	Regional access to the project site would be provided via I-215. Direct access to the site would be provided via Palm Avenue and Industrial Parkway.

Project Site Layout

The front of the proposed project would be sited along Industrial Parkway. As shown in Figure 3-5, the office would be located at the northwest corner of the proposed building, with trailer docking stations located along the eastern- and western- facing portion of the warehouse/distribution facility.

Parking and Access

The access driveway to the project site would be from Industrial Parkway at the northern corner of the project site. All traffic into the project site would be cleared through a guard shack. The vast majority of traffic would access Industrial Parkway via Palm Avenue, off I-215, although some traffic may utilize I-215 to University and Industrial Parkway. Figure 3-4 (Site Elevations), Figure 3-5 (Site Plan), Figure 3-6A (Enlarged Site Plan A), and Figure 3-6B (Enlarged Site Plan B) show the proposed project's overall design and site layout.

3.3.3 Construction Schedule

Construction is expected to commence as early as the third or fourth quarter of 2011. Construction is expected to last approximately 22 months and would occur in three phases:

- Phase 1—approximately 12 months of excavation, grading and site preparation
- Phase 2—approximately 7 months of building construction, including pouring the building foundation, forming the concrete panels that will become the sides of the building and erecting (tilting up) the structure
- Phase 3—approximately 3 months of finishing and landscaping

3.4 INTENDED USES OF THIS EIR

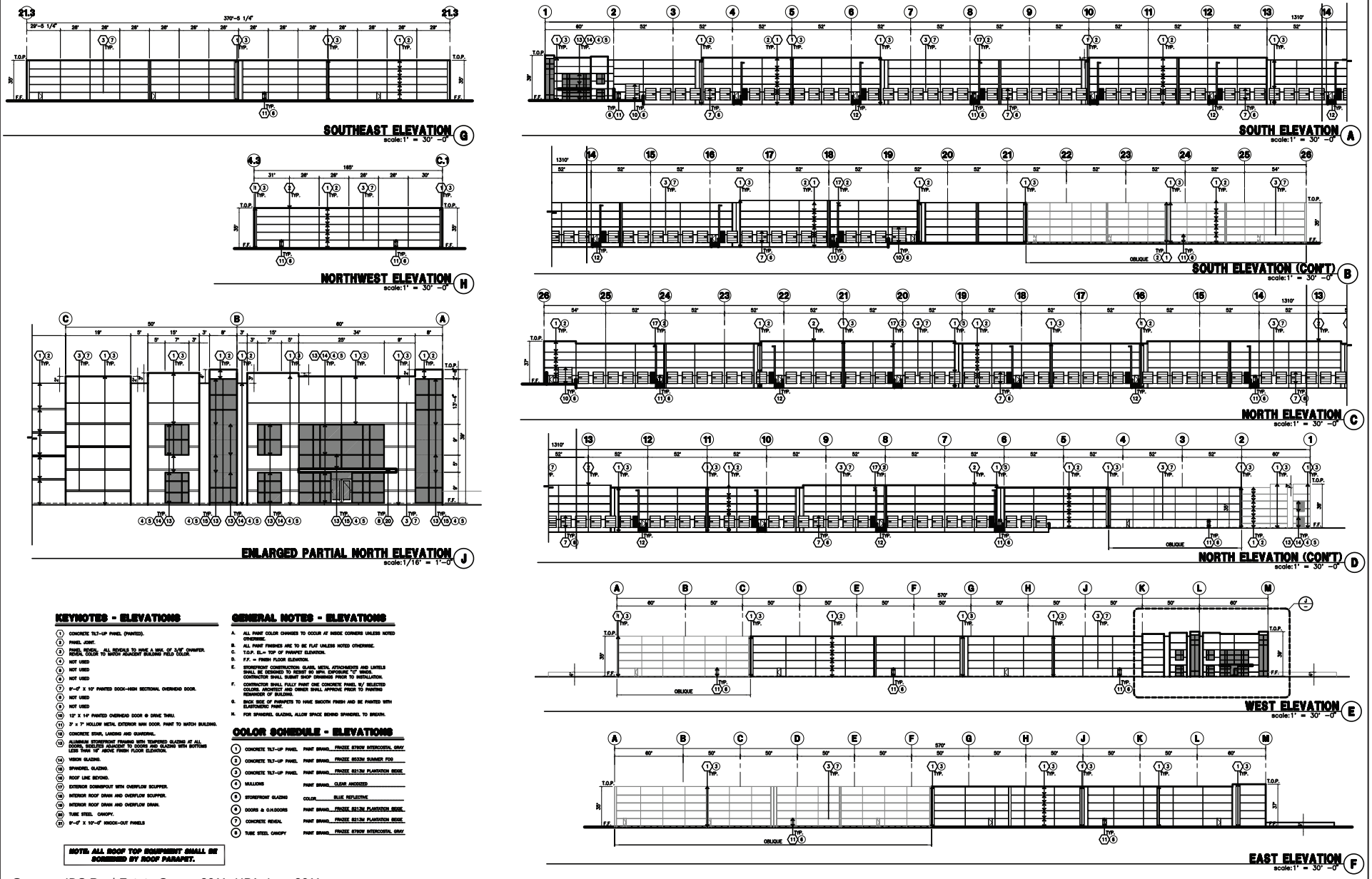
This EIR has been prepared to analyze environmental impacts associated with the construction and operation of the proposed project and to also address appropriate and feasible mitigation measures or project alternatives that would minimize or eliminate these impacts. This document is intended to serve as an informational document. Additionally, this EIR would provide the primary source of environmental information for the Lead Agency to consider when exercising any permitting authority or approval power directly related to implementation of the proposed project.

