

**CITY OF SAN BERNARDINO
DEVELOPMENT SERVICES
INITIAL STUDY**

**CITY OF SAN BERNARDINO
INITIAL STUDY FOR**

**Gate City Beverage Expansion
Development Permit No. 12-03
Tentative Parcel Map No. 19361 (Subdivision No. 12-02)**

PROJECT DESCRIPTION/LOCATION:

The project includes Development Permit II and Parcel Map applications to expand the existing Gate City Beverage facility which is currently located on 10.45 acres at 2505 Steele Road. The proposed expansion would include the demolition of three existing buildings with a total building area of 26,072 square feet on 7.09 acres and construction and operation of a new 24,953 building to include vehicle maintenance and warehousing. The project also includes a Parcel Map to merge the five existing parcels in the expansion area, vacate the portion of Industrial Road located easterly of Steele Road consisting of 1.44 acres, and merge these with the existing two parcels of 10.45 acres, resulting in a combined area of 17.54 acres. The project site is located easterly of Steele Road, northerly of Wier Road, southerly of the Union Pacific Railroad, and westerly of Gage Canal. Assessor's Parcel Numbers 0141-391-01, -02, -04, -05, and -06, and 0141-392-03 and -04.

DATE:

April 2012

PREPARED FOR

Arco Beverage Group
900 North Rock Hill Road
St. Louis, Missouri 93119

PREPARED BY

Hogle-Ireland, Inc.
1500 Iowa Avenue, Suite 110
Riverside, California 92507
949-553-1427

REVIEWED BY

Independently reviewed, analyzed, and exercised judgment in making the determination, by the Development/Environmental Review Committee on March 29, 2012, pursuant to Section 21082 of the California Environmental Quality Act (CEQA).

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The California Environmental Quality Act (CEQA) requires the preparation of an Initial Study when a proposal must obtain discretionary approval from a governmental agency and is not exempt from CEQA. The purpose of the Initial Study is to determine whether a proposal, not exempt from CEQA, qualifies for a Negative Declaration or whether an Environmental Impact Report (EIR) must be prepared.

1. **Project Title:** Gate City Beverage Expansion
Development Permit No. 12-03
Tentative Parcel Map No. 19361 (Subdivision No. 12-02)

2. **Lead Agency Name:** City of San Bernardino
Address: 300 North "D" Street
San Bernardino, California 92418

3. **Contact Person:** Aron Liang, Senior Planner
Phone Number: 909-384-5057

4. **Project Location (Address/Nearest cross-streets):**

The project site is proposed for the northerly portion of Industrial Road, east of Steele Road, located at 520, 590, and 606 Industrial Road with the existing facility located southerly of Industrial Road located at 2505 Steele Road, San Bernardino, California 92408 (See Exhibit 1, Regional Context and Vicinity Map).

5. **Project Sponsor:** ARCO Beverage Group
Address: 900 North Rock Hill Road
St. Louis, Missouri 93119

6. **General Plan Designation:** IL (Industrial Light)

7. **Description of Project (Describe the whole action involved, including, but not limited to, later phases of the project and any secondary, support, or off-site feature necessary for its implementation. Attach additional sheets, if necessary):**

The proposed project includes the expansion of the existing Gate City Beverage Distributors facility. The expansion would include an additional 24,953 square feet to include office, warehousing, and a vehicle maintenance facility. With the expansion, the total building size for the facility would be 238,074 square feet. The expansion area consists of the area directly north of the existing facility, including the vacation of Industrial Road easterly of Steele Road. The expansion area alone consists of 7.09 acres (5.65 acres existing parcels, 1.44 acres Industrial Road) and the entire facility area would encompass 17.54 acres.

The project site is currently developed with three structures, two structures of approximately 26,072 square feet of warehouse/distribution development, a 15,109 square feet light industrial building, and parking. Recent uses on the project site included a trucking company, an automobile maintenance facility, and a dental equipment repair facility. These uses have since vacated in anticipation of the proposed expansion. Industrial Road east of Steele Street will also be demolished. Construction of the facility is estimated to take six months beginning in June 2012, after entitlement and plan check approval.

The expansion area will include twenty (20) automobile parking spaces in addition to the 91 truck parking spaces. Total parking provided for the facility would be 181 automobile and 153 truck parking spaces. Primary vehicular access would be provided via separate driveways onto Steele Road. The project will connect to a 12-inch sewer main under Industrial Road, east of Steele Street, that will become private once the right-of-way is vacated. The existing 8-inch water main under Industrial Road, east of Steele Street, will

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also become private upon vacation. The existing water main under Industrial Road will be cut east of the centerline of Steele Road and turn 45 degrees towards the south side of the proposed driveway approach to a detector check assembly. Fire flow will be provided to the project site through the private portion of the 8-inch water main. Domestic water will be connected via lateral to the public main at the intersection of Industrial Road at Steele Street. Dry utilities will connect to existing infrastructure within the right-of-way of Industrial Road. The project will follow the existing drainage pattern of the site and drain to a proposed detention basin to be located at the northwestern corner of the site. Stormwater flows will be conveyed through sheet flow, gutters, and on-site storm drains.

Additional landscaping is proposed within the expansion area of the project site, generally along the perimeter of the site and within the detention basin. Landscaping will include bottle trees accent by rosemary, gold lantana, blue chalksticks, red yucca, dwarf text ranger on a base of tufted hair grass and deer grass. The project would remove the existing trees and landscaping located on the north and south sides of Industrial Road. The project includes ten-foot tall concrete masonry block wall along the northern and eastern sides of the expansion area that will connect with the existing wall on the eastern side of the existing facility. Wrought iron fencing is proposed along the expansion area's western boundary that will tie into the existing fencing along Steele Road. A guardhouse with wrought iron gate is proposed within the expansion area that is accessed from the proposed knuckle at the intersection of Steele Road and Industrial Road.

The proposed building will provide additional storage capacity and the ability to perform vehicle maintenance on-site, rather than off-site in Loma Linda, California as is it is currently performed. The building will also accommodate storage for promotional products and possibly unrefrigerated beverages. Although the facility size and building area is expanding, no expansion of operations is planned for the facility that would increase the amount truck trips to or from the facility; however, three to four new employees will be hired to staff the maintenance facility.

The City of San Bernardino is the only land use authority for this project and this project will require the following City approvals:

- Development Permit to authorize development of the proposed site and building improvements and the warehouse and distribution operation.
- Parcel Map that would include the vacation of Industrial Road east of Steele Road and merge the area from seven (7) parcels into one (1) 17.54 acre parcel.

The environmental analysis provided herein focuses on physical changes to the environment resulting from approval of the Development Permit. The proposed parcel merger will not result in any direct physical changes to the environment.

8. Surrounding Land Uses and Setting:

The expansion area is currently developed with three buildings that are currently vacant. These were recently occupied with businesses that generated approximately 100 heavy truck trips daily in addition to daily employee and customer trips. At full occupancy, the existing structures would generate approximately 198 daily trips, based on the Institute of Traffic Engineers (ITE) trip generation rates. These businesses recently vacated these buildings due to the proposed expansion. The site is nearly entirely paved with landscaping primarily located within the existing Industrial Road right-of-way. The surrounding area is primarily developed with industrial land uses with the area to the south of the existing facility developed with multi family residential. A Union Pacific Rail line is located immediately north of the expansion area and the Gage Canal (located underground) is located immediately east of the expansion area and existing facility. A 30 foot wide easement for rail purposes splits the expansion area extending from the adjacent Union Pacific line and extending south. This easement is to be quitclaimed with the proposed parcel map. Access to the site is

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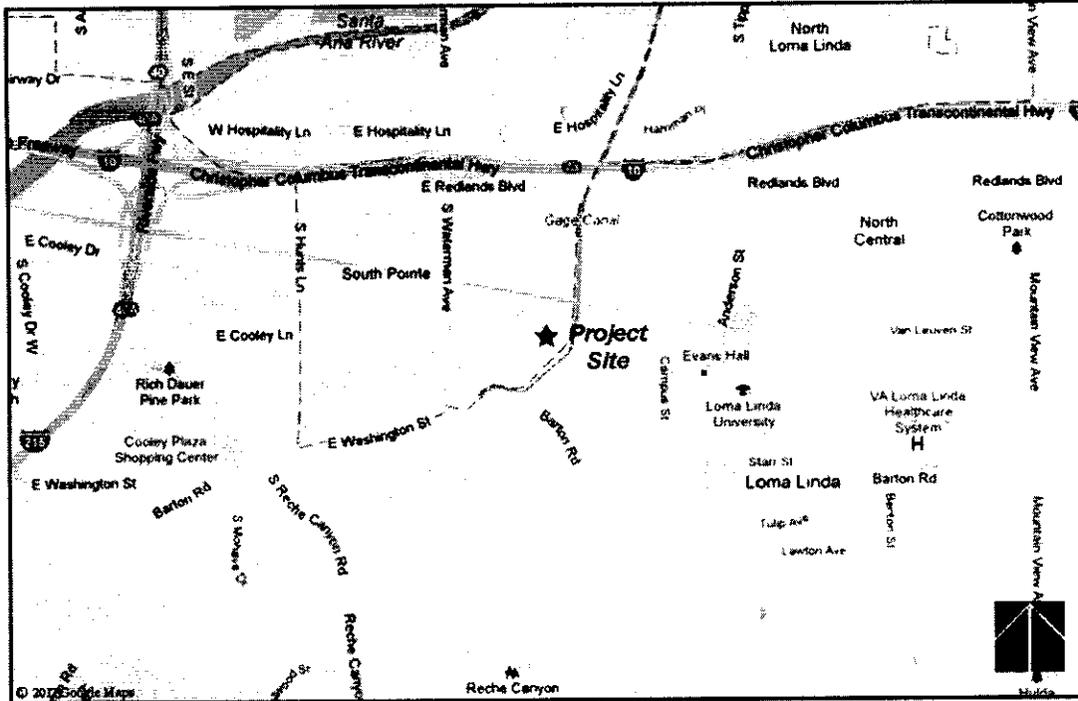
provided via Steele Road which connects to Waterman Avenue via Commercial Road. No overhead utility lines exist within the boundaries of the project site.

| Direction | General Plan Designation | Zoning District | Existing Land Use |
|--------------|--|--|--------------------------------|
| Project Site | Industrial Light (IL) | Industrial Light (IL) | Industrial, Vacant Railroad |
| North | Industrial Light (IL) | Industrial Light (IL) | Industrial Residential |
| South | Residential Medium High (RMH) | Residential Medium High (RMH) | Multi Family Residential |
| East* | Medium Density Residential | Mobile Home Park (R4) | Gage Canal Residential |
| West | Industrial Light (IL) Residential Medium High (RMH) | Industrial Light (IL) Residential Medium High (RMH) | Industrial |

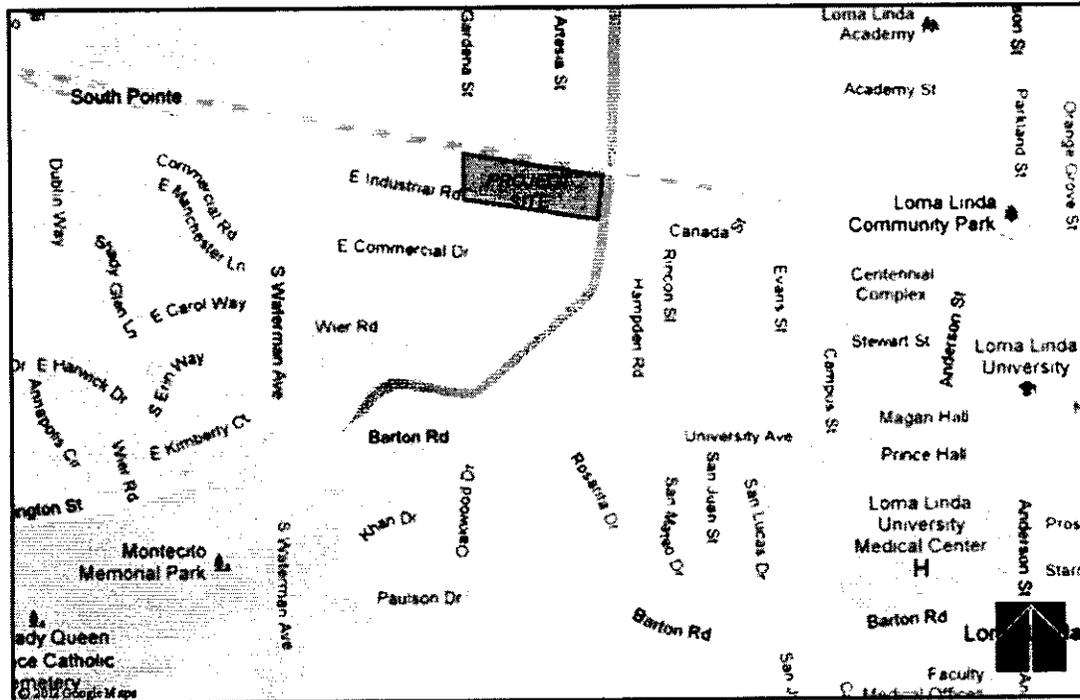
* City of Loma Linda

9. Other agencies whose approval is required (e.g., permits, finance approval, or participation agreement):

- Santa Ana Regional Water Quality Control Board
 - Storm Water Pollution Prevention Plan (SWPPP)
 - Water Quality Management Plan (WQMP)



