

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

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**CITY OF SAN BERNARDINO  
INITIAL STUDY FOR**

**Apple Auto Dismantling  
Conditional Use Permit No. 11-16  
General Plan Amendment No. 11-05**

**PROJECT DESCRIPTION/LOCATION:**

The proposed project is for a Conditional Use Permit to construct and operate an automobile dismantling facility and construction of a 10,150 square foot pocket park on 10.23 acres at 1551 and 1617 Walnut Street. The project requires a General Plan Amendment and Zone Change to revert the project site designation and zone from Residential Urban (RU) to Industrial Heavy (IH). The project site is located south of Walnut Street, generally west of Mt. Vernon Avenue and east of Muscott Street, between Mill Street and Rialto Avenue. The site is also located in close proximity to the BNSF rail yards and is affected by the San Jacinto fault that traverses the northwest to southeast direction along the westerly portion of the site area. Assessor's Parcel Numbers 0274-031-17, 18, 19, 20.

**DATE:**

June 2012

**PREPARED FOR**

Apple Auto Dismantling, Inc.  
2701 Anaheim Street  
Wilmington, California 90744

**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 MAY 24, 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:** Apple Auto Dismantling  
Conditional Use Permit No. 11-16  
General Plan Amendment No. 11-05  
Zone Change No. XX-XX
  
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 located at 1551 and 1617 Walnut Street, San Bernardino, California 92410 (See Exhibit 1, Regional Context and Vicinity Map).
  
5. **Project Sponsor:** Apple Auto Dismantling, Inc.  
**Address:** 2701 Anaheim Street  
Wilmington, California 90744
  
6. **General Plan Designation:** Current – RU (Residential Urban)  
Proposed – IH (Industrial Heavy)
  
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):**

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The primary project (Phase 1, east side of the project site identified as Parcel A) includes the establishment of an automobile dismantling and salvage operation including construction of a 7,500 square foot building for office, retail, and automobile servicing, a 2,500 square foot shed structure for covered storage, a detention basin, and open storage for approximately 420 automobiles. The primary application also includes four 12-foot high covered storage racks and a car crusher. Phase 1 also includes a 10,150 square foot pocket park in the northwest corner of the project site to be landscaped with turf and constructed with decorative paving and seating amenities. The proposed project includes a conceptual second phase of development (Phase 2, west side of project site identified as Parcel B) that would expand the operation to include an additional 7,500 square feet for office, retail, and automobile servicing, a 2,500 square foot shed structure for covered storage, and an outdoor storage area for approximately 408 automobiles. The entire project and property encompass 10.23 acres.

The Phase 1 parking area will include 37 parking spaces (41,650 square feet of paving) and the Phase 2 parking area will include 29 parking spaces (19,000 square feet of paving). Primary vehicular access would be provided via separate driveways from Walnut Street. Wet and dry utility connections will be made to existing facilities located on Walnut Street. Existing overhead utility lines are located along the southern portion of the property as well as north of the property within the Walnut Street right of way. Overhead utilities on Walnut Street are required to be undergrounded. The project will follow the existing drainage pattern of the site and drain to a proposed detention basin to be located at southwest corner of the site. Stormwater flows will be conveyed through sheet flow and on-site storm drains.

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Landscaping is proposed along Walnut Street within the street right of way. The project includes an eight foot tall concrete masonry block wall with decorative wrought iron or tubular steel security fencing along the project's frontage on Walnut Street.

Construction of the first phase of the facility is estimated to take six months beginning in mid-2013, after entitlement approval, plan check approval, and purchase of the project site. Three existing residences and ancillary structures are located on the property (two of which are currently occupied) and would be demolished prior to site preparation activities. A specific schedule for construction of Phase 2 is unknown at this time; however, for planning purposes, construction of Phase 2 is estimated to begin in 2019, five years after operation of the Phase 1 facility fully commences.

Operation of the dismantling facility will include a variety of services. Once automobiles are received on the site and pass initial inspection, all hazardous materials (i.e. fluids, batteries, air conditioning gases) shall be removed from the automobiles and stored on site. These materials or parts will be disposed, recycled, or resold as appropriate. All local, state, and federal standards pertinent to the handling of automobile related hazardous materials will be complied with during the removal, handling, and storage of these materials. After removal of these materials, the automobile will enter the dismantling phase where major components (i.e. engine, transmission) will be removed. The components and automobile will then be stored on site. As parts are requested, they are either removed from the automobile or other storage areas by employees of the facility or the public. Once automobiles have been stripped of the majority of their usable parts, the automobile will be crushed and transferred to an off-site facility for final recycling. Operations are anticipated to occur Monday through Saturday, 7:00am to 5:00pm, and will require approximately 20 employees. The proposed pocket park will be a public facility providing passive recreation opportunities for employees and residents in the vicinity.

The project requires a General Plan Amendment and Zone Change from Residential Urban (RU) to Industrial Heavy (IH) The City of San Bernardino is the only land use authority for this project and this project will require the following City approvals:

- Conditional Use Permit to authorize development of the proposed site and building improvements and the proposed automobile dismantling operation
- General Plan Amendment from Residential Urban (RU) to Industrial Heavy (IH)
- Zone Change from Residential Urban (RU) to Industrial Heavy (IH) for the subject property.

The project site was included in a previously proposed residential subdivision (Tentative Tract Map No. 17754, SUB 06-06) which required a General Plan Amendment and Zone Change from Industrial Heavy (IH) to Residential Urban (RU); therefore, the current proposal would revert the project site to its previous land use designation and zone. The previously approved residential subdivision consisted of 48 single-family lots.

**8. Surrounding Land Uses and Setting:**

The property is primarily vacant with three residences (two of which are occupied) located along the northern portion of the project site adjacent to Walnut Street. The project site is surrounded by residential land uses to the north, industrial uses immediately to the west, and vacant land to the east and south. Access to the site is provided via Walnut Street which connects to Rialto Avenue and Mount Vernon Avenue. The site is generally covered with grasses and shrubs, as well as a variety of scattered trees.

