

**CITY OF SAN BERNARDINO
COMMUNITY DEVELOPMENT DEPARTMENT
INITIAL STUDY**

**CITY OF SAN BERNARDINO
INITIAL STUDY FOR**

PROJECT DESCRIPTION/LOCATION:

Dynamic Development Company, LLC proposes to construct a variety store located at 803 E. Baseline Street in the City of San Bernardino. The proposed project would result in a 12,480 sq. ft. freestanding variety store, removal of a small tire shop on the southeast corner of Baseline and Myrtle. Implementation of the proposal will require a general plan and zoning map amendment to allow for commercial use on the development area for the proposed project. A Conditional Use Permit to allow for the development of the site and the sale of alcoholic beverages, respectively, is also required. The CUP for on-site alcohol sales may be processed separately after initial approval. Finally, a Tentative Parcel Map is proposed to merge 5 existing parcels for the proposed project.

The 1.5-acre development site is predominantly vacant, with the exception of a tire store, and surrounded by commercial uses to the north, east and west, and single family residential to the south. Zoning for the proposed site is currently (CH) Heavy Commercial on the north half of the two larger parcels and (RS) Suburban Residential on the south half of all four parcels.

DATE: April 6, 2012

PREPARED BY

Terra Nova Planning & Research
42635 Melanie Place, Suite 101
Palm Desert, CA 92211

PREPARED FOR

City of San Bernardino
Community Development Department
300 North "D" Street
San Bernardino, CA 92418
(909) 384-5057

REVIEWED BY

Independently reviewed, analyzed, and exercised judgment in making the determination, by the Development/Environmental Review Committee on April 05, 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 or not a proposal, not exempt from CEQA, qualifies for a Negative Declaration or whether or not an Environmental Impact Report (EIR) must be prepared.

- 1. Project Title:** Dynamic Development Project
General Plan Amendment No. 11-06
Conditional Use Permit 12-07

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

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

- 4. Project Location (Address/Nearest cross-streets):** 803 E. Baseline Street, San Bernardino, CA 92410. Assessor's Parcel Nos.: 0147-182-01, -02, -03, -04; 0147-182-30; 0147-182-29

- 5. Project Sponsor:** City of San Bernardino
Address: 300 North "D" Street
San Bernardino, CA 92418

- 6. General Plan Designation:** (CH) Heavy Commercial; (RS) Suburban Residential

- 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):**

Dynamic Development proposes to construct a freestanding variety store located at 803 E. Baseline Street in the City of San Bernardino. The site plan for the proposed project includes a 12,480 square foot commercial retail building and 50 parking spaces to be built on approximately 1.5 acres of land. Building height will be limited to a single story, approximately 25 feet. Hours of operation will be from 8 AM to 9 PM.

Development of the project will require the demolition of a small tire shop located on the southeast corner of Baseline and Myrtle. A General Plan and Zoning map amendment is also required to adjust the designation on the property from both Commercial Heavy and Suburban Residential to Commercial Heavy. A Conditional Use Permit will be required for development of the site. A CUP for on-site alcohol sales may be processed separately after initial approval. A Tentative Parcel Map is also proposed to merge 5 parcels for the proposed project.

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The site is predominantly vacant, with the exception of the tire store at the western end of the project area. The site is surrounded by commercial uses to the north, east and west, and single family residential to the south. Zoning for the proposed site is currently (CH) Heavy Commercial on the northern half of the two larger parcels and (RS) Suburban Residential on the southerly four parcels. Development of the project will require a General Plan Amendment to change the land use designation of all parcels to CH commercial.

The applicant has requested to defer undergrounding the existing overhead utilities. A storm drain system will be constructed within the site to collect onsite storm water into a detention basin that will control the flow of storm water off-site.

8. Surrounding Land Uses and Setting:

The subject property is located on Baseline Street, which is characterized as a major roadway and commercial corridor comprised of retail commercial land uses, restaurants and similar typical urban businesses.

Uses bordering the project area include:

- A commercial corridor including auto repair and retail to the north, east and west, and;
- Single-family housing to the south.

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

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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 Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology / Soils |
| <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

Date

Printed Name

Title

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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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: San Bernardino General Plan and EIR, application materials.

Discussion: Development of the proposed project will have no impact on aesthetics of the surrounding area. The property will be developed in accordance with the General Plan and Zoning regulations, and therefore will be aesthetically consistent with surrounding structures.