Regional Context Map

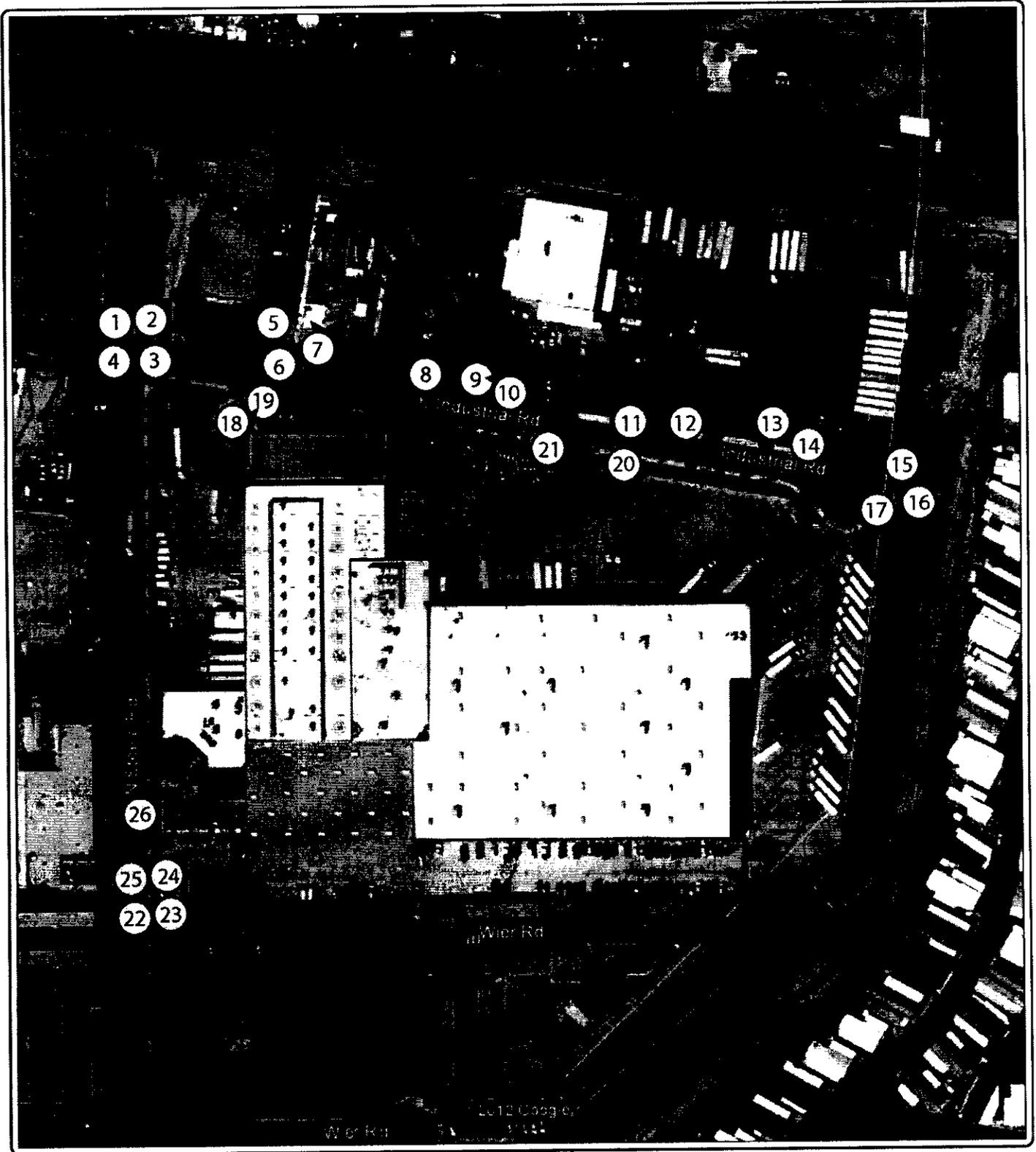


Vicinity Map



Exhibit 1: Regional/Vicinity Map

Gate City Beverage
San Bernardino, California



Not to Scale



Exhibit 4: Photographic Survey

Gate City Beverage
San Bernardino, California



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②



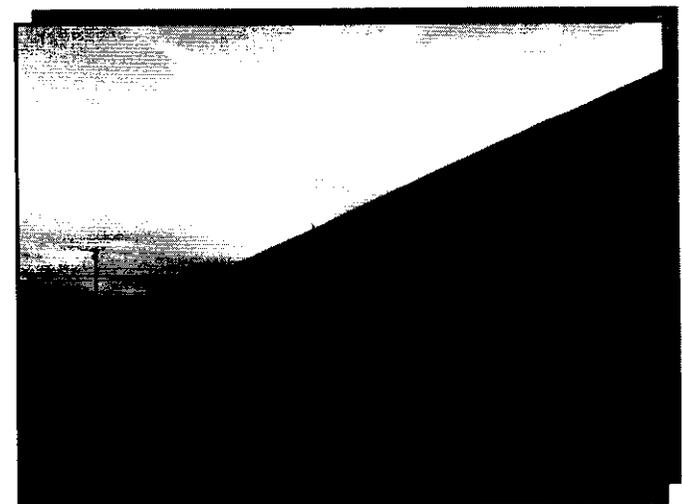
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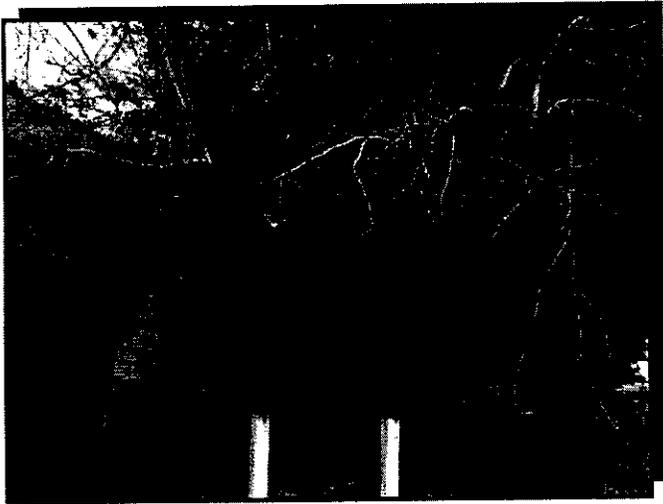


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Exhibit 4: Photographic Survey

Gate City Beverage
San Bernardino, California



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Exhibit 4: Photographic Survey

Gate City Beverage
San Bernardino, California



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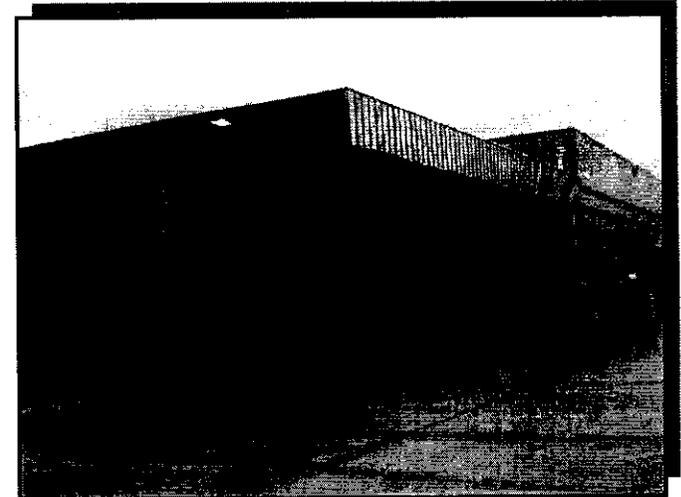
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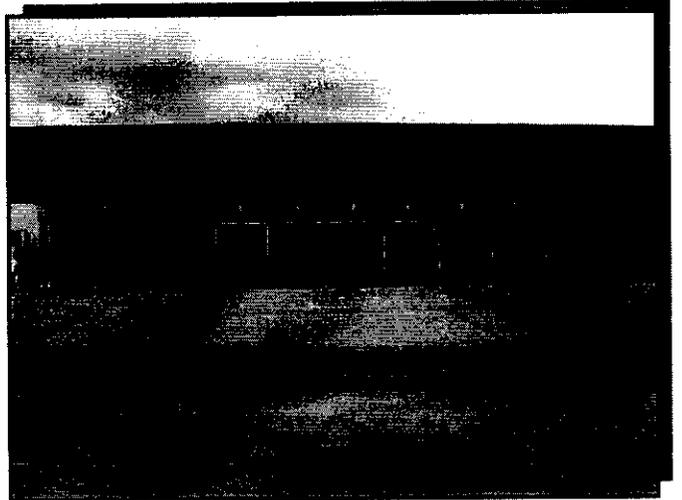


Exhibit 4: Photographic Survey

Gate City Beverage
San Bernardino, California



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Exhibit 4: Photographic Survey

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

On the basis of this Initial Study, the City of San Bernardino Environmental Review Committee finds:

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

Signature

Alan Liang

Date

April 5, 2012

Printed Name

Alan Liang

For

City of San Bernardino

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| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------------|--|-------------------------------------|-------------------------------------|
| I. AESTHETICS – Would the project: | | | | |
| a) Have a substantial adverse effect on a scenic vista as identified in the City’s General Plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially degrade the existing visual character of quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime view in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Other: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

I. a) **Less than Significant Impact.** Scenic vistas can generally be defined as natural landscapes that form views of unique flora, geologic, or other natural features that are generally free from urban intrusions. Typical scenic vistas include views of mountains and hills, large, uninterrupted open spaces, and waterbodies. Scenic vistas generally play a large role in the way a community defines itself and also effects development patterns as projects are designed to take advantage of viewsheds. Scenic vistas can be impacted by development in two ways. Indirectly, a structure may be constructed where it blocks the view of a vista. Directly, a scenic vista itself may be altered (i.e., development on a scenic hillside). The project site is currently primarily vacant with three existing industrial structures. The project is an infill development located in an urban area and is not located within a scenic vista.

Scenic vistas in the project vicinity are limited to views of the San Bernardino Mountains to the north and South Hills to the south located within the City of Loma Linda. The project consists of a single story structure that is consistent in height with surrounding development and will replace similar structures that currently exists on the site. Furthermore, there is no residential or other land uses developed directly adjacent to the proposed expansion area where new construction is proposed; therefore, the project could not block any views of the San Bernardino Mountains or South Hills. Impacts to scenic vistas will be less than significant.

I. b) **No Impact.** The project is not adjacent to a designated state scenic highway as identified on the California Scenic Highway Mapping System.¹ While scenic vistas form a complete viewshed, scenic resources are isolated occurrences of aesthetically pleasing forms. Typical examples of natural scenic resources include rock outcroppings, trees, and prominent ridgelines. Scenic resources can also be man-made, such as architecturally distinctive or historic buildings. The project site is currently developed with three vacant commercial/industrial buildings. On-site vegetation is generally limited to ornamental landscaping and does

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not represent a unique scenic resource. Therefore, no impact to scenic resources visible from a state scenic highway will occur.

- I. c) **Less than Significant Impact.** Development of the proposed project could result in a significant impact if it resulted in substantial degradation of the existing visual character or quality of the site and its surroundings. Degradation of visual character or quality is defined by substantial changes to the existing site appearance through construction of structures such that they are poorly designed or conflict with the site's existing surroundings.

Construction of the proposed expansion area would alter the existing visual character of the site. The area transitions into pockets of multifamily residential south of the existing portion of the facility and a mobile home community to the east beyond the Gage Canal. Although these residential uses exist adjacent to the project site, development to the north and west accommodate industrial uses. This is generally the case for the majority of the surrounding San Bernardino and Loma Linda communities located along the Union Pacific Railroad. The surrounding area has exhibited a transition from industrial development to residential uses away from the Union Pacific Railroad, which is reflected in the General Plan land use designations for the area.

The 10 foot tall block wall proposed along the northern and eastern boundaries of the expansion are designed to match the wall on the eastern border of the existing facility. This wall will provide visual screening of the proposed facility from the residential area to the east. Wrought iron fencing is proposed along the expansion area's western boundary to match the fencing on the existing portion of the facility along Steele Road. The proposed building will be constructed via concrete tilt up panels with accent painted reveals. This construction type and features are consistent with other industrial uses in the area. The project is required to comply with all pertinent design requirements and policies as listed in the City's Community Design Element and Development Code, to assure quality site design and building architecture that is consistent with the character of the area, and screens any potentially offensive views. Impacts to the visual character of the site and the area will be less than significant.

- I. d) **Less than Significant Impact.** Excessive or inappropriately directed lighting can adversely impact night-time views by reducing the ability to see the night sky and stars. Glare can be caused from unshielded or misdirected lighting sources. Reflective surfaces (i.e., polished metal) can also cause glare. Impacts associated with glare range from simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists).

The proposed project includes exterior parking lot and security lighting and building interior lighting; however, this will not increase the amount of ambient light in the surrounding area because existing facilities in the expansion area include similar lighting. The proposed project is required to conform to the City's Development Code standards contained in Section 19.20.030.14 that requires lighting to be recessed or shielded and directed downwards to prevent glare onto adjacent properties. The section also requires lighting fixtures to be appropriate in scale, intensity, and height to the use it is serving. Compliance with the Development Code standards for lighting will ensure that lighting and glare impacts are less than significant. The project does not include any reflective materials such as glass or substantial amounts of polished metal; therefore, no impacts related to glare will occur.