This EIR is intended to provide decision-makers and the public with information that enables them to consider the environmental consequences of the proposed action. This EIR identifies significant or potentially significant environmental effects, as well as ways in which those impacts can be reduced to less-than-significant levels, whether through the imposition of mitigation measures or through the implementation of specific alternatives to the proposed project.

3.5 PUBLIC ACTIONS AND APPROVALS REQUIRED

The City is the Lead Agency with the authority to carry out or approve the proposed project. City actions required for project approval include:

- Certification of the EIR
- Issuance of permits for construction and operation of infrastructure
- Other City Commissions approvals, as necessary



***Source*:** IDS Real Estate Group, 2011; HPA, Inc., 2011.

Figure 3-4
Site Elevation

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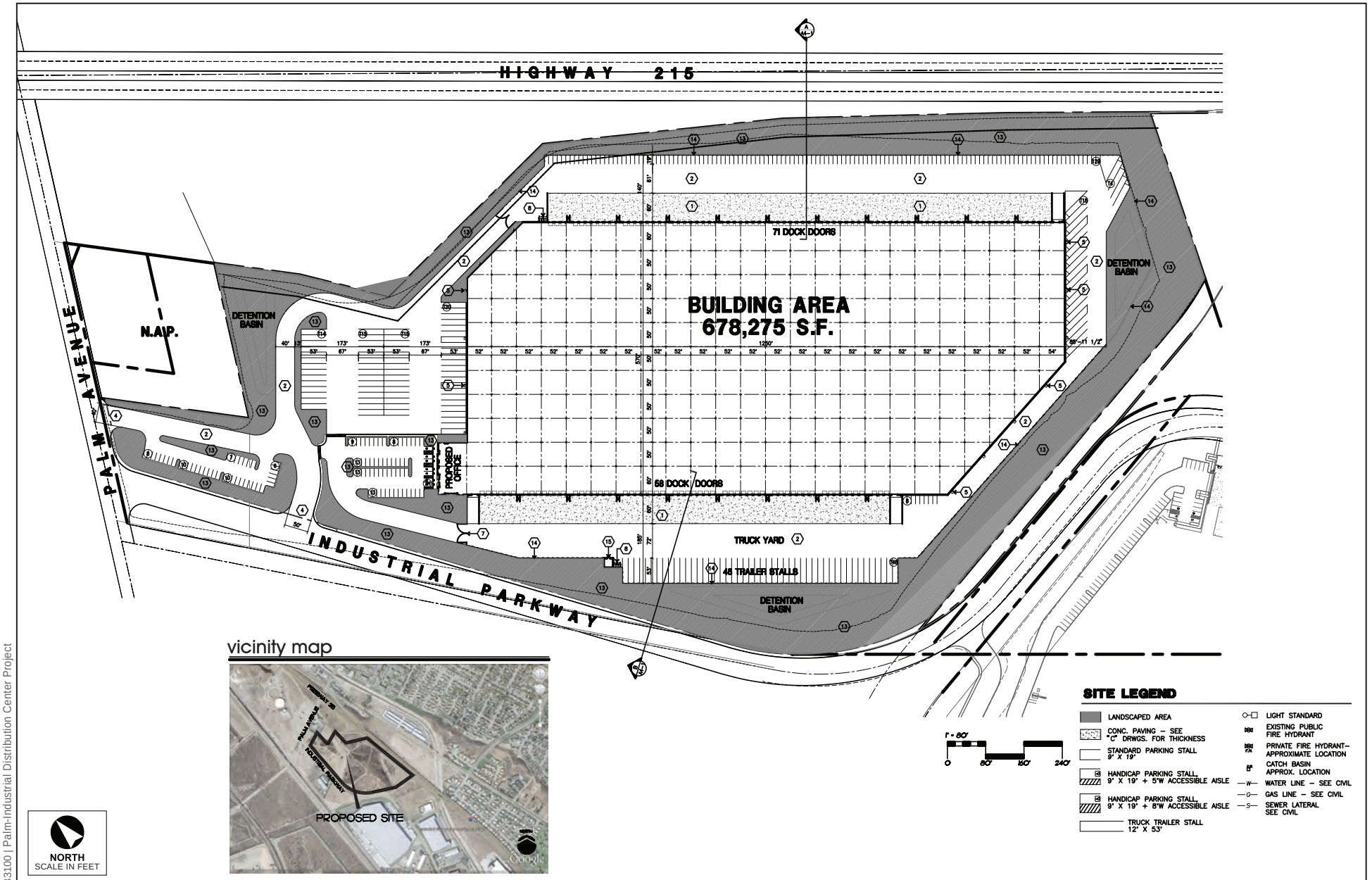
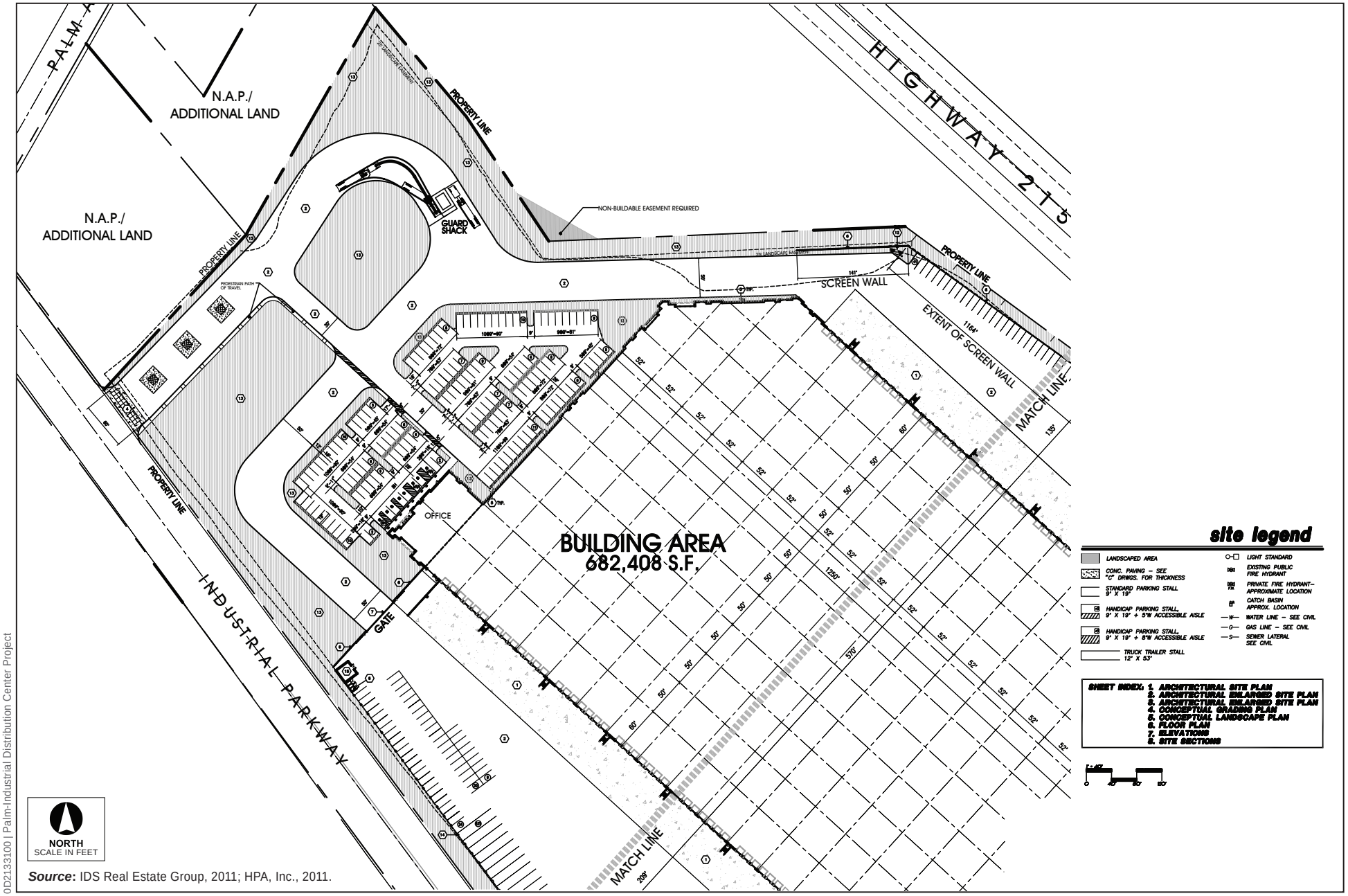