The scenic vista within the City of San Bernardino consists of many natural features surrounding and within the City. The San Bernardino Mountains provide background views in the north, while Box Springs Mountain and Blue Mountain are visible to the south.

The visual character of the City includes typical suburban neighborhoods, a historic downtown area, and diverse landforms and natural features along the foothills of the San Bernardino Mountains. The site is predominantly vacant, with the exception of an existing tire store, and is surrounded by commercial uses to the north, east and west. Single family residential units occur to the south. The project site is located in a relatively flat area of the City, some 2½ miles south of the foothills of the San Bernardino Mountains.

The Development Code provides standards for setbacks, building heights, walls, parking and landscaping for a commercially zoned property. The proposed project will be consistent with these standards, and proposes a building height of 25 feet, which will not significantly block long range scenic views from properties to the south.

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There are no scenic highways located in the City. There are no historic structures or significant tree outcroppings on the site.

Light and glare throughout the area is associated with urbanized development, traffic, and other man-made features. The City's lighting standards will be applied to development of the proposed retail store, reducing on-site lighting impacts. Lighting resulting from vehicular traffic will occur primarily on existing streets already subject to light and glare.

Development of the proposed project will not affect aesthetic resources or the visual character of the City.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE 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 agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: San Bernardino County Important Farmland Map 2008, California Department of Conservation, 2009.

Discussion: Development of the proposed project will have no impact on agricultural resources.

According to the San Bernardino Important Farmland Map, there are no agriculturally designated lands within or adjacent to the City. The City is designated as an urbanized area.

Due to lack of farmland, there are no Williamson Act contracts within the City.

The San Bernardino General Plan does not include any agricultural land use designations.

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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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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) Generate greenhouse gas emissions either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) 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 checked="" type="checkbox"/>	<input type="checkbox"/>

Source: CalEEMod

Discussion: Implementation of the proposed project, including demolition, construction, and operation of the Dollar General Store, will have less than significant impacts on air quality, with the implementation of dust control measures.

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The City of San Bernardino, including the project site is located within the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). Development activities within the City of San Bernardino are subject to the rules and regulations set forth by SCAQMD regarding the release of criteria air pollutants. SCAQMD monitors the emission and concentration levels of the following criteria air pollutants: ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, suspended particulate matter (PM₁₀ and PM_{2.5}), and lead.

Air quality emission are measured according to the California Ambient Air Quality Standards set by the California Air Resources Board, and the National Ambient Air Quality Standards (NAAQS), which are set by the United States Environmental Protection Agency (EPA). Areas that meet these air quality standards are considered “attainment” areas, whereas those that do not are designated “non-attainment” areas. The City of San Bernardino is located in an “extreme non-attainment” area and a “serious non-attainment” area for ozone and PM₁₀, respectively.

The SCAB, including the proposed project site, is subject to the provisions of the SCAQMD Rule Book¹, which sets forth policies and other air quality control measures designed to help the District achieve federal and state ambient air quality standards. These rules, along with the SCAQMD’s Air Quality Management Plan² are intended to satisfy the planning requirements of both the federal and state Clean Air Acts. SCAQMD also monitors daily pollutant levels and meteorological conditions throughout the District.

Air quality emission projections associated with construction and operation of the proposed project were calculated using the California Emissions Estimator Model Version 2011.1.1 (CalEEMod). CalEEMod is a statewide land use emissions model that provides a standard approach in quantifying criteria air pollutant emissions and greenhouse gas emissions for construction and operation.

The proposed project’s air quality emission projections are well below SCAQMD established daily thresholds for all criteria air pollutants, and as such will not substantially increase pollutant concentration. Therefore, the proposed project is consistent with SCAQMD’s Air Quality Management Plan and will not conflict with or obstruct implementation of said plan.

Criteria Air Pollutants

The following table shows that air quality emissions during construction activities are projected to remain well below SCAQMD daily thresholds. It should be noted that implementation of best management practices such as soil stabilization techniques, minimizing speed limits on unpaved roads, and preparation of a dust control plan, will further limit emissions associated with construction activities. Therefore, construction of the proposed project will result in less than significant impacts to air quality.

¹ South Coast Air Quality Management District Rules and Regulations, Adopted February 4, 1977.

² “Final 2007 Air Quality Management Plan,” prepared by South Coast Air Quality Management District, June 2007.

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**Table 1
Construction Emissions for the Proposed Project
(pounds per day)**

	CO	NO_x	ROG	SO_x	PM10	PM2.5
Unmitigated	26.86	19.80	47.70	0.05	11.98	4.74
SCAQMD Threshold	550.00	100.00	75.00	150.00	150.00	55.00
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod Output Tables Generated 12.22.11. Shows unmitigated condition.