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| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------------|--|------------------------------------|-------------------------------------|
| II. AGRICULTURE AND FOREST RESOURCES: | | | | |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agriculture use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Other | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

- II a) **No Impact.** The map of Important Farmland in California (2010) prepared by the Department of Conservation for San Bernardino County does not identify the project site as being prime farmland, unique farmland, or farmland of Statewide Importance.² In addition, the City of San Bernardino General Plan does not identify any areas for agriculture use. Therefore, there will be no conversion of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance to a non-agricultural use as a result of this project.
- II b) **No Impact.** The Map of San Bernardino County Williamson Act Lands (2004) identifies the project site as being on non-enrolled land.³ In addition the project is currently zoned Industrial Light (IL). Therefore, there will be no conflict with existing zoning for agricultural use or a Williamson Act contract.
- II c) **No Impact.** Public Resources Code Section 12220(g) identifies forest land as *land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.* The project site and surrounding properties are not currently being managed or used for forest land as

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identified in Public Resources Code Section 12220(g). The project site is completely developed and is zoned for urban uses. Development of this project will have no impact to any timberland zoning.

- II d) **No Impact.** As indicated in II.c), the area is designated as non-forest land; thus, there will be no loss of forest land or conversion of forest land to non-forest use as a result of this project.

- II e) **No Impact.** The project site is currently developed with vacant commercial/industrial buildings with no agriculture or forest uses. The project is surrounded by other vacant, residential, or industrial uses. None of the surrounding sites contain existing agriculture or forest uses. Development of this project will not change the existing environment in a manner that will result in the conversion of farmland to non-agriculture use or forest land to a non-forest use.

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| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------------|--|-------------------------------------|-------------------------------------|
| III. AIR QUALITY – Would the project: | | | | |
| a) Conflict with or obstruct implementation of the applicable air quality plan? (South Coast Air Basin) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation based on the thresholds in the SCAQMD's "CEQA Air Quality Handbook?" | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people based on the information contained in Project Description Form? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Other: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

III a) **Less than Significant Impact.** A significant impact could occur if the proposed project conflicts with or obstructs the implementation of South Coast Air Basin 2007 Air Quality Management Plan. Conflicts and obstructions that hinder implementation of the AQMP can delay efforts to meet attainment deadlines for criteria pollutants and maintaining existing compliance with applicable air quality standards. Pursuant to the methodology provided in Chapter 12 of the 1993 SCAQMD CEQA Air Quality Handbook, consistency with the South Coast Air Basin 2007 Air Quality Management Plan (AQMP) is affirmed when a project (1) does not increase the frequency or severity of an air quality standards violation or cause a new violation and (2) is consistent with the growth assumptions in the AQMP.⁴ Consistency review is presented below:

1. The project would result in short-term construction and long-term pollutant emissions that are less than the CEQA significance emissions thresholds established by the SCAQMD, with mitigation incorporated, as demonstrated in Section III et seq herein; therefore, the project could not result in an increase in the frequency or severity of any air quality standards violation and will not cause a new air quality standard violation.

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2. The CEQA Air Quality Handbook indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plans, and *significant projects*. *Significant projects* include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and off-shore drilling facilities; therefore, the proposed project is not defined as *significant*. This project does not include a General Plan Amendment and therefore does not require consistency analysis with the AQMP.

Based on the consistency analysis presented above, the proposed project will not conflict with the AQMP.

- III b) **Less than Significant with Mitigation Incorporated.** A project may have a significant impact if project related emissions would exceed federal, state, or regional standards or thresholds, or if project-related emissions would substantially contribute to existing or project air quality violations. The proposed Project is located within the South Coast Air Basin, where efforts to attain state and federal air quality standards are governed by the South Coast Air Quality Management District (SCAQMD). Both the State of California (State) and the Federal government have established health-based ambient air quality standards (AAQS) for seven air pollutants (known as *criteria pollutants*). These pollutants include ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), inhalable particulate matter with a diameter of 10 microns or less (PM¹⁰), fine particulate matter with a diameter of 2.5 microns or less (PM^{2.5}), and lead (Pb). The state has also established AAQS for additional pollutants. The AAQS are designed to protect the health and welfare of the populace within a reasonable margin of safety. Where the state and federal standards differ, California AAQS are more stringent than the national AAQS.

Air pollution levels are measured at monitoring stations located throughout the air basin. Areas that are in nonattainment with respect to federal or state AAQS are required to prepare plans and implement measures that will bring the region into attainment. Table 1 (South Coast Air Basin Attainment Status) summarizes the attainment status in the Basin for the criteria pollutants. Discussion of potential impacts related to short-term construction impacts and long-term area source and operational impacts are presented below.

**Table 1
South Coast Air Basin Attainment Status**

| Pollutant | Federal | State |
|-----------------------|---------------|---------------|
| O ₃ (1-hr) | -- | Nonattainment |
| O ₃ (8-hr) | Nonattainment | Nonattainment |
| PM ¹⁰ | Nonattainment | Nonattainment |
| PM ^{2.5} | Nonattainment | Nonattainment |
| CO | Attainment | Attainment |
| NO ₂ | Attainment | Nonattainment |
| SO ₂ | Attainment | Attainment |
| Pb | -- | Nonattainment |

Source: ARB 2011

Construction Emissions

The California Emissions Estimator Model (CalEEMod) version 2011.1.1 was utilized to estimate emissions from proposed construction activities. Construction is anticipated to be completed in approximately six months beginning in mid-2012. Estimated construction phase lengths for demolition, grading, building construction, paving, and architectural coating are provided in Table 2 (Construction Schedule).

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**Table 2
Construction Schedule**

| Phase | Start | End | Total Days |
|-----------------------|----------|----------|------------|
| Building Demolition | 06/14/12 | 06/20/12 | 5 |
| Paving Demolition | 06/21/12 | 07/11/12 | 15 |
| Grading | 07/12/12 | 07/20/12 | 7 |
| Building Construction | 07/21/12 | 10/26/12 | 70 |
| Paving | 10/27/12 | 11/06/12 | 7 |
| Architectural Coating | 11/07/12 | 11/15/12 | 7 |

Construction equipment, worker, and vendor trips are unknown at this time; therefore, CalEEMod defaults were used to estimate emissions from these sources. Default values were tripled to compensate for the reduced construction timing in comparison to the default schedule. 2,474 cubic yards (CY) of soil export was included per the project grading plan. The results of the models are summarized in Table 3. Summer emissions are provided herein; winter emissions will show slight variations but do not change the determination of the analysis.

**Table 3
Construction Emissions**

| Phase | ROG | NO _x | CO | SO ₂ | PM ¹⁰ | PM ^{2.5} |
|--------------------------|--------------|-----------------|--------------|-----------------|------------------|-------------------|
| Building Demolition | 8.56 | 73.01 | 42.99 | 0.08 | 16.30 | 3.50 |
| Paving Demolition | 6.90 | 56.09 | 33.74 | 0.06 | 8.11 | 2.79 |
| Grading | 17.05 | 132.22 | 88.28 | 0.15 | 35.52 | 17.17 |
| Building Construction | 11.71 | 77.60 | 51.20 | 0.09 | 5.71 | 5.21 |
| Paving | 15.21 | 73.31 | 52.38 | 0.07 | 8.19 | 6.45 |
| Architectural Coating | 75.92 | 6.36 | 4.34 | 0.01 | 0.66 | 0.58 |
| Maximum Emissions | 75.93 | 132.22 | 88.28 | 0.15 | 35.52 | 17.17 |
| SCQAMD Thresholds | 75 | 100 | 550 | 150 | 150 | 55 |
| Significant? | Yes | Yes | No | No | No | No |

Source: Hogle-Ireland 2012 (CalEEMod)

The model indicates that construction emissions of oxides of nitrogen and reactive organic gases (volatile organic compounds) during grading and architectural coating activities will exceed the daily threshold established by SCAQMD, respectively. All other activities will not exceed the daily thresholds. Ozone is a pungent, colorless, and highly reactive gas that forms from the atmospheric reaction of organic gases with nitrogen oxides in the presence of sunlight. Ozone is most commonly associated with smog. Ozone precursors such as reactive organic gases (ROG), volatile organic compounds (VOC), and oxides of nitrogen (NO_x) are released from mobile and stationary sources. Ozone is a respiratory irritant and can cause cardiovascular diseases, eye irritation, and impaired cardiopulmonary function. Ozone can also cause damage to building materials and plant leaves.

In order to reduce emissions of oxides of nitrogen from construction equipment during site clearing activities, CalEEMod was run with implementation of Tier IV (interim) emissions standards for grading equipment. Tier IV (interim) emissions standards are established by the EPA for emissions of hydrocarbons, oxides of nitrogen, carbon monoxide, and particulate matter in off-road diesel engines.⁵ The final rule (40 CFR 89, Federal Register Document 96-32970) for off-road engine emissions began in 1996 as part of a *tiered* system by which new engines must meet that year's emissions standards. Standards vary between years, based on the horsepower of the engine. Tier I standards were in place generally between 1996 and 2005. Tier II standards were phased in between 2001 through 2010. Tier III standards were phased in starting in 2006 and are currently applicable to engines with a horsepower between 75 and 174. Interim Tier IV and Tier IV

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standards have been established for future engines through 2020. Grading emissions of NOX with minimum Tier IV (interim) engines installed as discussed above would reduce NOX emission to 98.07; below the daily threshold established by SCAQMD. Impacts related to emissions of oxides of nitrogen from site clearing activities will be less than significant with the requirement for minimum Tier IV (interim) engine efficiencies incorporated as mitigation. This requirement has been incorporated as Mitigation Measure AIR-1.

In order to reduce impacts associated with VOC emissions from paints, adhesives, and other coating applications, Mitigation Measure AIR-2 will be incorporated. Mitigation Measure AIR-2 requires use of reduced-VOC paints for interior coatings, specifically, a maximum VOC content of 200 grams per liter (g/l). Use of reduced-VOC paints will be required to be identified on building construction plans and verified by the City Building Official during regular inspections. Architectural coating emissions with Mitigation Measure AIR-2 incorporated would be reduced to 64.70 lbs/day; below the daily threshold established by SCAQMD; therefore, short-term VOC emissions impacts will be less than significant with mitigation incorporated.

Operational Emissions

Long-term criteria air pollutant emissions will result from the operation of the project. Long-term emissions are categorized as area source emissions, energy demand emissions, and operational emissions. Operational emissions will result from automobile and other vehicle sources associated with daily trips to and from the proposed facilities. CalEEMod model was utilized to estimate mobile source emissions. The proposed project will be developed in place of existing warehousing and light industrial uses. Potential emissions from existing uses were modeled to compare to emissions from the proposed facility in order to identify net changes in pollutant emissions. Trip generation for existing uses is based on generation rates from the ITE 8th edition manual. Traffic from the proposed facility is based on an estimated four new employees and nominal vendor trips. Area source emissions are the combination of many small emission sources that include use of outdoor landscape maintenance equipment, use of consumer products such as cleaning products, and periodic repainting of the proposed structures. Energy demand emissions result from use of electricity and natural gas. Emissions from area sources were estimated using CalEEMod using program default values for area and energy demand emissions. Operational emissions for existing and proposed uses are summarized in Table 4. Summer emissions are provided herein; winter emissions will show slight variations but do not change the determination of the analysis. Net emission will decrease for all criteria pollutants as a result of the reduced operational intensity that will result from the project. Impacts will be less than significant.

**Table 4
Operational Emissions**

| Phase | ROG | NOX | CO | SO2 | PM10 | PM2.5 |
|--------------------------|--------------|---------------|---------------|--------------|--------------|--------------|
| Existing | | | | | | |
| Area Sources | 1.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Energy Demand | 0.02 | 0.15 | 0.13 | 0.00 | 0.01 | 0.01 |
| Mobile Sources | 3.27 | 27.88 | 21.84 | 0.03 | 3.06 | 1.06 |
| <i>Existing Total</i> | <i>4.37</i> | <i>28.03</i> | <i>21.97</i> | <i>0.03</i> | <i>3.07</i> | <i>1.07</i> |
| Proposed | | | | | | |
| Area Sources | 0.59 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Energy Demand | 0.01 | 0.07 | 0.06 | 0.00 | 0.01 | 0.01 |
| Mobile Sources | 0.02 | 0.03 | 0.25 | 0.00 | 0.05 | 0.00 |
| <i>Proposed Total</i> | <i>0.62</i> | <i>0.10</i> | <i>0.31</i> | <i>0.00</i> | <i>0.06</i> | <i>0.01</i> |
| Net Emissions | -3.75 | -27.93 | -21.66 | -0.03 | -3.01 | -1.06 |
| SCQAMD Thresholds | 55 | 55 | 550 | 150 | 150 | 55 |
| Significant? | No | No | No | No | No | No |

Source: Hogle-Ireland 2012 (CalEEMod)

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Mitigation Measures

Mitigation Measures AIR-1 and AIR-2 are incorporated herein and necessary to ensure that significant air quality impacts do not occur as a result of construction of the project. In addition to Mitigation Measures AIR-1 and AIR-2, additional conditions are included herein to further reduce pollutant emissions. These include adhering to SCAQMD Rules 402 and 403 and preparation and approval of PM¹⁰ management plans to be reviewed and approved by the Public Works Division.

AIR-1 Prior to issuance of grading permits, the Building and Safety Division shall verify that grading plans specify use of construction equipment that utilizes a minimum Tier IV (interim) engine emissions output equivalent for equipment utilized in site preparation activities. This requirement equates to a minimum of six rubber tired dozers and eight tractor/loader/backhoes equipped with Tier IV (interim) engine equivalent emissions. The construction equipment requirements as specified on the grading plans shall be verified in light of the performance standard that construction equipment emissions will not exceed the daily emissions standards established by the South Coast Air Quality Management District and verified by the Building and Safety Division.

AIR-2 Prior to issuance of building permits, the City Building Official shall verify that construction plans submitted by the project proponent reflect use of architectural coatings that the content of volatile organic compounds (VOC) in proposed architectural coatings shall not exceed 200 g/l for interior applications. This measure shall be verified through standard building inspections in light of the performance standard that emissions of volatile organic compounds from application of interior or exterior coatings shall not exceed the daily emissions thresholds established by the South Coast Air Quality Management District.