***Source*:** IDS Real Estate Group, 2011; HPA, Inc., 2011.

Figure 3-5
Site Plan

ATKINS



***Source*:** IDS Real Estate Group, 2011; HPA, Inc., 2011.

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Figure 3-6A
Enlarged Site Plan A

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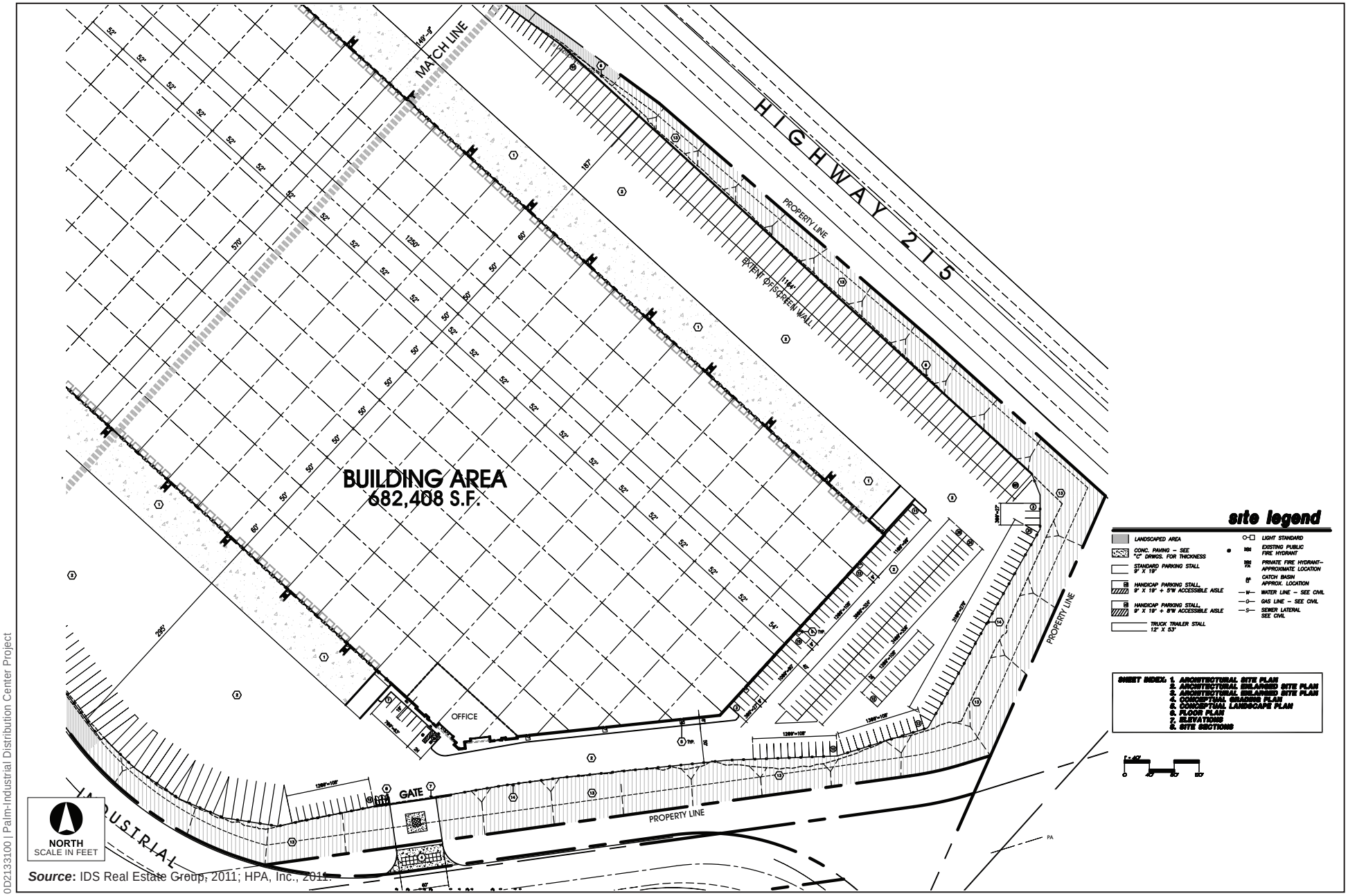

***Source*:** IDS Real Estate Group, 2011; HPA, Inc., 2011.

Figure 3-6B
Enlarged Site Plan B

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In addition to the City, other agencies, including federal, state, and regional responsible agencies, have discretionary authority over certain aspects of development projects, including, but not limited to:

- **South Coast Air Quality Management District:** Authority to Construct and an Operating Permit for operation of on-site mechanical equipment
- **Regional Water Quality Control Board:** Issuance of a NPDES permit for dewatering during construction of the proposed project and alteration of on-site hydrology
- Any other discretionary or ministerial approvals required for adoption and implementation

3.6 TECHNICAL, ECONOMIC, AND ENVIRONMENTAL CHARACTERISTICS

The proposed project's technical characteristics are described in Section 3.3 (Proposed Project Characteristics). The site's environmental characteristics, including the environmental setting and anticipated environmental impacts, are described in Chapter 4 (Environmental Analysis). The proposed project would bring economic benefits to the City, including an expanded economic base and additional sources of employment. Approximately 500 new jobs would be created by the proposed project.

In addition, construction employees would be needed to construct the proposed project. It is anticipated that the construction of the proposed project would generate a number of short-term employment opportunities. The maximum number of anticipated jobs associated with construction of the proposed project would be approximately 60. Due to their temporary nature, these short-term jobs would most likely be filled by persons already employed in the construction industry in the area, and thus not constitute a significant source of new employment opportunities for the City or a source of new population growth. An additional discussion of the economic characteristics of the proposed project is provided in Section 5.4 (Growth-Inducing Impacts).

3.7 CUMULATIVE DEVELOPMENT SCENARIO

3.7.1 Introduction

CEQA Guidelines Section 15130(a) states that:

> An EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable, as defined in Section 15065(a)3. Where a Lead Agency is examining a project with an incremental effect that is not cumulatively considerable, a Lead Agency need not consider that effect significant, but shall briefly describe its basis for concluding that the incremental effect is not cumulatively considerable.