Table 2 summarizes the projected emission of criteria pollutants associated with daily operations of the proposed project. As shown in Table 2, air quality emissions for all criteria pollutants are projected to remain below established thresholds. Therefore impacts to air quality from operation of the proposed project will be less than significant.

**Table 2
Operational Emissions for the Proposed Project
(pounds per day)**

	CO	NO_x	ROG	SO_x	PM10	PM2.5
Area Source	0.00	0.33	0.00	0.00	0.00	0.00
Energy Sources	0.01	0.00	0.01	0.00	0.00	0.00
Mobile Sources	38.17	4.04	10.10	0.06	6.51	0.45
Combined	38.18	4.37	10.11	0.06	6.51	0.45
SCAQMD Threshold	550.00	100.00	75.00	150.00	150.00	55.00
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod Version 2011.1.1. Value shown represents the average emissions from summer and winter. Shows unmitigated condition.

Greenhouse Gas Emissions

Construction activities will generate short-term GHG emissions during demolition of the existing structure, site preparation, grading, paving, building activities, and application of architectural coatings. The following table summarizes the projected GHG emissions expected to occur from construction of the proposed project.

**Table 3
GHG Emissions from Construction of the Proposed Project
(metric tons)**

	CO₂	CH₄	N₂O	CO₂e
Construction Activities	291.38	0.05	0.00	292.33

CalEEMod. Values shown represent the total GHG emission projections for construction of the proposed project.

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The proposed project will result in the emission of greenhouse gases through the combustion of fossil fuels during operation of vehicles, the use of electricity, combustion of natural gas, disposal of solid waste, and the conveyance and treatment of water for onsite use. The table below provides the projected GHG emissions from operation of the proposed project.

**Table 4
GHG Emissions from Operation
(metric tons/year)**

Emission Source	CO2	CH4	N2O	CO2
Area	0.00	0.00	0.00	0.00
Energy	58.39	0.00	0.00	58.76
Mobile	831.81	0.04	0.00	832.70
Waste	10.89	0.64	0.00	24.42
Water	5.34	0.03	0.00	6.19
Total	906.43	0.71	0.00	922.07

CalEEMod output tables. Values shown represent the annual GHG emission projections for operation of the proposed project.

Construction and operation of the proposed project will result in the generation of GHG emissions from onsite activities as well as from mobile sources associated with the onsite land use. GHG emissions generated by the proposed project will not be substantial and will not directly or indirect result in a significant impact to the environment or conflict with applicable GHG plans, policies or regulation. Therefore, impacts to air quality from the generation of GHG emissions associated with construction and operation of the proposed project will be less than significant.

Localized Significance Thresholds (LST)

To determine if the proposed project has the potential to generate significant adverse localized air quality impacts, the mass rate LST Look-Up Table was utilized. Since the proposed site is 1.5 acres, which is less than the 5-acre threshold that triggers project specific air quality modeling for LST, it is appropriate to use the mass look-up tables for screening purposes.

For LST purposes, the 2 acre site Mass Look-Up Tables at a distance of 25 meters were utilized. The City of San Bernardino and the project site are located within Source Receptor Area 34. The following Table shows the on-site emission concentrations for each phase of construction, and the associated LST. With the implementation of dust control measures, none of the LST will be exceeded and impacts to nearby sensitive receptors are expected to be less than significant.

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**Table 5
Localized Significance Thresholds
(lbs/day)**

	CO	NO_x/NO₂	PM10*	PM2.5*
Demolition	24.57	40.86	0.05	0.00
Site Prep	19.35	33.58	2.26	1.13
Grading	16.01	27.83	1.93	0.97
Building	16.68	24.82	0.00	0.00
Paving	12.18	19.60	0.00	0.00
Arc Coating	1.96	3.16	0.00	0.00
LST	972	170	7	4
Exceed?	No	No	No	No

Source: CalEEMod output Tables generated 12.22.11.

*PM10 and PM2.5 show the mitigated condition assuming that site watering occurs 3 days daily.

LST for operation will remain below established thresholds for all pollutants generated onsite. As such, nearby sensitive receptors will not be exposed to substantial concentrations of air quality emissions. Therefore, impacts to sensitive receptors from air quality conditions resulting from the proposed project are expected to be less than significant with the implementation of dust control measures.