AIR-3 The project shall comply with the requirements of the SCAQMD Rules 402 and 403 for fugitive dust, which requires the implementation of Reasonable Available Control Measures (RACM) for all fugitive dust sources, and the Air Quality Management Plan (AMCP), which identifies Best Available Control Measures (BACM) and Best Available Control Technologies (BACT) for area sources and point sources, respectively.

- AIR-4**
- The project proponent shall ensure that construction equipment shall be properly maintained and serviced to minimize exhaust emissions.
 - The project proponent shall ensure that existing power sources are utilized where feasible via temporary power poles to avoid on-site power generation.
 - The project proponent shall ensure that construction personnel be informed of ride sharing and transit opportunities.
 - The project proponent shall ensure that any portion of the site to be graded shall be pre-watered to a depth of three feet prior to the onset of grading activities.
 - The project proponent shall ensure that watering of the site or other soil stabilization method shall be employed on an on-going basis after the initiation of any grading activity on the site. Portions of the site that are actively being graded shall be watered regularly to ensure that a crust is formed on the ground surface, and shall be watered at the end of each workday.
 - The project proponent shall ensure that all disturbed areas are treated to prevent erosion until the site is fully constructed.
 - The project proponent shall ensure that landscaped areas are installed as soon as possible to reduce the potential for wind erosion.
 - The project proponent shall ensure that SCAQMD Rule 403 is adhered to, ensuring the clean up of construction-related dirt on approach routes to the site.

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- The project proponent shall ensure that all grading activities are suspended during first and second stage ozone episodes or when winds exceed 25 miles per hour.
- All buildings on the project site shall conform to energy use guidelines in Title 24 of the California Administrative Code.

AIR-5 To reduce emissions all equipment used in grading and construction must be tuned and maintained to the manufacturer's specification to maximize burning of vehicle fuel.

AIR-5 The facility shall be constructed to UBC standards for insulation of walls, roofs, windows, etc. to minimize emissions from home heating and cooling.

AIR-6 To the greatest extent feasible, use of pre-coated, pre-colored and naturally colored building materials will be used to minimize the amount of paint used for architectural coating.

AIR-7 To the greatest extent possible, high transfer efficiency painting methods such as HVLP (High Volume Low Pressure) sprayers and brushes/rollers will be used for the application of architectural coating.

III c) **Less than Significant with Mitigation Incorporated.** Cumulative short-term, construction-related emissions and long-term, operational emissions from the project will not contribute considerably to any potential cumulative air quality impact because short-term project and operational emissions will not exceed any SCAQMD daily threshold with mitigation incorporated. As required of the proposed project, other concurrent construction projects and operations in the region will be required to implement standard air quality regulations and mitigation pursuant to State CEQA requirements to prevent cumulative short-term impacts due to multiple construction projects. It should be noted that although the operational capacity of the site will be reduced, existing uses have relocated and are likely still located with the Basin; therefore, emission from previous uses on the project site and potential uses that could have located to the project site will contribute cumulatively to criteria pollutant emissions concurrent with operation of the project. Table 4 indicates that net criteria pollutant emissions from the project site will be reduced. It should also be noted that total operational emissions from the project, without consideration of existing uses, will not exceed the daily thresholds established by SCAQMD. Impacts will be less than significant with mitigation incorporated.

III d) **Less than Significant Impact.** *Sensitive receptors* are those segments of the population that are most susceptible to poor air quality such as children, the elderly, the sick, and athletes who perform outdoors. Land uses associated with sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The nearest land uses that potential support *sensitive receptors* are the residential units on the south side of the existing facility. Although the proposed facility will handle hazardous materials, it would not generate toxic pollutant emissions. Additionally, the project will not result in any new heavy-duty truck trips that could increase emissions of diesel particulate matter (DPM). The proposed facility, therefore, would have a less than significant impact on *sensitive receptors* related to toxic pollutant emissions.

A carbon monoxide (CO) hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO hotspots have the potential for violation of state and federal CO standards at study area intersections, even if the broader Basin is in attainment for federal and state levels. In general, SCAQMD and the California Department of Transportation Project-Level Carbon Monoxide Protocol (CO Protocol) recommend analysis of CO hotspots when a project has the potential for resulting in higher CO concentrations within the region and increases traffic congestion at an intersection by more than two percent that is operating at LOS D or worse. The project will result in a reduction of vehicle trips from the project site, from an estimated 198 daily trips to approximately five daily trips; therefore, the project could not contribute to a CO hotspot and no impact will occur.

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- III e) **No Impact.** According to the CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). Odors are typically associated with industrial projects involving the use of chemicals, solvents, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. The proposed facility is not a use associated with strong odors and does not utilize materials that generate odors. No impact will occur.

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| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------------|--|------------------------------------|-------------------------------------|
| IV. BIOLOGICAL RESOURCES – Would the project: | | | | |
| a) 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 Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Other: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

IV a) **No Impact.** Various plants and animals are listed by the California Natural Diversity Database (CNDDDB) within the South San Bernardino Quadrangle, including burrowing owl and San Bernardino kangaroo rat. The General Plan EIR identifies critical habitat areas for San Bernardino kangaroo rat and coastal California gnatcatcher; the project site is not located in one of these areas.⁶ The General Plan EIR also identifies biological resource areas and riparian corridors; the project site is not located in one of these areas.

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The project site is entirely developed and paved with only a few pockets of vegetation in developed landscape areas. Due to the lack of habitat on the site, no sensitive species are anticipated to exist on the project site. No impact to sensitive species will occur.

- IV b) **No Impact.** The project site is developed and disturbed and does not contain any riparian features or habitat. No impact will occur.
- IV c) **No Impact.** According to the federal National Wetlands Inventory, the project site does not contain any wetlands and the proposed project would not disturb any off-site wetlands (see Section IX for discussion of project drainage features).⁷ No impact will occur.
- IV d) **No Impact.** The project site is in an urbanized area and generally surrounded by development, preventing the use of the project site and surrounding area as a wildlife corridor. The project site includes few ornamental trees and no water features. The existing site and surrounding area does not currently provide for the movement of any native resident or migratory fish or terrestrial wildlife. No impact will occur.
- IV e) **No Impact.** The proposed project site is located within an urbanized area and is not within the planning area of any Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.⁸ No impact will occur.

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| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------------|--|------------------------------------|-------------------------------------|
| V. CULTURAL RESOURCES – Would the project: | | | | |
| a) Be developed in a sensitive archaeological area as identified in the City's General Plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of CEQA? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of CEQA? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f) Other: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

V a) **No Impact.** The project site is not located within a sensitive archaeological area as identified in the General Plan Program EIR.

V b,c) **Less than Significant with Mitigation Incorporated.** The project site is currently developed with three commercial/industrial buildings. The project site is not identified as sensitive for archaeological or historical resources as identified in the General Plan EIR; however, there is the potential that grading activities could expose unknown archaeological or historic resources; therefore, Mitigation Measure CUL-1 has been incorporated to require the professional evaluation and appropriate mitigation of any uncovered resources. Impacts to archeological or historical resources will be less than significant within mitigation incorporated.

Mitigation Measure

CUL-1 If potential archaeological materials are uncovered during site preparation or other earth moving activities, the contractor shall be required to halt work in the immediate area of the find, and to retain a professional archaeologist to examine the materials to determine whether it is a *unique archaeological resource* as defined in Section 21083.2(g) of the State CEQA Statues. If this determination is positive, the preferred method of mitigation shall be to leave the resource in place; however, if the archeologist determines this is not feasible, the scientifically consequential information shall be fully recovered by the archaeologist. Work may continue outside of the area of the find; however, no further work shall occur in the

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immediate location of the find until all information recovery has been completed and a report concerning it is reviewed and approved by the Community Development Director.

- V d) **Less than Significant with Mitigation Incorporated.** The San Bernardino Valley is known to contain paleontological resources, although the specifics of the distribution are unknown. During earthmoving activities, it may be possible that excavation could expose unknown paleontological resources; therefore, Mitigation Measure CUL-2 has been incorporated to require the professional evaluation and appropriate mitigation of any uncovered resources. Impacts to paleontological resources will be less than significant within mitigation incorporated.

Mitigation Measure

CUL-2 If paleontological materials are uncovered during site preparation or other earth moving activities, the contractor shall be required to halt work in the immediate area of the find, and to retain a professional paleontologist to examine the materials to determine whether it is a significant paleontological resource. If this determination is positive, the preferred method of mitigation shall be to leave the resource in place; however, if the archeologist determines this is not feasible, the scientifically consequential information shall be fully recovered by the paleontologist. Work may continue outside of the area of the find; however, no further work shall occur in the immediate location of the find until all information recovery has been completed and a report concerning it is reviewed and approved by the Community Development Director.

- V e) **Less than Significant with Mitigation Incorporated.** There is no evidence of human remains on-site, such as burial stones; however, in the unlikely event that any human remains are unearthed, Mitigation Measure CUL-3 shall be implemented in accordance with state law requiring examination of the remains by the County Coroner and notification of applicable Native American tribes. Impacts to buried human remains will be less than significant with mitigation incorporated.

Mitigation Measure

CUL-3 If human remains are encountered during grading or other earth moving activities, the contractor shall halt work in the immediate area of the find and notify the County Coroner, in accordance with Section 7050.5 of the California Health and Safety Code, who must then determine whether the remains are of forensic interest. If the Coroner, with the aid of a supervising archaeologist, determines that the remains are or appear to be of a Native American heritage, he/she shall contact the Native American Heritage Commission for further investigations and proper recovery of such remains, if necessary.

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| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------------|--|-------------------------------------|-------------------------------------|
| VI. GEOLOGY AND SOILS – Would the project: | | | | |
| a) Involve earth movement (cut and/or fill) based on information included in the Project Description Form? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Be located within an Alquist-Priolo Earthquake Fault Zone? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Be located within an area subject to landslides, mudslides, subsidence, or other similar hazards as identified in the City's General Plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Be located within an area subject to liquefaction as identified in the City's General Plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Modify any unique physical feature based on a site survey/evaluation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Result in erosion, dust, or unstable soil conditions from excavation, grading, fill, or other construction activities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| i) Other: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

- VI a) **Less than Significant Impact.** A Geotechnical Investigation was prepared by Feffer Geological Consulting in December 2011 and notes that the project site is relatively flat with a gentle slope down trending in a northeast to southwest direction with an overall change in elevation of approximately 13 feet. Grading to develop building pads and the detention basin will require approximately 2,474 cubic yards of soil export. No hillside grading is required. Impacts will be less than significant.
- VI b) **Less than Significant Impact.** The proposed project will be subject to ground shaking impacts should a major earthquake occur in the future. Due to the distance to active faults, the project would be subject to slight to strong levels of groundshaking. Potential impacts include injury or loss of life and property damage.

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The proposed project is subject to the seismic design criteria of the CBC. Adherence to these requirements will reduce the potential of buildings collapsing during an earthquake, thereby minimizing injury and loss of life. Although structures may be damaged during earthquakes, adherence to seismic design requirements will minimize damage. The CBC is intended to provide minimum requirements to prevent major structural failure and loss of life. Adherence to existing regulations will reduce the risk of loss, injury, and death; impacts due to strong ground shaking will be less than significant.

- VI c) **Less than Significant Impact.** The proposed project is not located within a known fault zone as delineated on the Alquist-Priolo Earthquake Fault Zoning Map.⁹ However, the project site is located within 1,100 feet of a mapped fault part of the San Jacinto Fault and located just outside its mapped Alquist-Priolo Fault Zone. Rupture occurs when movement on a fault breaks the surface and can be catastrophic to structures because, concurrent with ground shaking occurring due to the earthquake, the ground below displaces. As concluded in the project's geotechnical investigation, due to distance to the fault, the potential for surface fault rupture is considered very low. Impact related to fault rupture will be less than significant.
- VI d,h) **Less than Significant Impact.** Erosion and loss of topsoil could result in damage to on-site structures and landscaping or to neighboring properties. Erosion can also impact downstream water bodies while loss of nutrient rich topsoil impacts the ability for vegetation to grow. The proposed project is subject to SCAQMD Rule 403 and the erosion control requirements of the CBC to prevent wind-blown and stormwater-related erosion. Rule 403 will minimize wind-blown erosion by requiring stabilization of disturbed soils during construction activities through measures such as daily watering. Required erosion control plans will ensure that measures are implemented at project sites to prevent or minimize erosion due to rain, ensuring that downstream water bodies are protected from sedimentation. With implementation of existing regulations, impacts due to erosion and loss of topsoil will be less than significant.
- VI e) **Less than Significant Impact.** According to the General Plan EIR, the project is not located in an area subject to soil-slip (landslides).¹⁰ There are no mountains or hillside in the project vicinity and floodways in the vicinity are channelized, therefore, the project will not be subject to mudslide hazards. The project is identified as an area subject to ground subsidence by the General Plan EIR.¹¹ Ground subsidence is the gradual, and commonly differential, lowering of the ground surface, generally due to groundwater extraction. Subsidence can impact utilities and structures as the ground settles over time. The San Bernardino area has historically been subject to up to one foot of ground subsidence due to past groundwater extraction practices; however, the potential for this hazard has been substantially reduced due to existing groundwater recharge practices. Impacts due to ground subsidence will be less than significant.
- VI f) **Less than Significant Impact.** According to the General Plan EIR, the project site is located within an area with Moderately High to Moderate liquefaction susceptibility.¹² The project's geotechnical report concluded that the potential for liquefaction on the site is low to very low and is within acceptable limits for conventional foundations. The project is required to be constructed in accordance with the CBC, which would determine any project and site specific design measures that would be required to be implemented. Such measures may include, but not be limited to, soil compaction and surface drainage design. Implementation of the CBC and any required project specific design measures identified in future geotechnical investigations will ensure that impacts due to seismically induced liquefaction will be less than significant.
- VI g) **No Impact.** There are no unique geological features on the project site or within the project vicinity. No impact will occur.