CEQA Guidelines Section 15130(b)(1) states that a discussion of cumulative impacts can be based on:

> A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency.

or on:

> A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact.

The aggregate effects of past, present, and reasonably foreseeable actions of a proposed project, in combination with other related projects within reasonable geographic bounds, typically cause cumulative effects. CEQA Guidelines Section 15130 requires a discussion of the cumulative impacts of a proposed project when, in combination with other related projects, it is cumulatively considerable. A proposed project would not contribute to a cumulative impact for a specific environmental issue if the proposed project, by itself, would have no impact on that issue. Therefore, cumulative analyses are not conducted for those environmental issues that the NOP determined would not be impacted by the proposed project. Only those issues which the proposed project would impact, regardless of whether that impact would be significant or not, are addressed in this cumulative impacts analysis.

3.7.2 Related Projects

To identify projects that should be included on the cumulative related projects list, as described above CEQA Guidelines Section 15130(b)(2) states in part that:

> Factors to be considered when determining whether to include a related project should include the nature of each environmental resources being examined, the location of the project and its type.

In other words, the list of related projects that can be used to assess cumulative impacts may vary according to the type of environmental resource being analyzed. For example, an analysis of cumulative traffic impacts could be limited to related projects within a defined geographic radius from the project site. Similarly, when using the summary of projections approach, the particular planning documentation should be referenced.

For the purposes of this EIR, the potential cumulative effects of the proposed project are based upon a list of projects identified by the City and neighboring jurisdictions, as well as build-out of the City's General Plan or other criteria, depending upon the specific impact being analyzed. The list of related projects within the vicinity of the proposed project is provided in Table 3-2 (List of Related Development Projects); however, this list is not used to assess cumulative impacts associated with all environmental issues. For most environmental issues, the appropriate cumulative projects information to evaluate cumulative impacts is that described in City's General Plan or the South Coast Air Quality Management District (SCAQMD) Plan. For example, analysis of cumulative air quality impacts would be done with reference to the relevant air basin and analysis of cumulative school impacts would be assessed with reference to the applicable school district. Because the choice of approach to the cumulative analysis (related projects list or summary of projections) used varies according to the type of environmental issue, the discussion of cumulative impacts specifies when the related projects list is used to assess a particular impact area or which adopted planning documents were used.

Table 3-2 List of Related Development Projects

Project	*Location*	*Land Use*	*Size*	*Status*
1	Single-Family Residential—N. Little League Dr., between Verdemont Dr. and Meyers Rd.	Residential	92 du	Approved
2	Single-Family Residential—West of Chestnut Ave.	Residential	127 du	Approved
3	Campus Parkway—North of Campus Pkwy. between Northpark Blvd. and Kendall Dr.	Residential Retail (Specialty)	22 du 8,800 sf	Proposed
4	Student Enrollment Increase—5500 University Pkwy.	University	1,983 sf	Planned
5	The Promenade Mixed-Use—West of Cal State Univ. San Bernardino	Mixed-Use Live/Work	166 du	Approved
6	University Park Community Retail—Southwest corner of Cal State Univ. San Bernardino	Retail/ Restaurant	33,055 sf	Approved
7	Single-Family Residential—Northwest corner of Magnolia Ave. and Ohio Ave.	Residential	38 du	Approved
8	Single-Family Residential—Northeast corner of Magnolia Ave. and Verdemont Dr.	Residential	48 du	Approved
9	Lytle Creek North—Mixed-Use	Residential/ Retail/	2,234 single-family du 172 multi-family du 218 sf (retail) 899 sf open space	Approved/ Partially Developed (in County area)
10	Spring Trails	Residential	329 du	Proposed
11	Kendall Plaza	Retail	132,000 sf (retail)	Approved
12	University Hills	Residential	980 du	Approved
13	Kendall & Palm—Mixed-Use	Commercial/ Retail	3,000 sf (mini market) 5,000 sf (multi-tenant) Auto Service Station	Approved
14	San Bernardino Association of Governments (SANBAG) Palm Avenue grade separation	Grade separation	N/A	In environmental review

SOURCE: City of San Bernardino 2010

sf = square feet; du = dwelling units