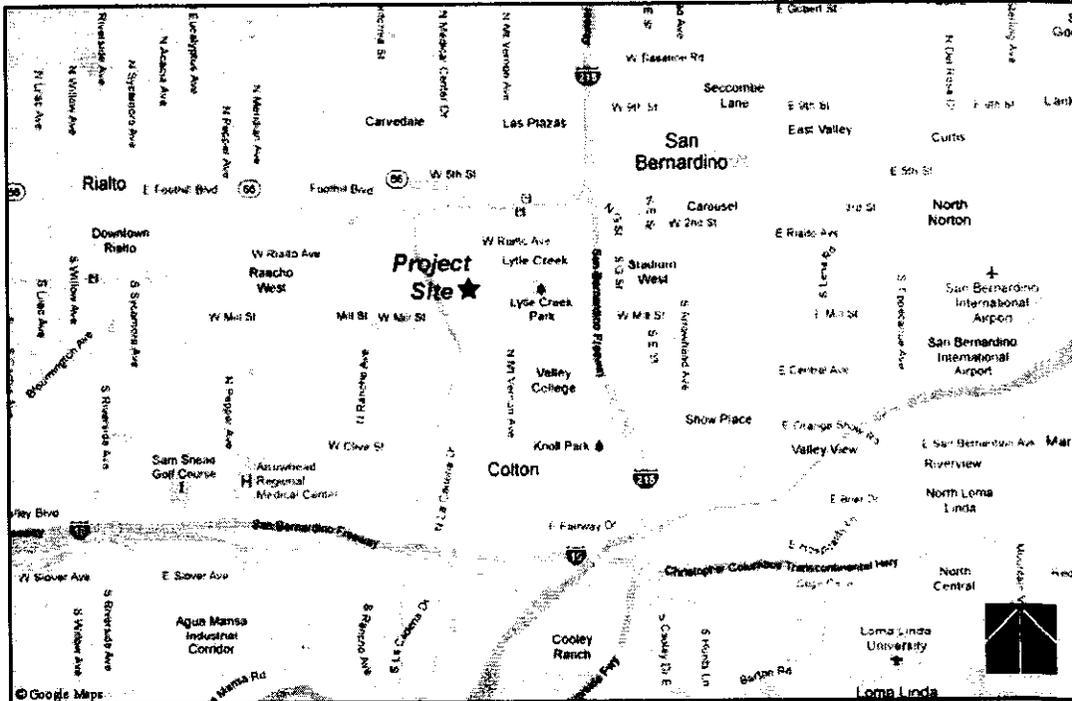
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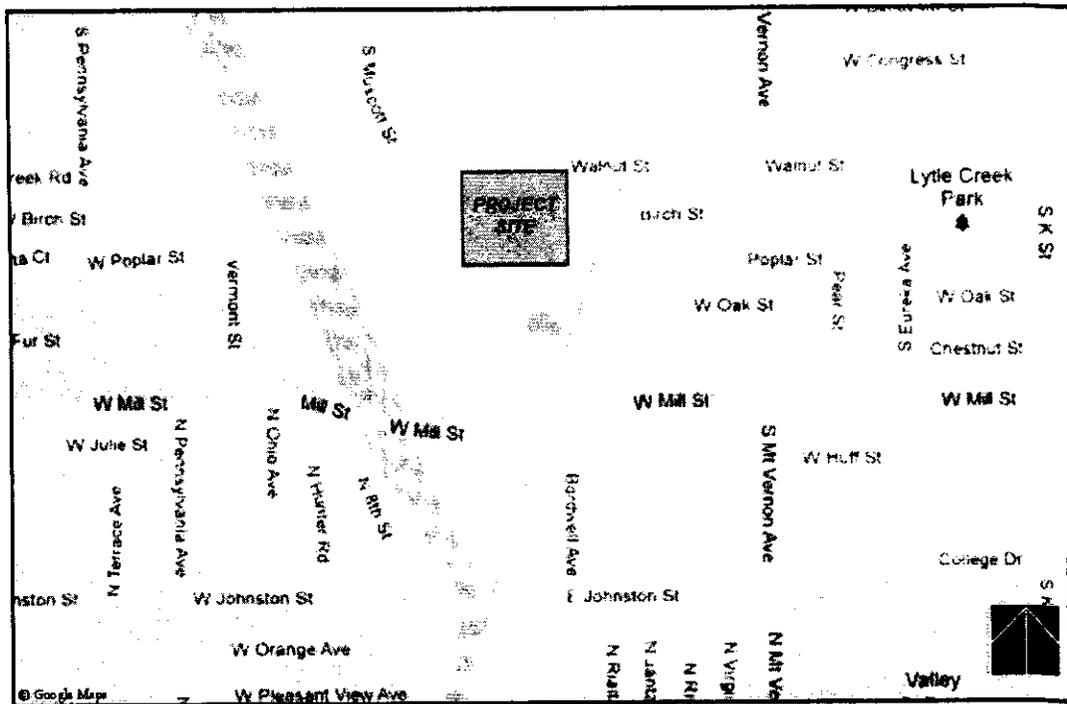
Direction	General Plan Designation	Zoning District	Existing Land Use
Project Site	Residential Urban (RU)	Residential Urban (RU)	Residential, Vacant
North	Residential Urban (RU)	Residential Urban (RU)	Residential, Mobile Home Park
South	Light Industrial (LI) City of Colton	Light Industrial (M1) City of Colton	Vacant
East	Industrial Heavy (IH)	Industrial Heavy (IH)	Vacant
West	Industrial Heavy (IH)	Industrial Heavy (IH)	Vacant, Auto Wrecking