Objectionable Odors

The proposed project does not include any land uses that have the potential to generate objectionable odors. The project will develop as a 12,480 square foot stand alone retail store, offering goods and services to the vicinity and region. There will be no industrial activity or noxious odors emanating from the project site. Therefore, the proposed project is not expected to create objectionable odors affecting a substantial number of people.

Mitigation Measures

The application of dust control measures will reduce the impacts associated with Locally Significant Thresholds, as follows:

1. Fugitive dust emissions shall be minimized through conformance with AQMD Rule 403, which may include the following:
 - apply water and/or chemical stabilizers to exposed and disturbed soil areas
 - cease grading and earth-moving activities when winds exceed 25 miles per hour
 - spread soil binders on site, unpaved roads, and parking areas
 - use street sweeper to clean paved roads adjacent to site
 - wash off trucks before they leave the construction site
 - cover import/export soils transported to/from construction site

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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, 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 any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Resources: San Bernardino General Plan and EIR

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Discussion: Development of the proposed project will have no impact on biological resources. There are areas of undisturbed natural habitat, particularly on the City's northern boundary, along the foothills of the San Bernardino Mountains, and along Lytle Creek and the Santa Ana River; however, the project will have no impact on these resources.

The City of San Bernardino is primarily an urbanized area, and the project site is located on a developed, commercial corridor surrounded by commercial and residential uses. The project site is partially developed, and areas with no structures have been stripped of natural vegetation, and consist of non-native ornamental plantings.

There are no identified wetlands and riparian habitats located on, or in proximity to the site.

There is currently no Habitat Conservation Program or Natural Community Conservation Program in the City. The City has adopted a Biological Resources Overlay to protect sensitive habitat areas within the City; however the project is not located within or adjacent to these areas, and will not affect these resources.

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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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Disturb any human remains, including those interred outside of formal cemeteries?	<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 checked="" type="checkbox"/>

Source: San Bernardino General Plan and EIR

Discussion: Development of the proposed project will have no impact on cultural resources.

The City completed a Historic Resources Reconnaissance Survey Report in 1991, identifying buildings and structures that were built prior to 1941, and considered of historic value. The City has also identified numerous locations of archaeological significance as delineated in the General Plan EIR.

The tire shop located on the proposed site is not a known historic resource, nor is it in an area of historic resources. The building is of poor quality and was not designed by a noted architect, nor has it previously been identified as a historic structure. No known historic buildings are located within close proximity to the site, therefore the project is not expected to impact such resources.

The General Plan EIR describes that paleontological resources may occur below the ground surface, in areas of suitable, older soil formations. As a result, the City will require monitoring of the proposed project if excavation occurs at considerable depths; however the project site is located in an urbanized area and appears to have been previously graded, thus making discovery of paleontological resources

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highly unlikely. In addition, the construction of a single story building, without a basement, is not expected to require substantial excavation.

The proposed site is not located on, or within proximity to a known cemetery. Should development of the proposed project unearth human remains during site excavation, the City will require conformance with California law. This requirement assures that the disturbance of human remains occurs in a prescribed, supervised fashion, including the participation of Native American officials, if the remains are found to be Native American, or potentially Native American.

The proposed project does not affect cultural, archaeological or paleontological resources.

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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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: San Bernardino General Plan and EIR

Discussion: Development of the proposed project will have a less than significant impact on geology or soils.

The City of San Bernardino is located within the Bunker Hill-San Timoteo Basin, which is a fault controlled basin bound by the San Andreas Fault zone on the northeast and the San Jacinto Fault zone on the southwest. These two fault systems are considered Alquist Priolo Special Study Zones, and have the

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potential to cause surface rupture within City limits. However, the proposed site is not located within an Alquist Priolo Special Study Zone.

The City is designated as a high severity zone, where major probable damage is likely to occur during a large earthquake. The San Andreas Fault is capable of producing an 8.5 magnitude earthquake, and the San Jacinto fault is capable of producing a 7.5 magnitude quake. As a result of this probability, the City will implement the most stringent Building Code requirements for construction in earthquake zones. These standards are designed to reduce impacts associated with ground shaking to less than significant levels, and will be applied to the proposed project.