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| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------------|--|-------------------------------------|-------------------------------------|
| VII. GREENHOUSE GAS EMISSIONS – Would the project: | | | | |
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

VII a) **Less Than Significant Impact.** Climate change is the distinct change in measures of climate for a long period of time.¹³ Climate change can result from natural processes and from human activities. Natural changes in the climate can be caused by indirect processes such as changes in the Earth's orbit around the Sun or direct changes within the climate system itself (i.e. changes in ocean circulation). Human activities can affect the atmosphere through emissions of greenhouse gases (GHG) and changes to the planet's surface. Greenhouse gases differ from other emissions in that they contribute to the *greenhouse effect*. The *greenhouse effect* is a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the Sun hits the Earth's surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth because it keeps the planet approximately 60° F warmer than without it. Emissions from human activities since the beginning of the industrial revolution (approximately 150 years) are adding to the natural *greenhouse effect* by increasing the gases in the atmosphere that trap heat, thereby contributing to an average increase in the Earth's temperature. Greenhouse gases (GHGs) occur naturally and from human activities. Greenhouse gases produced by human activities include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydro fluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Since 1750, it is estimated that the concentrations of carbon dioxide, methane, and nitrous oxide in the atmosphere have increased over 36 percent, 148 percent, and 18 percent, respectively, primarily due to human activity. Emissions of greenhouse gases affect the atmosphere directly by changing its chemical composition while changes to the land surface indirectly affect the atmosphere by changing the way the Earth absorbs gases from the atmosphere.

GHG emissions for the project were quantified utilizing the California Emissions Estimator Model (CalEEMod) version 2011.1.1 to determine if the project could have a cumulatively considerable impact related to greenhouse gas emissions. A numerical threshold for determining the significance of greenhouse gas emissions in the South Coast Air Basin (Basin) has not officially been adopted by the South Coast Air Quality Management District (SCAQMD). As an interim threshold based on guidance provided in the California Air Pollution Control Officers Association (CAPCOA) CEQA and Climate Change white paper, a non-zero threshold based on Approach 2 of the handbook will be used.¹⁴ Threshold 2.5 (Unit-Based Thresholds Based on Market Capture) establishes a numerical threshold based on capture of approximately 90 percent of emissions from future development. The latest threshold developed by SCAQMD using this

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method is 10,000 metric tons carbon dioxide equivalent (MTCO2E) per year for industrial projects.¹⁵ This threshold is based on the review of 711 CEQA projects.

Table 5 (Greenhouse Gas Emissions Inventory) summarizes annual greenhouse gas emissions from existing uses and build-out of the proposed facility. The emissions inventories accounts for GHG emissions from construction activities and net changes in operational activities. The inventory also accounts for approximately 17 vehicles per week that will now be maintained on-site as opposed to the project proponent's third-party repair facility in Loma Linda (2.5 miles from the project site). Maintenance of vehicles on-site will reduce vehicle miles traveled (VMT) by approximately 4,420 annual miles and a corresponding reduction of 9 MTCO2E/YR. Default water and solid waste disposal rates were utilized. CalEEMod default water demand and wastewater disposal rates provide a conservative approximation for estimating energy needs for water and wastewater conveyance and treatment and are higher than actual demand estimated in Section XVII herein.

**Table 5
Greenhouse Gas Emissions Inventory**

| Source | GHG Emissions (MT/YR) | | | TOTAL* |
|-----------------------------|-----------------------|-----------------|------------------|------------------|
| | CO ₂ | CH ₄ | N ₂ O | |
| Construction | | | | |
| <i>30-Year Amortization</i> | 13.75 | 0.00 | 0.00 | 13.79 |
| Existing Operational | | | | |
| Area | 0.00 | 0.00 | 0.00 | 0.00 |
| Energy | 101.37 | 0.00 | 0.00 | 102.00 |
| Mobile | 571.73 | 0.03 | 0.00 | 572.26 |
| Solid Waste | 235.60 | 13.92 | 0.00 | 527.99 |
| Water/Wastewater | 769.15 | 6.22 | 0.17 | 951.26 |
| <i>Existing Total</i> | 1,677.85 | 20.17 | 0.17 | 2,153.51 |
| Proposed Operational | | | | |
| Area | 0.00 | 0.00 | 0.00 | 0.00 |
| Energy | 50.39 | 0.00 | 0.00 | 50.70 |
| Mobile | 6.08 | 0.00 | 0.00 | 6.08 |
| VMT Reduction | -9.00 | 0.00 | 0.00 | -9.00 |
| Solid Waste | 116.74 | 6.90 | 0.00 | 26.16 |
| Water/Wastewater | 422.68 | 3.42 | 0.09 | 522.76 |
| <i>Proposed Total</i> | 586.89 | 10.32 | 0.09 | 596.70 |
| NET TOTAL | -1,077.21 | -9.85 | -0.08 | -1,543.02 |

Source: Hogle-Ireland 2012 (CalEEMod)

* MTCO2E/YR

Note: Slight variations may occur due to rounding

^ Construction emissions amortized over 30-years

Construction activities are short-term and cease to emit greenhouse gases upon completion, unlike operational emissions that are continuous year after year until operation of the use ceases. Because of this difference, SCAQMD recommends in its draft threshold to amortize construction emissions over a 30-year operational lifetime. This normalizes construction emissions so that they can be grouped with operational emissions in order to generate a precise project GHG inventory. The project will result in a 1,543.06 MTCO2E/YR reduction in greenhouse gas emissions when compared to existing uses and with VMT reduction resulting from performing on-site vehicle maintenance. It should be noted that although the project will replace on-site uses, cumulatively those uses will continue to contribute to climate change from these new locations. As summarized in Table 5, the project greenhouse gas inventory is 596.70 MTCO2E/YR and therefore would still not exceed the interim thresholds without consideration of existing

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uses. Greenhouse gas emissions will not exceed the 10,000 MTCO₂E threshold and therefore will not result in a significant impact.

- VII b) **No Impact.** City of San Bernardino has not adopted any plans, policies, or regulations designed to reduce greenhouse gas emissions. No impact will occur.

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

Discussion:

VIII a) **Less Than Significant Impact.** The proposed project could result in a significant hazard to the public if the project includes the routine transport, use, or disposal of hazardous materials or places housing near a

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facility which routinely transports, uses, or disposes of hazardous materials. According to the EPA, the proposed project is not located near any listed facilities that emit toxic air contaminants, utilize radioactive materials, produce hazardous wastes, or discharge to surface water bodies.¹⁶ Five sites listed by the EPA that handle toxic or hazardous substances that are regulated by the EPA are within an approximate half-mile radius of the project site.

Sections 2729 through 2732 of the California Code of Regulations (CCR) provide requirements for the reporting, inventory, and release response plans for hazardous materials. These requirements establish procedures and minimum standards for hazardous material plans, inventory reporting and submittal requirements, emergency planning/response, and training. In addition, all regulated substance handlers are required to register with local fire or emergency response departments per the California Accidental Release Prevention Program. Locally, this is overseen by the San Bernardino County Fire Department Hazardous Materials Division. The division reviews and approves of an Emergency/Contingency Plan for regulated facilities. The plan outlines precautions and procedures necessary to protect the facility from accidental release of hazardous materials, and provides emergency remediation to minimize effects should an accidental spill occur. Annual updates and review of the plan are required to ensure compliance and adequacy.

The proposed project will engage in the routine transport, use, or disposal of hazardous materials or wastes that are associated with vehicle and equipment maintenance. The facility does not directly engage in the transport of hazardous materials. Transporters are required to be registered with the state Department of Toxic Substances Control (DTSC) and subject to generator and transporter tracking requirements to ensure delivery and disposal. Compliance with existing regulations will ensure that impacts from the use, transport, and disposal of hazardous materials will be minimized. Impacts will be less than significant.

VIII b) **Less Than Significant with Mitigation Incorporated.** Construction of the proposed project will require the use and transport of hazardous materials such as asphalt, paints, and other solvents. Construction activities could also produce hazardous wastes associated with the use of such products. Construction of the proposed facility requires ordinary construction activities and will not require a substantial or uncommon amount of hazardous materials to complete. All hazardous materials are required to be utilized and transported in accordance with their labeling pursuant to federal and state law. Because of these existing regulations, construction activities do not pose a substantial risk to the public or the environment due to the use of hazardous materials; impacts will be less than significant.

As is detailed previously in Section VIII.a, the project will handle, store, and transport hazardous materials associated with vehicle and equipment maintenance. All local, state, and federal standards pertinent to the handling of vehicle related hazardous materials will be complied with during the removal, handling, and storage of these materials. The San Bernardino County Fire Department Hazardous Materials Division administers the California Accidental Release Prevention (CalARP) Program in the area. The CalARP Program was established to prevent accidental release of substances that pose the greatest risk of immediate harm to the public and the environment.¹⁷ The Program requires facilities to proactively prevent and prepare for chemical accidents. The proposed facility will be subject to Program requirements for regulated substances including preparation of a risk management plan (RMP) to include an off-site consequence analysis, compliance audit, certified program elements, and a seismic assessment. Exiting risk management and response requirements will ensure potential risks associated with accidental releases of hazardous materials are minimized.

Phase I and II Environmental Site Assessments (ESAs) were prepared for the project site to determine if environmental health hazards existed on the site.^{18 19} The Phase I ESA records search identified an on-site 2,000 gallon fiberglass underground storage tank that was closed in place in 1986. The potential, although low, exists that soil contamination may have occurred over time. The Phase I ESA identified other hazardous materials, products, and above ground storage containers; but the majority do not present any potential

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hazard. Three containers were identified in the 590 Industrial Road building that due to the staining on the floor did present a potential hazard. Other pavement staining across the site was also identified in the Phase I ESA that was determined to potentially present a hazard. The Phase II ESA presented the testing of soils from the project site at various locations and determined that no contamination exists on the site based on California Human Health Screening Levels (CHHSLs). The Phase II ESA determined that no further investigation is necessary and no specific measures are necessary to address the potential hazards identified in the Phase I ESA.

The ESAs did not specifically survey for asbestos containing materials (ACMs) or lead based paint, but it determined that materials present in the existing buildings are anticipated to contain asbestos or lead based paint based on their age. ACMs were used on a widespread basis in building construction prior to and into the 1980s. Asbestos generally does not pose a threat when it remains intact. When asbestos is disturbed and becomes airborne, such as during demolition activities, significant impacts to human health could occur. Construction workers completing demolition activities, as well as surrounding uses, have the potential to be exposed to airborne asbestos emissions due to the potential presence of ACM. Exposure of construction workers to lead-based paint during demolition activities is also of concern, similar to exposure to asbestos. Exposure of surrounding land uses to lead from demolition activities is generally not a concern because demolition activities do not result in appreciable emissions of lead.²⁰ The primary emitters of lead are industrial processes. Any lead-based paint utilized on the exterior and interior of the existing structures would generally remain inside the structure or close to the exterior of the building. Improper disposal of lead-based paint could contaminate soil and subsurface groundwater in and under landfills not properly equipped to handle hazardous levels of this material.

SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities) requires work practices that limit asbestos emissions from building demolition and renovation activities, including the removal and disturbance of ACM.²¹ This rule is generally designed to protect uses and persons adjacent to demolition or renovation activity from exposure to asbestos emissions. Rule 1403 requires surveys of any facility being demolished or renovated for the presence of all friable and Class I and Class II non-friable ACM. Rule 1403 also establishes notification procedures, removal procedures, handling operations, and warning label requirements, including HEPA filtration, the *glovebag* method, wetting, and some methods of dry removal.

With regard to lead-based paint, if it exists, 8 CCR Section 1532.1 (California Construction Safety Orders for Lead) is applicable to the demolition of the single-family residence. Exposure assessments will be required for all activities required to demolish the buildings to determine if any worker will be exposed to lead at or above the action levels defined in the code. Protection of employees during exposure assessments and implementation of methods of compliance—including development of a compliance program—will be required and will identify the measures to be taken to keep worker exposure to lead below action levels.

Mitigation Measures HAZ-1 and HAZ-2 will ensure that potential impacts from asbestos or lead product releases will be minimized. Mitigation requires that surveys be performed to determine the extent of on-site hazardous materials and identify methods for handling and disposal in accordance with applicable regulations. Impacts related to accidental release of hazardous materials will be minimized.

Mitigation Measures

HAZ-1 Prior to issuance of demolition permits, a licensed California Certified Asbestos Consultant must survey existing structures for the presence of asbestos containing materials. If asbestos is found, an asbestos abatement contractor must first remove these items prior demolition pursuant to state and South Coast Air Quality Management District requirements. The survey results shall be submitted to the Community Development Director for review and approval.

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HAZ-2 Prior to issuance of demolition permits, a licensed California Certified Lead-Based Paint inspector and Risk Assessor must survey the materials for lead content. This survey will determine the necessary precautions and disposal requirements to ensure that lead-based paints do not impact the health of construction works or contaminate the environment. The survey results shall be submitted to the Community Development Director for review and approval.