**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

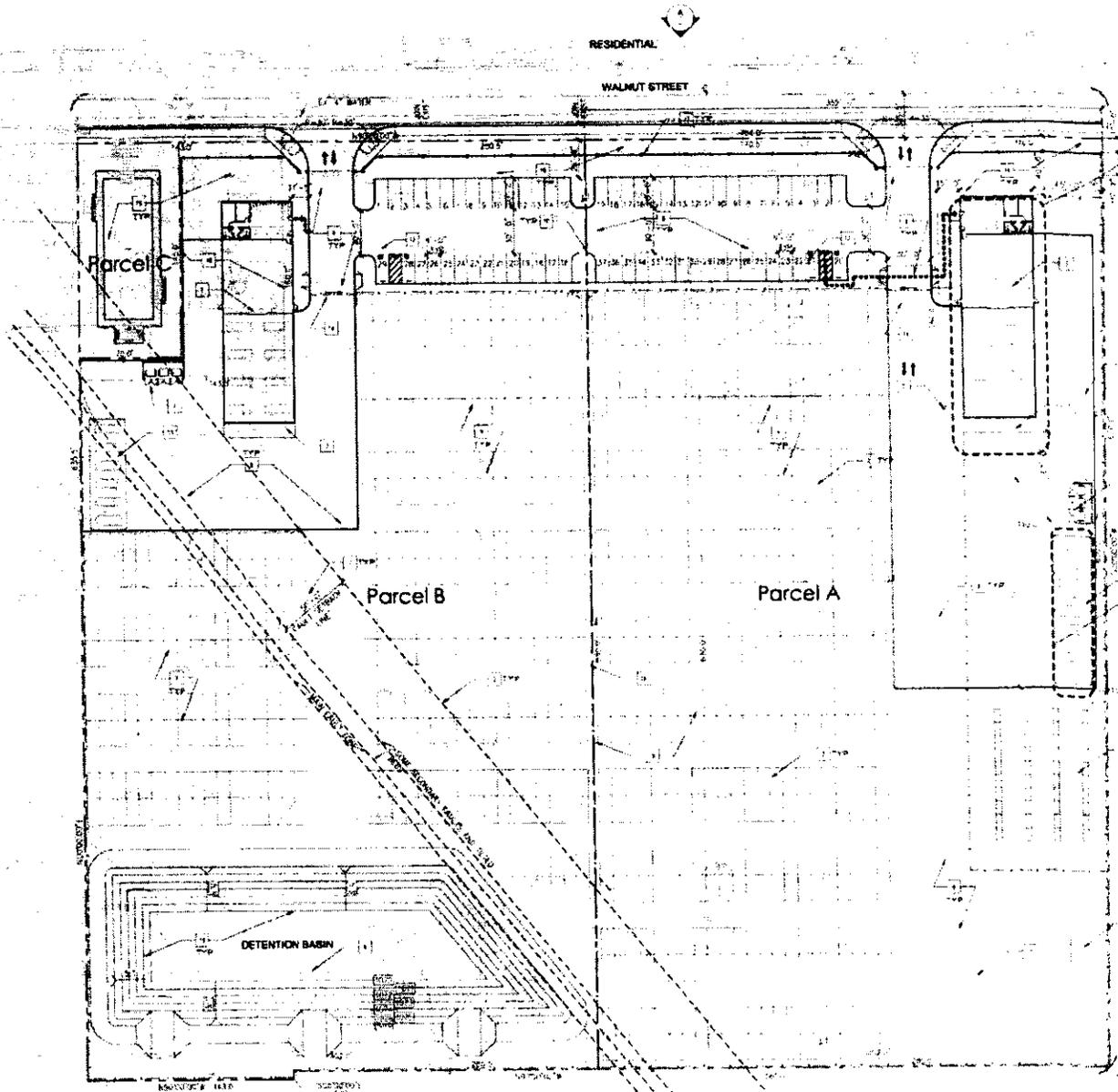


Vicinity Map



## Exhibit 1: Regional/Vicinity Map

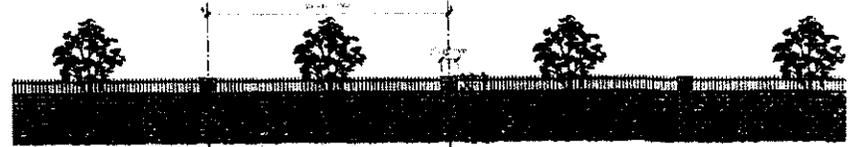
Apple Auto Dismantling  
 1551, 1617 Walnut Street South, San Bernardino, California



(E) SITE PLAN

- PARCEL A 227,760 SF AUTO DISMANTLER AND INVENTORY VEHICLES
- PARCEL B 212,596 SF AUTO DISMANTLER AND INVENTORY VEHICLES
- PARCEL C 146,500 SF FOODS MARK

**NW PARCEL AREA SUMMARY**



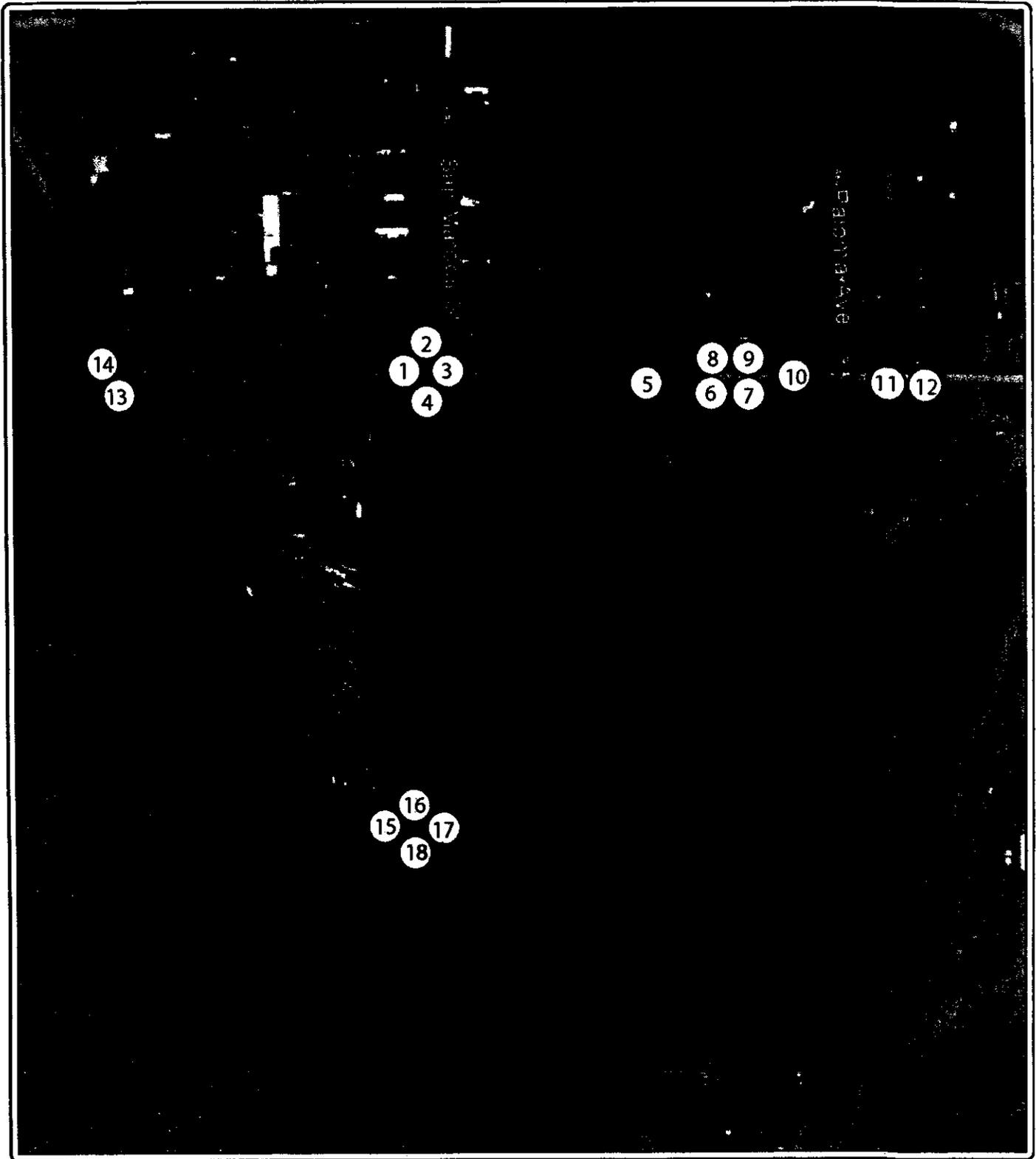
(F) PARTIAL FRONT ELEVATION



Source: Herchenroeder Design Architecture

**Exhibit 2: Site Plan**

Apple Auto Dismantling  
 1551, 1617 Walnut Street South, San Bernardino, California