High and moderately high liquefaction susceptibility areas are located primarily in the southern portion of the city near the San Jacinto fault system, as well as in the northern and northwestern portion of the city, along the San Andreas fault system. Landslides, mudslides, and subsidence areas have also been identified throughout the City. The proposed site is relatively flat, and is located in an area with zero soil-slip susceptibility values. A site-specific analysis of soil conditions and liquefaction potential will be conducted by geotechnical engineers prior to the issuance of a building permit as a standard City requirement, to identify potential hazards and provide construction recommendations. However, hazards associated with liquefaction are not expected to occur.

Erosion of topsoil is a concern throughout the City, and is the result of wind and rain runoff on specific soils. In addition, the proposed site is located in an area of potential ground subsidence as delineated by the General Plan. The City implements the standards of the NPDES to address soil erosion issues during the construction process. The City also implements dust management planning during grading of sites susceptible to wind erosion and mitigation measures are set forth in Part III, Air Quality. Finally, the City will require the preparation of site-specific soils analysis prior to the issuance of building permits to identify any issues associated with ground subsidence. That study will include construction recommendations to address the issue, if required. These requirements will be applied to the proposed development and will reduce the impacts of geologic related hazards to less than significant levels.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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"/>

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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VII. HAZARDS AND HAZARDOUS MATERIALS

– Continued

h) Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: San Bernardino General Plan and EIR; application materials

Discussion: Development of the proposed project will have a less than significant impact on hazards or hazardous materials.

The demolition of the existing tire store will include the removal of tires, the crushing of building structure and other improvements, and their removal. All these activities are regulated by the City and County. Disposal of these materials will be required to occur in an approved manner, and to an approved and licensed landfill. The tire shop appears to be of simple wood frame construction, and is not expected to contain hazardous materials.

Development and operation of the proposed retail building is not expected to significantly increase the amount of hazardous materials stored, transported, or used in the City. Hazardous materials associated with the proposed use are generally limited to moderate quantities of cleaning products, paints, and other products used for maintenance of the building and retail purposes. These materials will not be in high concentrations, and will be subject to the requirements of the City’s Fire Department in terms of storage.

Multiple transportation routes are found throughout the City of San Bernardino, including road and rail systems, which are often used to transporting hazardous materials. These transportation routes pose a risk to surrounding populations associated with hazardous waste spills. Hazardous waste transporters are governed by the US Department of Transportation (DOT), and are required to abide by United States Environmental Protection Agency (EPA) standards, as well as meet requirements of the California Department of Toxic Substance Control (DTSC). The California Highway Patrol and California Department of Transportation are responsible for enforcing state and federal regulations and responding to hazardous spills on local truck routes. The City has also prepared a Hazard Waste Management Plan, in accordance with the Southern California Hazardous Waste Management Authority, to ensure hazardous waste in the City is stored, treated and transported properly.

The proposed site is not classified as, or in proximity to, a site listed on the EPA’s Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS).

The proposed development is located in proximity to 9 schools within a 1-mile radius. The nearest school is Roger Anton Elementary, located approximately 0.2 miles northwest of the proposed site. The proposed development and land use will not result in hazardous material storage or transport, is consistent with land uses in the surrounding area and will not result in a substantial hazard to a school.

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The San Bernardino International Airport (SBIA) is located approximately 3 miles southeast of the proposed site. A Comprehensive Land Use Plan and Airport Master Plan have not been adopted for the SBIA. Development of the proposed project will not result in a safety hazard due to the distance and the retail use proposed.

The City of San Bernardino has prepared an Emergency Plan and Hazard Mitigation Plan for response to natural disasters, hazards and risks. The Emergency Plan details responsibilities of federal, state, and local government agencies in the event of natural and human related disasters. The Hazard Mitigation Plan promotes public awareness and public education to reduce effects from disasters and hazards. The San Bernardino Fire Department also has a Hazardous Materials Response Team trained to handle hazardous releases. The proposed project will be reviewed by the Fire Department to ensure development is in conformance with existing plans and will not impair current emergency response plans or evacuation routes. The proposed development is not expected to interfere with local emergency response plans.

The General Plan shows the northern foothill region within the City as being within an “extreme” or “moderate” fire hazard area. The proposed project is not in one of these areas. The project site is located in an urbanized area of San Bernardino void of wildland vegetation susceptible to “moderate” or “extreme” fire hazards.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HYDROLOGY AND WATER QUALITY –				
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HYDROLOGY AND WATER QUALITY –				
Continued				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
k) Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: San Bernardino General Plan and EIR; Preliminary Hydrology Study prepared by Agoura Civil Engineering and Survey Company, August 2011.

Discussion: Development of the proposed project will have no impact on hydrology or water resources.