- VIII c) **Less than Significant Impact.** The proposed project will result in the transport, use, and disposal of any hazardous materials or wastes, as detailed previously in Sections VIII.a and VIII.b. The only school located within one-quarter mile of the project site is the Rock Christian School located approximately 0.15 miles to the northwest. In addition, the school is located adjacent to Waterman Avenue, which would be the likely route for any transportation of hazardous materials from the project site. However, the project would not emit hazardous emissions and as detailed previously in Sections VIII.a and VIII.b., compliance with existing regulations addressing handling, storage, and transportation of hazardous materials will assure that impacts are minimized to the existing school site. Therefore, less than significant impacts would occur.
- VIII d) **No Impact.** The proposed project is not located on a site listed on the State *Cortese List*, a compilation of various sites throughout the state that have been compromised due to soil or groundwater contamination from past uses.²²

Based upon review of the *Cortese List*, the project site is not:

- listed as a hazardous waste and substance site by the Department of Toxic Substances Control (DTSC),²³
- listed as a leaking underground storage tank (LUFT) site by the State Water Resources Control Board (SWRCB),²⁴
- listed as a hazardous solid waste disposal site by the SWRCB,²⁵
- currently subject to a Cease and Desist Order (CDO) or a Cleanup and Abatement Order (CAO) as issued by the SWRCB,²⁶ or
- developed with a hazardous waste facility subject to corrective action by the DTSC.²⁷

It should be noted that although the site is not listed as a LUFT site, the Phase I and II ESAs identified a UST on the site and subsequently cleared it for potential risk of upset, as discussed in Section VIII.b. No impact will occur.

- VIII e) **No Impact.** The proposed project is located approximately 2.5 miles from San Bernardino International Airport. The project site is not located within the land use plan for the airport.²⁸ The proposed project is not located within two miles of a private airstrip. No impacts could occur.
- VIII f) **Less Than Significant Impact.** The proposed project will require up to four employees. As is further discussed in the Transportation and Traffic section, the project would result in a net decrease in traffic due to the reduction in heavy truck traffic and other trips; therefore, the project will not increase traffic on any evacuation routes and will not present a significant impact to the evacuation plans for the City of San Bernardino.

The project site is located on Steele Road that connects to Waterman Avenue to the west via Commercial Drive. Waterman Avenue is a major arterial that may function as an evacuation route. As is further discussed in the Transportation and Traffic section, the project will not create, interrupt, or otherwise reduce the ability of Waterman Avenue to convey traffic. Therefore, the project will have a less than significant impact on emergency response and evacuation plans.

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VIII g) **No Impact.** The project site is currently developed and surrounded by other developed parcels consisting of industrial and residential land uses. The project is also not located within a wildfire hazard area.²⁹ No impact will occur.

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| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------------|--|-------------------------------------|-------------------------------------|
| IX. HYDROLOGY AND WATER QUALITY – Would the project: | | | | |
| a) Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, such as from areas of material storage, vehicle or equipment maintenance (including washing or detailing), waste handling, hazardous materials handling or storage, delivery areas, loading docks, or other outdoor areas? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (Panel No. 06071C8692H) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| k) Other: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

- IX a) **Less Than Significant Impact.** Violations of water quality standards or waste discharge requirements, or degradation of water quality can result in potentially significant impacts to water quality and result in environmental damage or sickness in people. The project would result in a significant impact to water quality if water quality standards, waste discharge requirements, or degradation of water quality occurred.

Point-source pollutants can be traced to their original source. Point-source pollutants are discharged directly from pipes or spills. Raw sewage draining from a pipe directly into a stream is an example of a point-source water pollutant. The project consists of a development of a maintenance facility and warehouse and does not propose any uses that would generate point source pollutants. Therefore, water quality impacts due to point sources would be less than significant.

Non-point-source pollutants (NPS) cannot be traced to a specific original source. NPS pollution is caused by rainfall or snowmelt moving over and through surface areas. As the runoff moves, it picks up and carries away natural and human-made pollutants, finally depositing them into lakes, rivers, wetlands, coastal waters, and even underground sources of drinking water. These pollutants include:

- Excess fertilizers, herbicides and insecticides from agricultural lands and residential areas
- Oil, grease, and toxic chemicals from urban runoff and energy production
- Sediment from improperly managed construction sites, crop and forest lands, and eroding streambanks
- Salt from irrigation practices and acid drainage from abandoned mines
- Bacteria and nutrients from livestock, pet wastes, and faulty septic systems
- Atmospheric deposition and hydromodification

Impacts associated with water pollution include ecological disruption and injury or death to flora and fauna, increased need and cost for water purification, sickness or injury to people, and degradation or elimination of water bodies as recreational opportunities. Accidents, poor site management or negligence by property owners and tenants can result in accumulation of pollutant substances on parking lots, loading and storage areas, or result in contaminated discharges directly into the storm drain system.

The proposed project would disturb approximately 7.09 acres of land and therefore will be subject to National Pollutant Discharge Elimination System (NPDES) permit requirements during construction activities in addition to standard NPDES operational requirements. As a co-permittee under San Bernardino County's MS4 National Pollutant Discharge Elimination System (NPDES) permit, the City is required to implement all pertinent regulations of the program to control pollution discharges from new development. These regulations reduce NPS pollutant loading through the implementation of Best Management Practices (BMPs) and other control measures that minimize or eliminate pollutants from urban runoff, thereby protecting downstream water resources. BMPs as listed in the California Stormwater Quality Association's California Storm Water Best Management Practice Handbooks or the current San Bernardino County Storm

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Water Program's *Report of Waste Discharge* are proposed.³⁰ A preliminary Water Quality Management Plan (WQMP) has been prepared to address issues associated with storm water discharges.³¹ Expected pollutants for industrial development and associated parking include trash and debris, oil and grease, metals, and organic compounds. BMPs listed herein will be incorporated into the project. A brief description of the implementation strategy for each BMP is also provided.

1. Site Design BMPs
 - a. Landscape buffers: Proposed landscaping will be around the perimeter of the area of improvements.
 - b. Low Flow Infiltration: Increase use of vegetated swales in lieu of underground piping or imperviously lined streets
 - c. Construction of Detention Facilities: Proposed infiltration basin will be utilized to treat stormwater runoff
 - d. Minimize Directly Connected Impervious Areas: Walkways graded to drain to landscaping
2. Source Control BMPs
 - a. Education of Property Owners: Property owner will familiarize himself with education materials provided in the project WQMP
 - b. Activity Restrictions: No outdoor work areas, processing, storage, or wash area without proper BMPs and WQMP amendment
 - c. Spill Contingency Plan: Owner/tenant will have a spill contingency plan based on individual site needs
 - d. Employee Training/Education Program: Employees shall be trained to cleanup spills and participate in ongoing maintenance in accordance with education materials, maintenance schedule, and BMP fact sheets provided in the project WQMP
 - e. Street Sweeping Private Street and Parking Lots: All landscape maintenance contractors will be required to clean up waste materials from parking areas and parking lot will be swept weekly or as needed
 - f. Common Areas Catch Basin Inspection: Monthly inspection by property owner
 - g. Landscape Planning: All landscaped areas are to conserve irrigation
 - h. Efficient Irrigation: Rain shutoff/pressure drop valves, timers, and inspection to limit over watering
 - i. Storm Drain Signage: Stenciling and labeling of all storm drain inlets with prohibitive language
 - j. Inlet Trash Racks: Gate inlets to prevent trash from entering
 - k. Maintenance Bays and Docks: Loading/unloading areas will be kept clean and in an orderly condition
3. Treatment Control BMPs
 - a. Manufactured/Proprietary Devices: Flogard Plus inserts with maintenance per manufacturer specifications and owner inspection
 - b. Infiltration Basins: Detention basin provides volume based percolation and contaminant filtering

The proposed project will require submittal to the local reviewing agency, the County of San Bernardino Flood Control, a Storm Water Pollution Prevention Plan (SWPPP) that will include BMPs protects water quality during construction activities. The project Erosion Control Plan would include common construction BMPs such as gravel bag barriers and check dams to prevent off-site erosion. Impacts related to violation of water quality standards will be less than significant with implementation of BMPs and existing regulations.

- IX b) **Less than Significant Impact.** A significant impact could occur if the project results in the extraction of groundwater or the interference with groundwater recharge to such an extent that groundwater levels fall below the operating depths of existing wells. The project will not require a substantial amount of water other

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than that needs for restrooms, maintenance, landscape irrigation. The project will include the construction of impervious pavement; however, this will not impact the groundwater recharge capabilities of the site because it is currently paved. The proposed detention basin will provide an area to retain water and allow percolation into the soil and groundwater basin. The project site is not the location of an existing groundwater spreading basin and will not significantly change the runoff from the project that may otherwise recharge groundwater basins; therefore, considering the project will not result in the substantial decrease in groundwater levels, impacts to well and groundwater pumping operations would be less than significant.

- IX c) **Less than Significant Impact.** Potentially significant impacts to the existing drainage pattern of the site or area could occur if development of the project results in substantial on- or off-site erosion or siltation. The project site generally drains westerly to the intersection of Industrial Road at Steele Street. No drainage courses are located on the site. The project site is currently developed and paved. A detention basin is proposed at the western portion of the site to collect and hold stormwater flows. The project will result in the project site being repaved in a similar manner as existing conditions and will not substantially alter drainage patterns in the area to the extent that substantial on- or off-site erosion or siltation will occur; therefore, impacts will be less than significant.
- IX d) **Less Than Significant Impact.** As was previously detailed in Section IX.c herein, the project would not result in an alteration of the drainage pattern or increase in flows that would result in flooding on- or off-site because all on- and off-site drainage will be controlled through on-site storm drains and a detention basin. Impacts related to on- or off-site flooding would be less than significant.
- IX e) **Less Than Significant Impact.** A potentially significant impact could occur if the project creates or contributes runoff that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of runoff. As was previously detailed in Section IX.c, project-related stormwater flows will be directed to the on-site detention basin. The detention basin would collect the flows and allow for infiltration into the soil and would not outlet to any downstream storm drain facilities. The 100-year peak flow rate currently drainage to Industrial Road is approximately 22.6 cubic-feet per second (cfs).³² 100-year peak flows for the proposed project is calculated at 22.5 cfs and is therefore consistent with existing discharge volumes. No incremental increase in stormwater runoff will result because the project site is currently developed and paved. Additionally, the project is subject to development impact fees to support maintenance of area storm drainage facilities.³³ Impacts will be less than significant.
- IX f) **No Impact.** The project does not propose any uses that will have the potential to otherwise degrade water quality beyond those issues discussed in Section IX.a herein.
- IX g) **No Impact.** The project does not propose any housing; therefore no impacts related to flooding could occur.
- IX h) **No Impact.** The proposed project is not located within a 100-year floodplain.³⁴ Therefore, the project would have no impact on impeding or redirecting flood flows within a 100-year floodplain.
- IX i) **Less than Significant Impact.** The project site is not located in an inundation area.³⁵ The nearest water retaining structure to the project site is the San Timoteo Creek, approximately 0.35 miles north of the project site.³⁶ This facility is concrete-lined and constructed to its ultimate right-of-way and is subject to certification and inspection to ensure that failure does not occur. Gage Canal is located along the eastern boundary of the project site; however, the canal does not convey surface water. Impacts will be less than significant.
- IX j) **No Impact.** The project is not adjacent to any body of water that has the potential to seiche or tsunami and the project site is not in the path of any potential mudflow; no impact will occur.

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| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------------|--|-------------------------------------|-------------------------------------|
| X. LAND USE AND PLANNING – Would the project: | | | | |
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be developed within the Hillside Management Overlay District? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Be developed within Foothill Fire Zones A, B, or C as identified in the City's General Plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Be developed within the Airport Influence Area as adopted by the San Bernardino International Airport Authority? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Other: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

- X a) **No Impact.** The project includes expansion of an existing facility and does not require the removal of any housing. The project includes no infrastructure improvements that could divide any community. No impact will occur.
- X b) **Less than Significant Impact.** The project is consistent with the General Plan and Development code land use and zoning designations. As discussed herein, the project will be consistent with all applicable policies and regulations designed to minimize or avoid environmental effects including those related to the use, storage, and disposal of hazardous materials, noise, water quality, and geotechnical hazards. Impacts will be less than significant.
- X c) **No Impact.** The project is not located within a wildlife conservation plan or natural community conservation plan so it will not conflict with any applicable habitat conservation plan or natural community conservation plan. No impact will occur.
- X d) **No Impact.** The project site is not located within or adjacent to the Hillside Management Overlay District. No impact will occur.

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- X e) **No Impact.** The project site is not located within Foothill Fire Zones A, B, or C as identified in the City's General Plan Safety Element. No impact will occur.

- X f) **No Impact.** The project site is not located within the airport influence area of the San Bernardino International Airport. No impact will occur.

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| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------------|--|------------------------------------|-------------------------------------|
| XI. MINERAL RESOURCES – Would the project: | | | | |
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Be located in a Mineral Resource Zone as adopted by the State Mining and Geology Board and identified in the City's General Plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Other: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

XI a-c) **No Impact.** According to the San Bernardino General Plan EIR, the project site is within the MRZ-3 Mineral Zone. This zone is one where the significance of mineral resources cannot be determined from available data. Furthermore, the General Plan EIR does not located in a regionally significant construction aggregate sector. Due to the site's location within a relatively urban area, recovery of aggregate resources form the site is not considered to be viable. No significant impacts to mineral resources will occur.