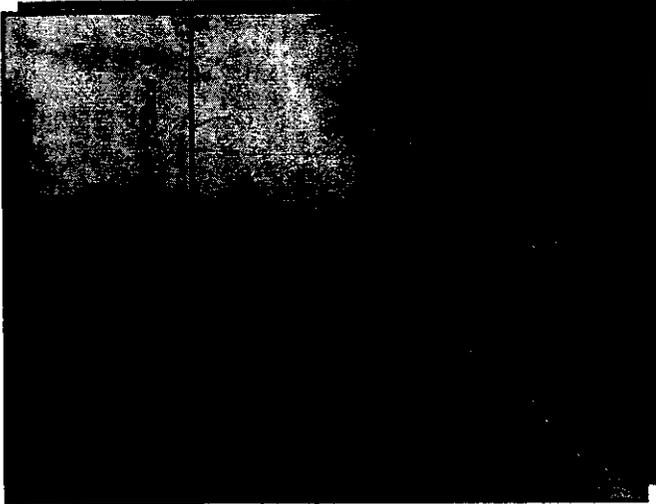


Not to Scale



### Exhibit 3: Photographic Survey

Apple Auto Dismantling  
City of San Bernardino, California



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②



③



④



⑤



⑥



### Exhibit 3: Photographic Survey

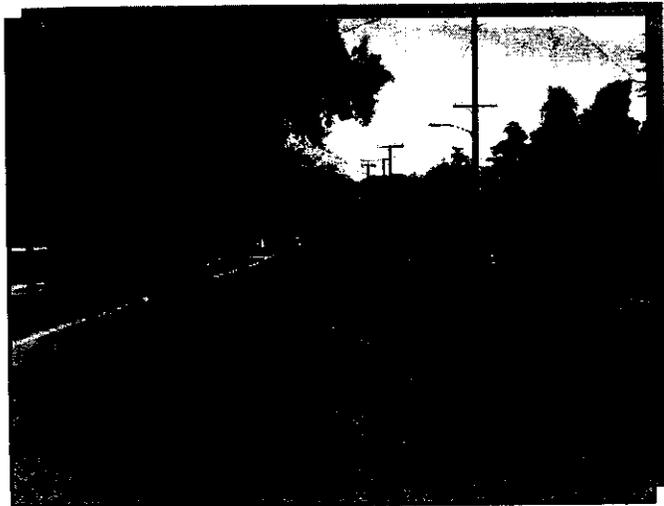
Apple Auto Dismantling  
City of San Bernardino, California



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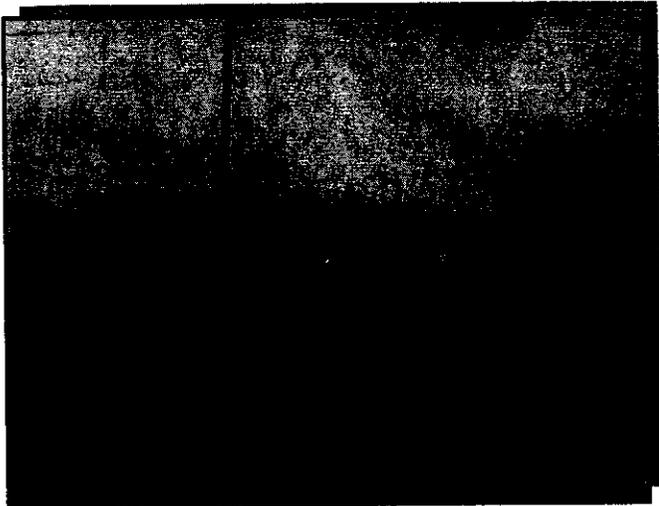


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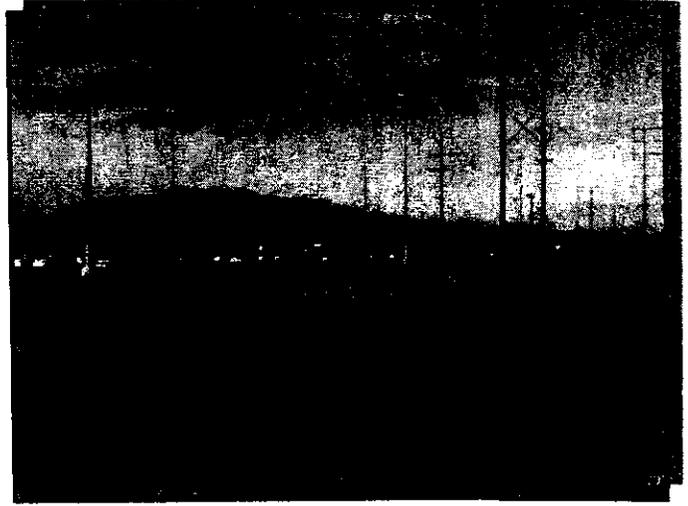


### Exhibit 3: Photographic Survey

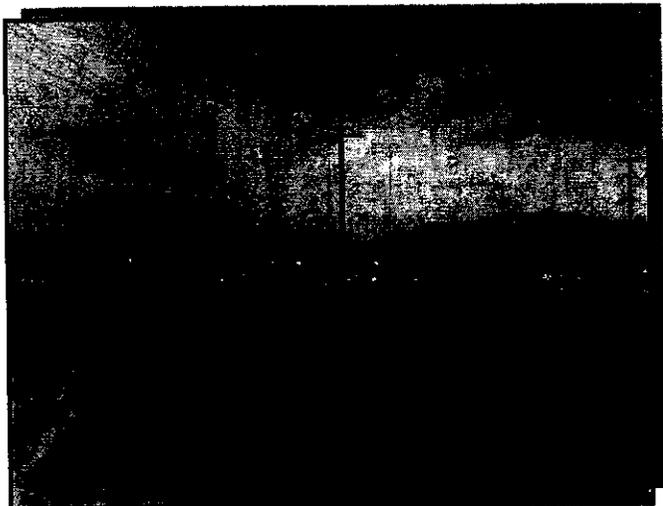
Apple Auto Dismantling  
City of San Bernardino, California