The City of San Bernardino’s domestic water is supplied from groundwater located in the Bunker Hill Basin beneath the San Bernardino region. The San Bernardino Municipal Water Department will provide water to the site, and is required to comply with water quality standards regulated by the Federal Safe Drinking Water Act.

The City has prepared an Urban Water Management Plan that describes the City’s water sources, and how the City will provide water in the long term. The Plan demonstrates that sufficient supply is available to serve future development consistent with the General Plan land use map. The proposed project includes a General Plan Amendment to change a portion of the site to commercial use. As a commercial use is less water-intensive than a residential use, the proposed map amendment is expected to reduce water demand overall. As a result, the proposed project will not significantly impact water resources.

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The City requires that all development control storm water, including storm water generated on site, and storm water passing through a site. The project will include the construction of an onsite storm drain system to collect storm water runoff into a detention basin, which will control water flows to limit any impact on the surrounding area and existing infrastructure.

The project site is not located in an area subject to a 100-year flood. The proposed project will not result in housing and therefore will not place housing within a 100-year flood zone.

The General Plan EIR identifies areas within the City subject to potential inundation from regional dams, particularly the Seven Oaks dam. According to General Plan maps, the project site is not subject to dam inundation.

The City has identified areas subject to mudflow to be primarily associated with natural channels that originate in the surrounding mountains, and the foothills of the surrounding mountains. The proposed site is not located in proximity to such areas and is therefore at no risk from mudflows.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. 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 checked="" type="checkbox"/>

Source: San Bernardino General Plan and EIR, application materials.

Discussion: Development of the proposed project will require changes to land use designations in the General Plan; however, the project will have a less than significant impact on land use and planning.

The proposed 1.5-acre site is predominantly vacant, with the exception of a small tire shop located on the southeast corner of Baseline and Myrtle. This structure and all associated improvements will be removed prior to construction of the proposed project.

The General Plan currently designates the majority of properties along Baseline Street to be Heavy Commercial (CH), making Baseline a major commercial corridor. Surrounding properties can be characterized as commercial uses to the north, east and west, and single-family residences to the south.

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Zoning for the proposed site is currently Heavy Commercial (CH) on the north, and Suburban Residential (RS) on the south. The proposed development is designed to meet Development Code requirements and is consistent with the Zoning Code for a CH commercial zoned property for setbacks, building heights, walls, parking, and landscaping. The change in designations is consistent with the land use pattern occurring in this part of the City. The shallowness of the commercial designation is currently impractical for development, and requires amendment to allow sufficient depth for development. The proposed map amendments will not result in the loss of significant amounts of residential land, and will be consistent with the development patterns along Baseline. The proposed map amendments will have a less than significant impact on land use and planning documents in the City.

As stated under Biological Resources, the proposed project is not located within an area designated as potentially containing sensitive habitat or within the Foothill Fire Zone. Also, the project is not located within the area of influence of the San Bernardino International Airport. No impact is expected.

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X. 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"/>

Source: San Bernardino General Plan and EIR

Discussion: Development of the proposed project will have no impact on mineral resources.

The State legislature adopted the Surface Mining and Reclamation Act (SMARA), which established Mineral Resource Zones (MRZ) throughout the State, based on the location of these resources. According the General Plan Draft EIR, the proposed site is located in MRZ-3, a zone where the significance of mineral deposits cannot be determined from the available data. The project site is located in an urbanized commercial area. The proposed site is not located on lands designated for mineral extraction and will not contribute to the loss of a locally important mineral resource recovery site.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. 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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>

Sources: San Bernardino General Plan and EIR

Discussion: Development of the proposed project will have a less than significant impact on noise.

The General Plan establishes noise standards to limit exposure of people to intrusive or damaging noise levels, including groundborne noise and vibration, and temporary construction noise. The proposed project will be required to demonstrate compliance with such standards as they relate to commercial noise levels during both construction and operation. The proposed project is consistent with surrounding land uses and is not expected to exceed operational noise levels currently generated in the area. As a commercial land use, the project is not considered a sensitive receptor, and will therefore not be subject to the lower noise levels reserved for sensitive receptors.

Construction of the proposed project will result in temporary noise associated with heavy equipment activities. However, intervening vacant lands will act as a buffer to the residential land uses to the south. In addition, the proposed project’s construction activities will be limited to the less sensitive daytime

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hours, and will not be permitted to occur at night. Finally, these activities will be temporary and periodic, and will not be sustained. Impacts associated with construction noise are therefore expected to be less than significant.