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| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------------|--|-------------------------------------|-------------------------------------|
| XII. NOISE – Would the project result in: | | | | |
| a) Exposure of persons to or generation of noise levels in excess of standards established in the City's General Plan or Development Code, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundbourne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) For a project located within an airport land use plan or Airport Influence Area, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Other: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

Noise can be defined as unwanted, excessive or irksome sound. Sound (and therefore noise) consists of energy waves that people receive and interpret. Sound pressure levels are described in logarithmic units of ratios of sound pressures to a reference pressure, squared. These units are called *bels*. In order to provide a finer description of sound, a bel is subdivided into ten decibels, abbreviated dB. To account for the range of sound that human hearing perceives, a modified scale is utilized known as the A-weighted decibel (dBA). Since decibels are logarithmic units, sound pressure levels cannot be added or subtracted by ordinary arithmetic means. For example, if one automobile produces a sound pressure level of 70 dBA when it passes an observer, two 2 cars passing simultaneously would not produce 140 dB. In fact, they would combine to produce 73 dBA. This same principle can be applied to other traffic quantities as well. In other words, doubling the traffic volume on a street or the speed of the traffic will increase the traffic noise level by 3 dBA. Conversely, halving the traffic volume or speed will reduce the traffic noise level by 3 dBA. A 3 dBA change in sound is the beginning at which humans generally notice a *barely perceptible* change in sound and a 5 dBA change is generally *readily perceptible*.³⁷

Noise consists of pitch, loudness, and duration; therefore, a variety of methods for measuring noise has been developed. According to the California General Plan Guidelines for Noise Elements, the following are common metrics for measuring noise:³⁸

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Leq (Equivalent Energy Noise Level): The sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over given sample periods. Leq is typically computed over 1-, 8-, and 24-hour sample periods.

CNEL (Community Noise Equivalent Level): The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7:00pm to 10:00pm and after addition of ten decibels to sound levels in the night from 10:00pm to 7:00am.

Ldn (Day-Night Average Level): The average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of ten decibels to sound levels in the night after 10:00pm and before 7:00am.

CNEL and Ldn are utilized for describing ambient noise levels because they account for all noise sources over an extended period of time and account for the heightened sensitivity of people to noise during the night. Leq is better utilized for describing specific and consistent sources because of the shorter reference period.

XII a) **Less than Significant Impact.** The General Plan has identified noise compatibility standards for land uses throughout the City.³⁹ The General Plan identifies interior noise level standards (as recognized by the State) for warehouse and other industrial uses at 65 CNEL. No exterior standard is adopted. Railroad noise from the railway north of the project site will be the greatest source of noise affecting the project. The General Plan EIR indicates the 65 Ldn railway noise contour (with horn) was estimated at 983 feet in year 2010. This contour encompasses the project site. Other minor sources of noise will come from traffic on Industrial Road and Steele Road and from surrounding industrial uses. Maintenance and warehouse activities will occur inside the structure that will attenuate periodic train noise. Considering that the proposed facility is not a sensitive noise receptor and activities will occur inside, noise impacts due to exceedance of the noise level standards will be less than significant.

XII b) **Less than Significant Impact.** Vibration is the movement of mass over time. It is described in terms of frequency and amplitude and unlike sound; there is no standard way of measuring and reporting amplitude. Vibration can be described in units of velocity (inches per second) or discussed in decibel (dB) units in order to compress the range of numbers required to describe vibration. Vibration impacts to buildings are generally discussed in terms of peak particle velocity (PPV) that describes particle movement over time (in terms of physical displacement of mass). For purposes of this analysis, PPV will be used to describe all vibration for ease of reading and comparison. Vibration can impact people, structures, and sensitive equipment.⁴⁰ The primary concern related to vibration and people is the potential to annoy those working and residing in the area. Vibration with high enough amplitudes can damage structures (such as crack plaster or destroy windows). Groundborne vibration can also disrupt the use of sensitive medical and scientific instruments such as electron microscopes. Common sources of vibration within communities include construction activities and railroads. Operation of the proposed facility does not include uses that cause vibration.

Groundborne vibration generated by construction projects is usually highest during pile driving, rock blasting, soil compacting, jack hammering, and demolition-related activities. Next to pile driving, grading activity has the greatest potential for vibration impacts if large bulldozers, large trucks, or other heavy equipment are used. Construction of the project does not require rock blasting, pile driving, or jack hammering. Heavy equipment will be required during grading of the project site. According to the Caltrans Construction-Induced Vibration Guidance Manual, large bulldozers, vibratory rollers (used to compact earth), and loaded trucks utilized during grading activities can produce vibration and depending on the level of vibration, could cause annoyance at uses within the project vicinity or damage structures. Caltrans has developed a screening tool to determine if vibration from construction equipment is substantial enough to impact surrounding uses. Calculating vibration impacts is based on the base vibration produced by a piece of equipment, the distance from receptors, and the type of soil underlying the project and affected properties. A Soil Class II has been

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utilized that characterizes *Competent Soils: most sands, sandy clay, silty clays, gravel, silts, and weathered rock*. Vibration estimates were calculated at a distance of 75 feet, the approximate distance from the project site to the nearest structure (the existing distribution facility to the south). Based on the screening criteria, vibration from a large bulldozer and loaded truck would be approximately 0.02 PPV.

The Caltrans vibration manual establishes thresholds for vibration impacts on buildings and humans. These thresholds are summarized in Table 6 (Vibration Damage Potential Threshold Criteria) and Table 7 (Vibration Annoyance Potential Threshold Criteria).

**Table 6
Vibration Damage Potential Threshold Criteria
Structural Integrity**

| | Maximum PPV (in/sec) | |
|--|----------------------|------------|
| | Transient | Continuous |
| Extremely fragile historic buildings, ruins, ancient monuments | 0.12 | 0.08 |
| Fragile buildings | 0.20 | 0.10 |
| Historic and some older buildings | 0.50 | 0.25 |
| Older residential structures | 0.50 | 0.30 |
| New residential structures | 1.00 | 0.50 |
| Modern industrial & commercial structures | 2.00 | 0.50 |

Source: Caltrans 2004

Construction activities using vibratory rollers, large bulldozers, and loaded trucks are repetitive sources of vibration; therefore, the *continuous* threshold is used. Based on the thresholds criteria summarized in Tables 7 and 8, vibration from use of heavy construction equipment would be below the threshold to cause damage to new residential and commercial structures and would not be *distinctly perceptible* by surrounding uses. Based on the Caltrans screening procedures, potential vibration impacts to surrounding uses related to use of heavy grading equipment are anticipated to be less than significant.

**Table 7
Vibration Annoyance Potential Threshold Criteria
Human Response**

| | PPV Threshold (in/sec) | |
|------------------------|------------------------|------------|
| | Transient | Continuous |
| Barely perceptible | 0.04 | 0.01 |
| Distinctly perceptible | 0.25 | 0.04 |
| Strongly perceptible | 0.90 | 0.10 |
| Severely perceptible | 2.00 | 0.40 |

Source: Caltrans 2004

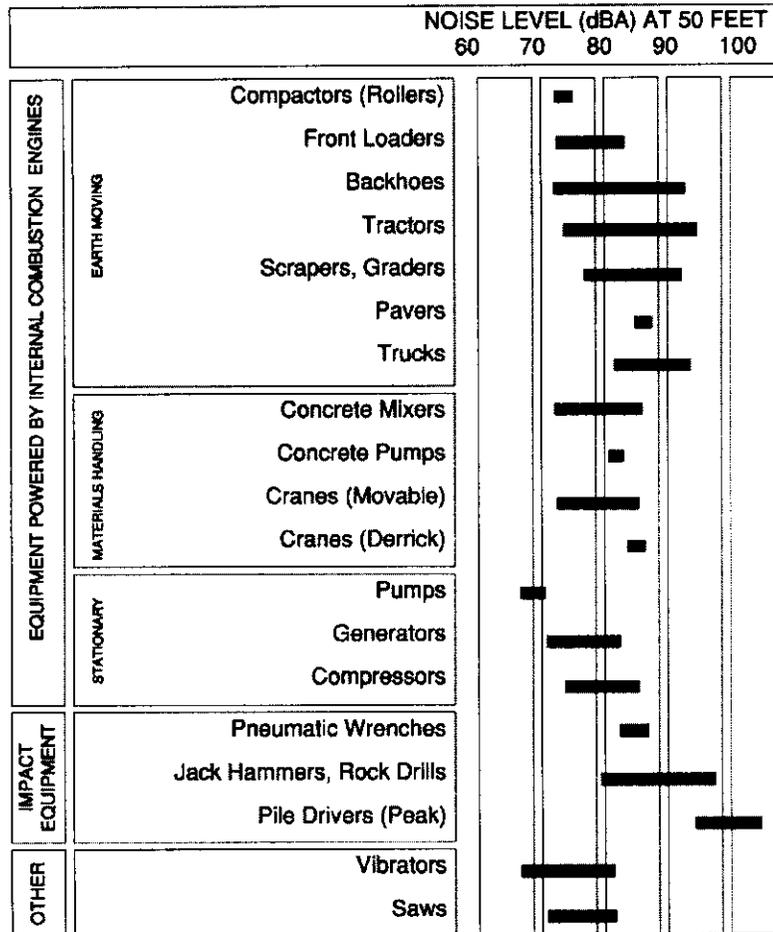
- XII c) **No Impact.** Operations at the proposed facility will occur inside and therefore will not substantially contribute to ambient noise levels. The project will result in a decrease in heavy-truck and other traffic as a by replacing existing warehousing and light industrial uses on the project site. This will result in a substantial decrease in traffic noise volumes in the project vicinity. No impact will occur.
- XII d) **Less Than Significant with Mitigation Incorporated.** Operationally, the project will result in periodic, outdoor movement of materials and landscaping activities. The project is subject to the performance standards of Section 8.54.050 of the Municipal Code that limits intrusive noises to the normal operating hours of 7:00am to 8:00pm and the limits of noise stated in 8.54.020.N of the Municipal Code. Periodic operational noise increases will be less than significant.

The project will result in temporary construction-related noise increases due to on-site ground disturbing and construction activities. Construction noise levels vary, depending on the type and intensity of construction

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activity, equipment type and duration of use, and the distance between the noise sources and the receiver. Typical sound emission characteristics of construction equipment are provided in Figure 1 (Construction Equipment Noise).

**Figure 1
Construction Equipment Noise**



NOTE: Based on limited available data samples.

SOURCE: United States Environmental Protection Agency, 1971, "Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances," NTIS 300-1.

Temporary noise increases will be greatest during earthmoving activities where tractors, backhoes, loaders, and graders can produce noise levels between 75 dBA and 95 dBA at 50 feet from the equipment source. Equipment utilized during building construction, paving, and architectural coating activities can produce noise levels up to 85 dBA at 50 feet from the equipment source. This will result in nearby residences being temporarily exposed to noise levels in excess of the 65 dBA CNEL standard established in the Development Code. Construction noise in excess of noise standards is permitted by the City's Development Code between the hours of 7:00am and 8:00pm. This will reduce noise impacts to nearby uses by limiting construction activities to regular working hours, particularly to nearby residences (manufactured homes across Gage Canal) that are more sensitive to noise disturbances during evening and night hours. In order to ensure that construction noise is minimized at nearby receptors, Mitigation Measure NOI-1 and NOI-2 will be incorporated requiring construction equipment to be properly maintained so that factory noise-reducing devices are operating at maximum efficiency and ensuring construction activities are limited to appropriate

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hours. Temporary construction-related noise impacts will be less than significant with implementation of existing performance standards and mitigation incorporation.

Mitigation Measures

NOI-1 Throughout construction, the project proponent shall require that all construction equipment is properly maintained with operating mufflers and air intake silencers and prioritize the location of equipment staging and storage as far as feasible from existing residential units (generally to the southern portion of the site). Compliance with this mitigation measure shall be verified through routine inspections by the Building and Safety Division.

NOI-2 Pursuant to Section 8.54.070 of the Municipal Code, construction-related noise shall be limited to the hours between 7:00am and 8:00pm to minimize noise impacts to surrounding uses.

XII e) **No Impact.** The project is not located within an airport land use plan area or airport influence area, therefore, it would not expose people residing or working in the project area to excessive noise levels. No impact will occur.

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| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------------|--|-------------------------------------|-------------------------------------|
| XIII. POPULATION AND HOUSING - Would the project: | | | | |
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Remove existing housing and displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Other: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

XII a) **Less than Significant Impact.** The proposed project includes the expansion of an existing distribution facility to provide additional warehouse and a heavy-duty truck maintenance area. The project proponent is anticipated to hire up to four employees. This is not a substantial number of employees considering the employee base in the City of San Bernardino is estimated to increase by 50,815 between 2008 and 2035.⁴¹ The proposed project is not adding additional roads and other infrastructure to an undeveloped area that could result in growth outside of an urban area. Impacts will be less than significant.

XII b) **No Impact.** Three warehousing structures currently occupy the project site and would be demolished to accommodate the proposed project. No housing will be removed as a result of the project. No impact will occur.

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| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------------|--|-------------------------------------|-------------------------------------|
| XIV. PUBLIC SERVICES | | | | |
| a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Fire protection, including medical aid? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Parks or other recreational facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Other governmental services? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Other: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

XIV a) **Fire Protection, Less than Significant Impact.** The proposed project is located within the service area of the City of San Bernardino Fire Department. Emergency medical care, hazardous materials teams and resources, aircraft rescue and fire fighting services, and fire safety inspection for businesses are provided by the department. The department operates from twelve stations and has mutual joint response agreements with the cities of Loma Linda, Colton, Rialto, Central Valley Fire District, and the U.S. Forest Service. Response times vary across the City, but the adopted standard response time by the City is five minutes or less for 90 percent of the emergency calls for service. The nearest fire station to the project site is Fire Station No. 230 located at 502 South Arrowhead Avenue, approximately 1.3 miles north of the project site. Two additional fire stations are located within 10 miles of the project site; Fire Station No. 229 located at 202 North Meridian Avenue and Fire Station No. 222 located at 1201 West 9th Street.