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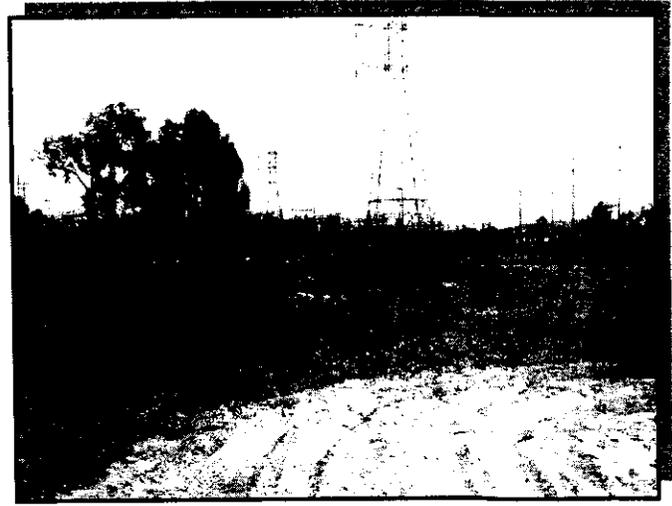
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### Exhibit 3: Photographic Survey

Apple Auto Dismantling  
City of San Bernardino, California

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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

*ARON LIANG*  
ARON LIANG

Printed Name

Date

For

*MAY 29, 2012*  
*CITY OF SAN BERNARDINO*

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS – Would the project:</b>				
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 primarily vacant with three existing residences and appurtenant 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. The project consists of single story structures that are consistent in height with surrounding development. Furthermore, there is no residential or other land uses developed south of the project site; therefore, the project could not block any views of the San Bernardino Mountains. 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<sup>1</sup>. 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 primarily vacant with three residences and appurtenant structures constructed in the northern portion of the site. The project site is currently undeveloped and primarily covered with grasses interspersed with mature trees. On-site vegetation is common in the area and consistent with the character of the neighborhood and does not represent a unique scenic resource. Therefore, no impact to scenic resources will occur.

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- 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 buildings on the site would alter the existing visual character of the site. Although uses on the north side of Walnut Street are primarily residential, development to the south and west accommodate industrial uses, particularly auto wrecking facilities. The project area has exhibited a transition from rural residential development to industrial uses and is reflected in the General Plan land use designations for the area.

The 8-foot tall block wall proposed along the project's frontage on Walnut Street will be constructed of split-face concrete masonry blocks to provide relief to the wall as well as deter graffiti. Pilasters will be spaced 30 feet apart along the wall to provide additional relief. This wall will provide visual screening of the proposed auto dismantling and storage facility from the surrounding residential area and the proposed pocket park. Decorative wrought iron or tubular steel fencing will be placed on top of the wall between the pilasters and similar material will be utilized for the vehicle entrance gate. Landscaping is proposed within the Walnut Street right of way to partially screen the proposed wall. A pocket park is also proposed that will complement proposed landscaping by adding additional turf and passive recreation amenities to the project vicinity. The primary building will incorporate stone veneer accenting, metal siding and roof. These 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 nighttime 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 lots, security lighting, and building interior lighting that will increase the amount of ambient light in the surrounding area. 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
<b>II. AGRICULTURE AND FOREST RESOURCES:</b>				
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.<sup>2</sup> 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.<sup>3</sup> In addition the project is currently zoned Residential Urban (RU) and as part of the project is being rezoned to Industrial Heavy (IH). 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 identified in Public Resources Code Section 12220(g). The USDA Forest Service vegetation maps for the project site identify it as *non-forest* type, indicating that is not capable of growing industrial wood tree species.<sup>4</sup>

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The project site 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 primarily vacant 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
<b>III. AIR QUALITY – Would the project:</b>				
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 the 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.<sup>5</sup> 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.
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*.

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*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 includes a General Plan Amendment and therefore required consistency analysis with the AQMP. The General Plan Amendment will revert the project site from its current designation of Residential Urban (RU-1) to Industrial Heavy (IH). The project site designation was changed in 2006; therefore, reverting the site back to its former IH designation will return the site to the designation considered in the preparation of the AQMP, which relied on growth assumptions prepared for the 2004 Regional Transportation Plan (RTP).

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 (O<sub>3</sub>), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), inhalable particulate matter with a diameter of 10 microns or less (PM<sup>10</sup>), fine particulate matter with a diameter of 2.5 microns or less (PM<sup>2.5</sup>), 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 <sub>3</sub> (1-hr)	--	Nonattainment
O <sub>3</sub> (8-hr)	Nonattainment	Nonattainment
PM <sup>10</sup>	Nonattainment	Nonattainment
PM <sup>2.5</sup>	Nonattainment	Nonattainment
CO	Attainment	Attainment
NO <sub>2</sub>	Attainment	Nonattainment
SO <sub>2</sub>	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.<sup>6</sup> Because the project will be constructed in two phases, two estimates were prepared. Phase 1 construction is anticipated to be completed in approximately six months beginning in mid-2013. Construction phase lengths for demolition, site preparation, grading, building construction, paving, and architectural coating were extrapolated from CalEEMod defaults by dividing default values in half. Consequently, construction equipment and worker and vendor trips were doubled to compensate for

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the reduced construction timing. Phase 2 construction is estimated to begin in 2019. CalEEMod defaults for construction timing, equipment needs, and vehicle trips were used because no construction schedule has been developed for this phase at this time. No import or export of soil was assumed for either phase. Phase 1 includes the east side of the property and the detention basin at 6.25 acres. Phase 2 includes the remaining 3.98 acres of the site. The results of the models are summarized in Table 2 and Table 3. Summer emissions are provided herein; winter emissions will show slight variations but do not change the determination of the analysis.

**Table 2  
Phase 1 (2013) Construction Emissions**

Phase	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sup>10</sup>	PM <sup>2.5</sup>
Demolition	12.27	95.32	61.15	0.11	5.53	4.75
Site Preparation	13.79	108.70	65.88	0.11	42.39	25.22
Grading	8.90	66.13	45.63	0.08	16.96	10.33
Building Construction	7.04	47.24	32.38	0.06	3.23	3.08
Paving	8.08	46.20	32.20	0.05	4.79	4.01
Architectural Coating	23.82	3.95	2.72	0.00	0.39	0.36
<b>Maximum Emissions</b>	<b>23.82</b>	<b>108.70</b>	<b>65.88</b>	<b>0.11</b>	<b>42.39</b>	<b>25.22</b>
SCQAMD Thresholds	75	100	550	150	150	55
Significant?	No	Yes	No	No	No	No

Source: Hogle-Ireland 2012 (CalEEMod)