The proposed site is not located within an airport land use plan or Airport Influence Area; therefore, the project will not expose people to excessive noise levels residing or working in such areas.

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XII. 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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>

Sources: Application materials

Discussion: Development of the proposed project will have no impact on population and housing.

The project will result in a single use tenant commercial building. The site does not currently contain housing, nor will the project provide housing capable of inducing population growth. The proposed General Plan and Zoning map amendments will not result in the loss of any significant amount of land for housing, and substantial lands are available for future housing development.

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XIII. 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 checked="" 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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>

Sources: San Bernardino General Plan and EIR

Discussion: Development of the proposed project will have a less than significant impact on public services.

Fire protection throughout the City of San Bernardino is provided by the San Bernardino Fire Department. There are 13 fire stations within the City and four outside the City, but in close proximity to it, and operating under a mutual aid agreement with the City. Nearest to the proposed site is Fire Station #221 located on 200 E. 3rd Street, approximately 2 miles southwest of the site. The Station is equipped with a medic engine, aerial ladder truck, battalion command vehicle and air/light truck.

The City has local joint response agreements with nearby cities, including Loma Linda, Colton, Rialto, the Central Valley Fire District and the US Forest Service. The Fire Department operates with response times of six minutes throughout the area and maintains an Insurance Service Office rating class of 3. The General Plan includes a policy requiring the payment of a fire impact fee for developments that may result in additional demand for fire services and infrastructure; however, the proposed project will not result in such a demand. Development of the proposed project will only marginally increase demand for fire services, and impacts are expected to be offset by increased revenues generated by property and sales tax from the proposed project.

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Police Service in the City is provided by the San Bernardino Police Department. The California Highway Patrol is responsible for traffic related responses on State routes and interstate freeways through the City, and provides backup emergency response for the City and surrounding area. San Bernardino maintains a ratio of one sworn officer per 820 residents. Development of the proposed project will only marginally increase demand for police services, and impacts are expected to be offset by increased revenues generated by property and sales tax from the proposed project.

The San Bernardino City Unified School District (SBCUSD) provides educational services throughout a large portion of the City, including residential areas in proximity to the proposed site. Development of the project will not result in additional housing or substantially increased population growth that would require additional school facilities. Employees at the proposed project are expected to be existing City residents, not new residents to the area. The project will be required to pay the State mandated school fees, which are designed to assure that impacts to schools are not significant.

The City implements park and recreation fees or dedication through the Quimby Act, combined with development impact fees for park improvements. The proposed development is not a housing project and will not generate a demand for parks.

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XIV. 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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>

Resources: San Bernardino General Plan and EIR

Discussion: Development of the proposed project will have no impact on recreation or recreational facilities.

The City provides numerous recreational facilities, including community activities and parks. The City relies on the State Quimby Act and the City's Development impact fees and land dedications to provide new recreational facilities. The proposed project will not result in additional housing or directly increase population; therefore, the proposed project would not create additional demands on recreational facilities or have an adverse physical effect on the environment.

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XV. TRANSPORTATION/TRAFFIC – Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard 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 type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<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 checked="" type="checkbox"/>

Sources: 803 East Base Line Street Project: Traffic Impact Analysis; Kunzman Associates, Inc., January 25, 2012.

Discussion: Current and future transportation related conditions are projected to remain within acceptable levels of service, thus development of the project will have a less significant impact on traffic and transportation.

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The City measures traffic impacts based on Level of Service (LOS) for roadway segments and intersections. LOS “C” is the minimum acceptable Level of Service for roadway segments, and the minimum acceptable Level of Service for intersections is LOS “D”.

The City required the preparation of a traffic impact analysis for the proposed project. The analysis considered existing traffic conditions, anticipated growth in the area, and year 2035 traffic conditions. The traffic study determined that the two intersections in the vicinity of the proposed project, Myrtle at Baseline and Bobbett at Baseline, currently operate at acceptable levels of service in the morning and evening peak hour. The analysis showed that the proposed project would generate 714 daily trips, 13 of which would occur in the morning peak hour, and 62 of which would occur in the evening peak hour. The traffic analysis then added project trips to existing and projected trips in 2013, and determined that both project area intersections would continue to operate at acceptable levels of service, with the addition of the proposed project. Finally, the analysis added the proposed project to expected traffic in the year 2035, and determined that intersections would continue to operate at Level of Service C or better. Therefore, impacts associated with project development on local traffic conditions are expected to be less than significant.