The proposed facility is designed to service heavy-duty trucks and vehicles used for the distribution of beverage products and provide additional warehousing for the existing distribution operation. The proposed project includes the installation of two new fire hydrants to assist in combating potential fire hazards should they arise. The project is located within the existing service area of the Fire Department and will reduce the on-site building area that could require fire protection services.

Due to the on-site use and storage of hazardous and flammable materials, the business operator is required to submit and have approved an Emergency/Contingency Plan that establishes procedures to follow in the event an emergency situation (such as a fire or hazardous spill) occurs. Oversight for this Plan is provided by the County of San Bernardino Fire Department, Hazardous Materials Division, and it is reviewed annually and renewed every three years. Impacts related to hazardous materials are further discussed in Section VIII. In addition, Development Impact Fees are collected at the time of building permit issuance for approved

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projects to offset incremental impacts of development on services.⁴² With the inclusion of these standard measures, impacts related to expansion of fire protection services will be less than significant.

Police Protection, Less than Significant Impact. The proposed project is located within the Southeast District service area of the City of San Bernardino Police Department. The Police Department is staffed by 312 sworn officers and 150 civilian support staff. Response times of police patrol units average 4.5 minutes for 911 Emergency calls; 7.9 minutes for 911 Priority One (Urgent) calls; and 19.2 minutes for Priority Two (As Soon as Possible) calls.

Development of the project site will generate an incremental increase in the need for police protection in the police Department service area. The design of the project includes perimeter walls, fencing, and gates to provide on-site security. The Police Department reviews its needs on a yearly basis and adjusts service levels as needed to maintain an adequate level of public protection. Development Impact fees are collected at the time of building permit issuance for approved projects to offset incremental impacts of development on services. Therefore, with the payment of these fees, impacts to law enforcement are anticipated to be less than significant.

Schools, Less than Significant Impact. The proposed automobile dismantling facility will not result in any direct population growth, or associated growth in students, within the San Bernardino City Unified School District. Impact fees will be paid to the applicable School District pursuant to the Leroy F. Greene School Facilities Act to offset any indirect impacts related to employee growth. Impacts will be less than significant.

Parks and Recreation, No Impact. The proposed operations center will not result in any direct population growth that would require expansion or acquisition of parkland. No impact will occur.

Other Governmental Facilities, No Impact. The proposed operations center will not result directly in any population growth that would require expansion of any other public services such as libraries or hospitals because it will not result in a. No impact will occur.

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| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------------|--|-------------------------------------|-------------------------------------|
| XV. RECREATION | | | | |
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Other: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

XIV a) **Less than Significant Impact.** The proposed project is estimated to require four employees. This is not a substantial number of employees considering the employee base in the City of San Bernardino is estimated to increase by 50,815 between 2008 and 2035 and would not substantially increase the use of exiting neighborhood or regional parks or other recreational facilities. Impacts will be less than significant.

XIV b) **No Impact.** The project does not include recreational facilities and does not necessitate expansion of existing recreational facilities because it will not result in substantial growth. Therefore, there will be no adverse physical effects on the environment caused by expansion or construction of recreational facilities. No impact will occur.

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| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------------|--|-------------------------------------|-------------------------------------|
| XVI. TRANSPORTATION/TRAFFIC - Would the project: | | | | |
| a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersection, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Other: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

XVI a) **Less than Significant Impact.** Operation of the proposed project could reduce the performance of the circulation system if the project-related increase in vehicle trips or any proposed improvements decrease the Level of Service (LOS) on existing streets when the existing LOS is C or worse.⁴³

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The existing on-site facilities generated approximately 100 daily heavy-duty truck trips in addition to employee, vendor, and customer trips for an estimated 198 total trips per day (utilizing ITE trip generation factors for warehousing and light industrial uses).⁴⁴ The project will eliminate these trips and replace them with approximately four maintenance employee trips. No new heavy-duty trucks trips will be generated by the expansion; truck maintenance will occur on the existing facilities fleet. The proposed expansion will not generate any customer trips or vendor trips beyond those generated by the primary facility. The project will substantially reduce traffic generation and impacts to the local transportation system will be less than significant.

- XVI b) **No Impact.** Net traffic will decrease as a result of the project; therefore, the project could not impact any Congestion Management Program (CMP) facilities. No impact will occur.
- XVI c) **No Impact.** The proposed project is located approximately 2.5 miles from the nearest airport, San Bernardino International Airport and will not change air traffic patterns or substantially increase ridership. Therefore no impact will occur.
- XVI d) **No Impact.** The project does not require any roadway or other circulation network changes that could result in traffic safety issues. Existing landscaping on Steele Street does not present a substantial line of site hazard. No safety impacts will occur.
- XVI e) **Less than Significant Impact.** The project includes vacation and demolition of Industrial Street located in the middle of the project site. Emergency access to the project site will be proved from Steele Street. The project includes 50-foot driveway with fire lane accessible to all sides of the proposed building. Therefore, the project would have less than significant impacts on the provision of adequate emergency access.
- XVI f) **Less than Significant Impact.** The project will not result in conflicts with adopted policies or plans related to alternative modes of travel, such as bus transit, bicycles or walking paths. Existing sidewalks along the west side of the project site will not be altered or removed as a result of the proposed expansion and therefore will continue existing pedestrian routes to and from the site. The area does not have an existing bike path it could conflict with, nor does the City have adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities that apply to the proposed project site. Therefore, a less than significant impact will occur.

No trails are designated on or near the project site by the City's General Plan.⁴⁵ OmniTrans provides local transit service in the area. No existing routes are located adjacent to or near the project site. The project will provide adequate pedestrian access along the project frontage and onto the project site, although the project will be primarily served by vehicles due to the nature of the facility. The project would therefore not conflict with any non-motorized or transit plans, resulting in a less than significant impact.

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| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | |
|---|--------------------------------------|--|-------------------------------------|-------------------------------------|
| XVII. UTILITIES AND SERVICE SYSTEMS – Would the project: | | | | |
| a) Exceed wastewater treatment requirements of the Santa Ana Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Result in determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Other: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

XVI a) **Less than Significant Impact.** Wastewater treatment is provided by the San Bernardino Municipal Water Department (SBMWD) at the Margaret H. Chandler Water Reclamation Plant (WRP). This is a regional, secondary treatment plant that serves the Cities of San Bernardino, Loma Linda, Highland, and unincorporated portions of San Bernardino County. The WRP currently treats an estimated 28 million gallons per day (MGD). The facility is currently permitted to treat 33 MGD with an ultimate design to treat in excess of 40 MGD.⁴⁶ San Bernardino also co-operates the Rapid Infiltration and Extraction (RIX) facility with the City of Colton, providing tertiary treatment to previously treated water. This facility treats approximately 32 MGD and is permitted to treat 40 MGD.⁴⁷ Assuming a flow rate of 100 gallons per day (GPD) per 1,000 square feet of maintenance area and 25 GPD per 1,000 square feet of warehouse, the

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expansion would result in an increase of 1,089 GPD (0.001089 MGD). Comparatively, the existing warehousing and distribution and light industrial uses on the expansion site discharged approximately 0.002163 MGD (2,163 GPD), assuming 25 GPD per 1,000 square feet for warehouse uses and 100 GPD per 1,000 square feet of light industrial uses; therefore, the project will result in a net decrease in wastewater discharges by 1,074 GPD. Impacts will be less than significant.

- XVI b) **Less than Significant Impacts.** The proposed project includes the construction of new water and sewer lateral connections will be required to connect to existing service mains under Industrial Street. Existing water and sewer mains are available and sufficient to serve the project, as verified through development and environmental review procedures. Connection to these facilities requires minimal trenching and disturbance of existing pavement and would not result in any substantial environmental effects. Impacts will be less than significant
- XVI c) **No Impact.** The proposed project includes construction of on-site storm water facilities including a detention basin to prevent on-site and off-site flooding and accepts incremental increases in stormwater flows. All construction of the proposed storm water facilities must occur during construction of the project and no increase in stormwater flows will be discharged off-site. Therefore, no impacts to the City's storm water facilities would occur.
- XVI d) **Less than Significant Impact.** The SBMWD 2010 Urban Water Management Plan (UWMP) indicates that approximately 42,277 acre-feet per year (AFY) was required to meet water demand within its service area.⁴⁸ The UWMP estimates a total demand of 48,886 AFY in the year 2035 based on SCAG growth projections, an increase of 6,609 AFY. District water use is estimated at 55,633 AFY after consideration of demand from known development projects, sales to other agencies, and water loss. Estimated availability of groundwater and recycled water resources in 2035 are estimated at 98,164 AFY, 76 percent in excess of demand. This does not include State Water Project (SWP) water. Assuming water demand reflects 125 percent of wastewater discharges, the project would demand 1.526 AFY. Comparatively, existing on-site facilities are estimated to demand 3.031 AFY; therefore, the project will result in a net decrease in water demand of 1.505 AFY. SBMWD has sufficient water supplies to serve the project and future demand and will not need to acquire new or expanded water entitlements. Impacts will be less than significant.
- XVI e) **Less than Significant Impact.** The project will not result in a substantial increase in wastewater discharges and will not require expanded treatment facilities, as detailed herein. Impacts will be less than significant.
- XVI f) **Less Than Significant Impact.** Significant impacts could occur if the proposed project will result in exceedance of existing permitted landfill capacity or violates federal, state, and local statutes and regulations.

The proposed project will be served by the City of San Bernardino Refuse & Recycling Division, which provides collection services to residential and commercial customers for refuse, recyclables, and green waste. The City uses one of three different County landfills in the region for solid waste disposal. Materials that are not recycled in compliance with California Integrated Waste Management Act (AB 939) are taken to one of two regional landfills in the valley (San Timoteo: permitted until 2026 or Mid-Valley: permitted until 2033). The project is estimated to generate approximately 575.11 tons of solid waste per year based on land use disposal rates developed by the California Department of Resources Recycling and Recovery (CalRecycle). Comparatively, the existing on-site facilities generate approximately 1,160.64 tons per year; therefore, the project would result in a net decrease in solid waste disposal. Considering that landfill capacity is available until year 2033 and that the project will reduce solid waste disposal, impacts to serving landfills will be less than significant.

- XVI g) **No Impact.** The City of San Bernardino Integrated Waste Management Division complies subject to all federal, state, and local statutes regarding solid waste disposal and recycling. The proposed project will utilize

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the services provided by the City of San Bernardino and will not conflict with regulations relating to solid waste and recycling requirements. No impact will occur.

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| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------------|--|------------------------------------|--------------|
|--|--------------------------------------|--|------------------------------------|--------------|

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of major periods of California history or prehistory? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

XVIII a) **Less Than Significant with Mitigation Incorporated.** The environmental analysis provided in Section III concludes that impacts related to emissions of criteria pollutants and other air quality impacts will be less than significant with mitigation incorporated. Sections VII and IX conclude that impacts related to climate change and hydrology and water quality will be less than significant. Section IV concludes that no impacts to fish, wildlife, or habitat will occur. Section V concludes that impacts to cultural resources will be less than significant with mitigation incorporated. The City hereby finds that impacts related to degradation of the environment, biological resources, and cultural resources will be less than significant with mitigation incorporation.

XVIII b) **Less Than Significant with Mitigation Incorporated.** Cumulative impacts can result from the interactions of environmental changes resulting from one proposed project with changes resulting from other past, present, and future projects that affect the same resources, utilities and infrastructure systems, public services, transportation network elements, air basin, watershed, or other physical conditions. Such impacts could be short-term and temporary, usually consisting of overlapping construction impacts, as well as long term, due to the permanent land use changes involved in the project.

The proposed project will generally result in nominal environmental impacts, as discussed herein. Short-term impacts related to noise and pollutant emissions will be mitigated to less than significant levels and therefore will not contribute substantially to any other concurrent construction programs that may be occurring in the vicinity. The analysis provided herein includes operation of the existing on-site facilities as part of the baseline to reflect that the project will result in an individual and vicinal decrease in a number of environmental effects related to air quality, greenhouse gas emissions, noise, traffic, and service demand. Previous on-site uses have relocated and therefore the project will contribute cumulatively to the previous

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uses that are likely still located within the region. Particularly, relocated operations will continue to emit criteria pollutants and greenhouse gas emissions as well as contribute to regional traffic congestion. The proposed expansion will require nominal public and utility services and will generate unsubstantial traffic volumes as the proposal is designed to support existing distribution operations. The project's contribution to long-term, cumulative impacts will not be substantial with implementation of the City's existing policies, programs, and regulatory requirements. Particularly, the project is subject to development impact fees to offset project-related impacts to public services and utility systems such as fire protection services, traffic control and roadways, , and other public facilities and equipment. The City hereby finds that the contribution of the proposed operations center to cumulative impacts will be less than significant with mitigation incorporation.

- XVIII c) **Less Than Significant with Mitigation Incorporated.** Based on the analysis of the project's impacts in the responses to items I thru XVII, there is no indication that this project could result in substantial adverse effects on human beings. While there would be a variety of temporary adverse effects during construction related to noise and criteria pollutant emission, these will be reduced to less than significant levels through mitigation. Long-term effects would include decreased criteria pollutant emissions, greenhouse gas emissions, vehicular traffic, and traffic-related noise. The analysis herein concludes that direct and indirect environmental effects will at worst require mitigation to reduce to less than significant levels. Generally, environmental effects will result in less than significant impacts. Based on the analysis in this Initial Study, the City finds that direct and indirect impacts to human beings will be less than significant with mitigation incorporation.

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