**Table 3  
Phase 2 (2019) Construction Emissions**

Phase	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sup>10</sup>	PM <sup>2.5</sup>
Demolition	6.18	43.20	35.81	0.07	2.13	1.94
Site Preparation	7.40	52.07	35.03	0.07	20.54	12.17
Grading	4.32	29.51	27.71	0.05	8.15	4.72
Building Construction (2019)	3.09	19.94	22.64	0.04	1.10	1.04
Building Construction (2020)	2.83	18.08	22.51	0.04	0.95	0.89
Paving	2.77	16.63	16.92	0.03	1.46	1.20
Architectural Coating	13.10	1.68	1.87	0.00	0.12	0.12
<b>Maximum Emissions</b>	<b>13.10</b>	<b>52.07</b>	<b>35.81</b>	<b>0.07</b>	<b>20.54</b>	<b>12.17</b>
SCQAMD Thresholds	75	100	550	150	150	55
Significant?	No	No	No	No	No	No

Source: Hogle-Ireland 2012 (CalEEMod)

The model indicates that Phase 1 emissions of oxides of nitrogen during site preparation activities will exceed the daily threshold established by SCAQMD. All other Phase I activities will not exceed the daily thresholds and no Phase 2 activities will exceed the thresholds. In order to reduce emissions of oxides of nitrogen from construction equipment during site clearing activities, CalEEMod was run with implementation of Tier III emissions standards for rubber-wheeled construction equipment for six rubber tired dozers and eight tractor/loader/backhoes. Tier III emissions standards are established by the EPA for emissions of hydrocarbons, oxides of nitrogen, carbon monoxide, and particulate matter in off-road diesel engines.<sup>7</sup> 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. Interim Tier IV and Tier IV standards have been established for current and future engines through 2020. Site clearing emissions of NO<sub>x</sub> with minimum Tier III engines installed as discussed above would reduce NO<sub>x</sub> emission to 80.88; below the daily threshold established by SCAQMD. Impacts related

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to emissions of oxides of nitrogen from site clearing activities will be less than significant with the requirement for Tier III engine efficiencies incorporated as mitigation. This requirement has been incorporated as Mitigation Measure AIR-1.

**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 was utilized to estimate mobile source emissions. Trip generation is based on the project traffic study. 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 were modeled for Phase 1 and Phase 2 operational scenarios, with 2021 accounting for operation of all proposed facilities. Operational emissions are summarized in Table 4 and 5. The models indicate that long-term emissions will not exceed the daily thresholds established by SCAQMD under either operational scenario; impacts will be less than significant.

**Table 4  
2014 Operational Emissions**

Phase	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sup>10</sup>	PM <sup>2.5</sup>
<i>Summer</i>						
Area Sources	0.26	0.00	0.00	0.00	0.00	0.00
Energy Demand	0.01	0.09	0.08	0.00	0.01	0.01
Mobile Sources	1.86	4.40	18.76	0.03	3.65	0.22
<i>Winter</i>						
Area Sources	0.26	0.00	0.00	0.00	0.00	0.00
Energy Demand	0.01	0.09	0.08	0.00	0.01	0.01
Mobile Sources	1.96	4.76	18.28	0.03	3.65	0.22
<b>Maximum Emissions</b>	<b>2.23</b>	<b>4.85</b>	<b>18.84</b>	<b>0.03</b>	<b>3.66</b>	<b>0.23</b>
SCQAMD Thresholds	55	55	550	150	150	55
Significant?	No	No	No	No	No	No

Source: Hogle-Ireland 2012 (CalEEMod)

**Table 5  
2021 Operational Emissions**

Phase	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sup>10</sup>	PM <sup>2.5</sup>
<i>Summer</i>						
Area Sources	0.52	0.00	0.00	0.00	0.00	0.00
Energy Demand	0.02	0.18	0.16	0.00	0.02	0.02
Mobile Sources	3.05	7.22	30.75	0.05	5.99	0.37
<i>Winter</i>						
Area Sources	0.52	0.00	0.00	0.00	0.00	0.00
Energy Demand	0.02	0.18	0.16	0.00	0.02	0.02
Mobile Sources	3.21	7.80	29.96	0.05	5.98	0.36
<b>Maximum Emissions</b>	<b>3.75</b>	<b>7.98</b>	<b>30.12</b>	<b>0.05</b>	<b>6.01</b>	<b>0.39</b>
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 Measure AIR-1 is 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 Measure AIR-1, additional conditions are included herein to further reduce pollutant emissions. These include adhering to SCAQMD Rules 402 and 403 and preparation and approval of PM<sup>10</sup> 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 III 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 III 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** 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-3**
- 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.
  - 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.

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**AIR-4** 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. Impacts will be less than significant.

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 north side of Walnut Street. The proposed pocket park is not considered a sensitive land use because it does not provide active recreation facilities. Although the proposed facility will handle hazardous materials, it would not generate toxic pollutant emissions. 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. According to the project traffic study, intersection performance at the project driveway and at the Muscott Street at 65<sup>th</sup> Street will operate at LOS C or better, after consideration of project generated traffic; therefore, the project would not result contribute to the creation of a carbon monoxide hotspot and further modeling is not required. Impacts will be less than significant.

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
<b>IV. BIOLOGICAL RESOURCES – Would the project:</b>				
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and 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 checked="" type="checkbox"/>	<input 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) **Less Than Significant with Mitigation Incorporated.** 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.<sup>8</sup> 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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A general biological resources assessment was conducted on January 20, 2006 for the environmental analysis prepared for TTM 17754. The purpose of the assessment was to determine the potential presence of sensitive biological resources on site and impacts to those resources. A data search was conducted to provide information on plant and wildlife species known occurrences within the vicinity. A walking field survey taken from the site boundaries using binoculars was conducted by Ms. Karen Kirtland on January 11, 2006. Reviewing aerial photographs the project was evaluated as to known habitats in the surrounding area. The field survey focused on sensitive biological resources, and included observations of potential habitat for sensitive species.

The burrowing owl (*Athene cunicularia*) is a small, long-legged owl and a California *Species of Special Concern* found throughout western and central North America. Habitat includes open grasslands such as prairies, plains, and savanna although it can also be found in any open space, such as a vacant lot. Burrowing owls are opportunistic residents nesting and roosting in burrows dug by other mammals or in other burrow-like features. Although most burrowing owl breeders are migratory, both locally and long distance, Southern California populations are generally considered resident. Threats to the burrowing owl include habitat loss, degradation, and fragmentation. Particularly in western North America, eradication of prairie dog populations, conversion of rangeland to agricultural land, and suburbanization have contributed to population declines. Although habitat exists on the project site for the burrowing owl, colonization is not expected because of existing weed management practices on the project site. Nonetheless, because burrowing owls are opportunistic residents, Mitigation Measure BIO-1 has been incorporated to ensure that construction activities do not harm this species by requiring pre-construction surveys to ensure the owl is absent from the site or that appropriate measures are taken should the species be identified onsite.