The proposed project is required to meet Development Code standards for roadway and intersection designs, and is not expected to significantly impact traffic safety. Site-specific circulation and access recommendations are set forth in the Traffic Report conducted for the proposed project, and will be applied as conditions of approval for the project.

The I-215 Freeway and SR-210 Freeway provide regional access to the project site. Several roadways in the planning area provide local access. The east-west roadway, Baseline Street, is expected to be the most affected by project development. North-south roadways include Windsor Drive, Myrtle Drive, and Bobbett Drive. The property can be accessed from west, north and south via Myrtle Drive, Baseline Street, and Bobbett Drive. The property will have adequate emergency access.

The project is designed to be consistent with the Zoning Code parking standards for a CH commercial zoned property. The project will therefore provide adequate parking.

The proposed project is located on a major transit corridor and is in proximity to several bus stops. Development will not have an adverse effect on alternative transportation infrastructure or policy.

The San Bernardino International Airport currently provides private air service and cargo operations, but has the ability to provide regional air travel for domestic and international service. The proposed site is located approximately 3 miles northwest of the San Bernardino International Airport. Development of the proposed project will not interfere with airport operations, and would not be expected to change air traffic patterns in the region.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>

Sources: San Bernardino General Plan and EIR, Preliminary Hydrology Study prepared by Agoura Civil Engineering and Survey Company, August 2011.

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Discussion: Development of the proposed project will have no impact on utilities.

Wastewater treatment in the City is provided by the San Bernardino Municipal Water Department (SBMWD) at the San Bernardino Water Reclamation Plant (WRP), which provides secondary treatment, with subsequent conveyance to the Rapid Infiltration and Extraction facility (RIX), which provides additional filtration and tertiary treatment of wastewater for commercial and agriculture use, as well as for discharge into the Santa Ana River. These facilities have adequate capacity to provide service for the proposed project. Development of the project will not require the construction of a new, or additions to existing wastewater treatment plant.

The City of San Bernardino Public Works Department provides for the construction and design of new storm drain facilities. The project intends to develop an on-site storm drain system to control storm water flow to limit any impact on properties downstream from the project. The proposed on-site drainage system is required to accommodate the difference in flow created by water runoff and limit the discharged flow to 90% of existing allowed conditions to satisfy City policy.

The primary water service providers in the City are SBMWD and the East Valley Water District. SBWMD is the largest water supplier for the City, and the proposed project is not expected to place significant demand on water supplies requiring improvements to existing facilities. The SBMWD's Urban Water Management Plan indicates that there is sufficient water to serve the proposed project for the long term.

Solid waste throughout the City is collected by the San Bernardino Department of Public Services, as well as private haulers. Solid waste generated in the City is currently disposed of at landfills in Colton and Fontana, which are operated by the County of San Bernardino. Future solid waste will be transported to San Timoteo landfill and the Mid-Valley Landfill, which are projected to have approximately 40 years of capacity. The City complies with State and federal requirements for solid waste disposal, as do the regional landfills operated by the County. The proposed project will marginally increase the amount of waste delivered to these landfills, and no impact is expected.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: The proposed site is located in a highly developed area of the City; thus development of the proposed retail store will have no impact on biological or cultural resources.

The proposed project is consistent with development trends in the area and will not result in impacts that are cumulatively considerable.

Mitigation measures set forth in this Initial Study reduce all potential impacts to human beings associated with air quality to less than significant levels.

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REFERENCES. The following references cited in this Initial Study are on file in the Community Development Department.

1. City of San Bernardino General Plan, 2005.
2. City of San Bernardino General Plan Land Use Plan/Zoning Districts Map, 2005.
3. City of San Bernardino Development Code (Title 19 of the San Bernardino Municipal Code).
4. City of San Bernardino Historic Resources Reconnaissance Survey.
5. Alquist-Priolo Earthquake Fault Zones Maps.
6. South Coast Air Quality Management District, CEQA Air Quality Handbook.
7. Final Localized Significance Threshold Methodology, prepared by South Coast Air Quality Management District, revised July 2008.
8. "Final 2007 Air Quality Management Plan," prepared by South Coast Air Quality Management District, June 2007.
9. Federal Emergency Management Agency, Flood Insurance Rate Maps.
10. Public Works Standard Requirements – Water.
11. Public Works Standard Requirements – Grading.
12. "803 Base Line Street Project Traffic Impact Analysis," prepared by Kunzman Associates, February, 2012.
13. "Water Quality Management Plan," December 2011.