**BIO-1 A focused survey for burrowing owls shall be conducted by a qualified professional biologist a maximum of 30 days prior to commencement of site clearing activities if occurring during the nesting season from February 1 to August 31. The purpose of the survey is to determine if burrowing owls are foraging or nesting on or adjacent to the project site. If surveys confirm that the site is occupied habitat, measures shall be implemented to avoid impacts to burrowing owls, their burrows, and foraging habitat. Owl surveys and mitigation approaches shall be in accordance with the Staff Report on Burrowing Owl Mitigation, issued by the California Department of Fish and Game on October 17, 1995. The results of this survey, including any mitigation recommendations shall be submitted to the Planning Division for review and approval prior to issuance of building permits.**

The San Bernardino kangaroo rat is described as being confined to primary and secondary alluvial fan scrub habitats, with sandy soils deposited by fluvial (water) rather than aeolian (wind) processes; burrows are dug in loose soil usually near or beneath shrubs. In recent years they have been found in highly disturbed habitats adjacent to otherwise suitable habitat; however, this species is particular to scrub communities along natural river beds, streams and drainage. The drainage to the east of the site has been channelized with concrete for 50 years and therefore altered due to flood control efforts. No suitable habitat for the San Bernardino kangaroo rat was found on the site.

The 2006 study determined that there was no potential for any other sensitive species to occur on-site due to previous disturbance and development and the condition of quality of the habitat on site. Impacts to other sensitive species will be less than significant.

- IV b) **No Impact.** The project site is vacant and disturbed and does not contain any riparian features or habitat. No impact will occur.

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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).<sup>9</sup> No impact will occur.

IV d) **Less than Significant 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 existing site and surrounding area does not currently provide for the movement of any native resident or migratory fish or terrestrial wildlife.

Most raptor species (eagles, hawks, falcons and owls) are experiencing population declines as a result of habitat loss. Some, such as the peregrine falcon, have also experienced population losses as a result of environmental toxins affecting reproductive success, animals destroyed as pests or collected for falconry. Only a few species such as the red-tailed hawk and the barn owl have expanded their range in spite of or as a result of human modifications to the environment. As a group raptors are of concern to state and federal agencies. Raptors and migratory birds whether listed or not also received protection under the Migratory Bird Treaty act (MBTA) of 1918. The MBTA prohibits individuals to kill, take posses or sell any migratory bird, bird parts, (including nests and eggs) except in accordance with regulations prescribed by the Secretary of Interior Department (16 U.S Code 703). State protection is extended to all birds of prey by the CDFG Code Section 2503.5. Limited and disturbed raptor and migratory bird foraging habitat exists on site. The loss of this habitat to development is not considered to be significant due to the project location in an urban area and the disturbed nature of the site. Impacts to migration and wildlife movement will be less than significant

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.<sup>10</sup> No impact will occur.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>V. CULTURAL RESOURCES – Would the project:</b>				
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 primarily vacant with three residences and appurtenant structures located on the northern portion of the property. 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.

**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 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.

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- 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.

**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.

**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
<b>VI. GEOLOGY AND SOILS – Would the project:</b>				
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 *Report of Geotechnical Investigation, Walnut Street South Residential Project, San Bernardino, California*, was prepared by Southern California Soil and Testing Inc., in August 2005 and notes that the project site is relatively flat with a gentle slope trending in a northwest –southeast direction with an overall change in elevation of approximately 10 feet. Grading to develop building pads and the detention basin will be required but no import or export of soil is anticipated (cut will be balanced on-site). No hillsides 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. As indicated in the geotechnical report prepared for the previous residential project, 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 located within a known fault zone as delineated on the Alquist-Priolo Earthquake Fault Zoning Map.<sup>11</sup> A fault surface rupture hazard study was performed for the previously approved residential project on the project site.<sup>12</sup> The study determined that the main strand of the San Jacinto fault transverses the western portion of the site and is active and presents a significant risk of fault movement with ground surface rupture. 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. The Phase 1 facility located on the eastern portion of the site represents the primary development proposal for the project and is not located within the fault zone. Phase 2 represents a conceptual, long-term development scenario and does not include any structures for human occupancy within the fault zone. Impacts 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). 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. 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.** The previous residential project's geotechnical report indicates that intense liquefaction-related features were observed in the area immediately to the northeast of the main fault zone; however, no such features were observed elsewhere on the site further from the fault. No structures are proposed within the liquefaction area identified in that report. In addition, due to the estimated level of groundwater at 200 feet beneath the surface, as indicated in the previous geotechnical study that references information provided by the Colton Water District, the potential for liquefaction is unlikely because liquefaction is typically only possible when groundwater levels exist within 50 feet of the ground surface. 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, setbacks from high liquefaction potential areas, 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.

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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
<b>VII. GREENHOUSE GAS EMISSIONS – Would the project:</b>				
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.<sup>13</sup> 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 produced by human activities include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydro fluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF<sub>6</sub>). 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.<sup>14</sup> 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 (MTCO<sub>2</sub>E) per year for industrial projects.<sup>15</sup> This threshold is based on the review of 711 CEQA projects.

Table 6 (Phase 1 Greenhouse Gas Emissions Inventory) summarizes annual greenhouse gas emissions from build-out of the proposed facility after Phase 1 and Table 7 (Phase 2 Greenhouse Gas Emissions Inventory) summarizes annual greenhouse gas emissions from ultimate estimated buildout of the proposed facility after Phase 2. The emissions inventories accounts for GHG emissions from construction activities and operational activities.

**Table 6  
Phase 1 Greenhouse Gas Emissions Inventory**

Source	GHG Emissions (MT/YR)			TOTAL*
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	
Construction	424.75	0.05	0.00	425.75
<i>30-Year Amortization</i>	14.16	0.00	0.00	14.19
Operational (2014)				
Area	0.00	0.00	0.00	0.00
Energy	49.96	0.00	0.00	50.27
Mobile	378.43	0.02	0.00	378.75
Waste	118.10	6.98	0.00	264.67
Water	186.78	1.51	0.04	231.00
<b>GRAND TOTAL<sup>^</sup></b>	<b>747.43</b>	<b>8.51</b>	<b>0.04</b>	<b>938.88</b>

Source: Hogle-Ireland 2012 (CalEEMod)

\* MTCO<sub>2</sub>E/YR

<sup>^</sup> Includes 2014 construction emissions

Note: Slight variations may occur due to rounding

<sup>^</sup> Construction emissions amortized over 30-years

**Table 7  
Phase 2 Greenhouse Gas Emissions Inventory**

Source	GHG Emissions (MT/YR)			TOTAL*
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	
Construction	534.48	0.04	0.00	535.25
<i>30-Year Amortization</i>	17.82	0.00	0.00	17.84
Operational (2021)				
Area	0.00	0.00	0.00	0.00
Energy	99.92	0.00	0.00	100.54
Mobile	624.94	0.03	0.00	625.47
Waste	236.20	13.96	0.00	529.34
Water	373.56	3.02	0.08	462.00
<b>GRAND TOTAL<sup>^</sup></b>	<b>1,366.60</b>	<b>17.01</b>	<b>0.08</b>	<b>1,749.38</b>

Source: Hogle-Ireland 2012 (CalEEMod)

\* MTCO<sub>2</sub>E/YR

<sup>^</sup> Includes 2014/2021 construction emissions

Note: Slight variations may occur due to rounding

<sup>^</sup> 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

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emissions in order to generate a precise project GHG inventory. Greenhouse gas emissions will not exceed the 10,000 MTCO<sub>2</sub>E threshold after Phase 1 or 2 of the project and therefore will not result in a significant impact.

- VII b) **No Impact.** State and local plans and regulations are described previously in Section VII.a. The 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
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS –</b>				
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 checked="" type="checkbox"/>	<input 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 with Mitigation Incorporated.** 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 facility which routinely transports, uses, or disposes of hazardous materials. According

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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.<sup>16</sup> Five sites listed by the EPA that handle toxic or hazardous substances are within a 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 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 automobiles. Once vehicles arrive on the site and are initially inspected, hazardous fluids (such as engine oil, gear oil, antifreeze, brake fluid, gasoline, or diesel) are removed from the vehicles by fluid evacuators. Tires are also removed and evaluated for reuse or recycling. The facility does not directly engage in the transport of hazardous materials. Once fluids are removed, the fluids are stored on-site in appropriately labeled hazardous material storage tanks to avoid cross contamination and to assure each fluid is properly stored until transferred to companies specializing in recycling or disposal of hazardous wastes. Automobile batteries will also be removed after initial vehicle inspection. Batteries will be tested and either made available for resale or given to outside battery collection companies. Compressed gases, as in air conditioning refrigerants, will also be recovered from the vehicles utilizing EPA approved equipment by certified technicians in the proper recovery of refrigerants to comply with Section 609 of the U.S. Clean Air Act. 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. Mitigation. Measure HAZ-1 has been incorporated to ensure that operation of the facility occurs in accordance with applicable regulations to minimize health and environment impacts from the use, transport, and disposal of hazardous materials. Impacts will be less than significant with mitigation incorporated.

In addition to automobile-related hazardous materials, other common hazardous materials including paints and other solvents, cleaners, automobile fluids, and pesticides will be utilized. The remnants of these and other products are disposed of as household hazardous waste (HHW) that includes used motor oil, dead batteries, electronic wastes, and other wastes that are prohibited or discouraged from being disposed of at local landfills. HHW can be disposed of properly at one of San Bernardino County's local HHW collection facilities. Use of common household hazardous materials and their disposal does not present a substantial health risk to the community.

**HAZ-1 Throughout operation of the proposed facility, automobiles received at the facility shall be cleaned and drained prior to storage and all hazardous materials shall be properly handled, stored, and transported pursuant to federal, state, and local regulations to be verified through regular, required inspections by the San Bernardino County Fire Department Hazardous Waste Division.**

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

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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 XIII.a, the project will handle, store, and transport hazardous materials associated with automobiles. All local, state, and federal standards pertinent to the handling of automobile 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.<sup>17</sup> 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. Existing risk management and response requirements will ensure potential risks associated with accidental releases of hazardous materials are minimized.

The previous residential project approved for the site included a Phase I Environmental Site Assessment to determine if environmental health hazards existed on the site.<sup>18</sup> The assessment did not specifically survey for asbestos containing materials or lead based paint, but it determined that materials present in the existing buildings are anticipated to contain asbestos or lead based paint. 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.<sup>19</sup> 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.<sup>20</sup> 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.

The Phase I ESA also identified dumped material that contained asphalt and a probable oil stain on the project site. These areas may contain low-levels of petroleum products and will need to be disposed of properly. Mitigation Measures HAZ-2 through HAZ-4 will ensure that potential impacts from asbestos, lead, or petroleum product releases will be minimized. Mitigation requires that surveys be performed to determine

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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.

**HAZ-2** 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 to 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.

**HAZ-3** 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.

**HAZ-4** Prior to issuance of grading permits, fill material dumped on the property identified to contain asphalt and the discolored soil identified in the phase I Environmental Site Assessment shall be tested for petroleum products in accordance with the receiving landfill's sampling requirements. Petroleum products shall be properly disposed of at a hazardous waste site, if present. The survey results shall be submitted to the Community Development Director for review and approval.

VIII c) **No Impact.** The proposed project will result in the transport, use, and disposal of hazardous materials or wastes, as discussed in Section XIII.a; however, there are no schools located within one-quarter mile of the project. The closest schools are San Bernardino Valley College, located approximately 0.4 miles to the southeast, Rialto Middle School, located approximately 0.4 miles to the northeast, and Lytle Creek Elementary, located approximately 0.6 miles to the east. No impact will occur since these are all located further than one-quarter mile from the project site.

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.<sup>21</sup>

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),<sup>22</sup>
- listed as a leaking underground storage tank (LUFT) site by the State Water Resources Control Board (SWRCB),<sup>23</sup>
- listed as a hazardous solid waste disposal site by the SWRCB,<sup>24</sup>
- currently subject to a Cease and Desist Order (CDO) or a Cleanup and Abatement Order (CAO) as issued by the SWRCB,<sup>25</sup> or
- developed with a hazardous waste facility subject to corrective action by the DTSC.<sup>26</sup>

VIII e) **No Impact.** The proposed project is located approximately 3.8 miles from San Bernardino International Airport. The project site is not located within the land use plan for the airport.<sup>27</sup> 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 incrementally increase the employment in the area by approximately 20 employees at complete buildout. The addition of the vehicles from this project on

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alternate roadways and on the evacuation routes will not present a significant impact to the evacuation plans for the City of San Bernardino due to the fact that the increase in employment is minimal.

The project site is located on Walnut Street that connects to Mount Vernon to the east and Rialto Avenue to the north. Both of these roads are major arterials that may function as evacuation routes. As is further discussed in the Transportation and Traffic section, the project will not create, interrupt, or otherwise reduce the ability of Mount Vernon Avenue or Rialto Avenue to convey traffic. Therefore, the project will have a less than significant impact on emergency response and evacuation plans.

- VIII g) **No Impact.** The project site is primarily vacant and surrounded by other vacant and developed parcels consisting of residential and industrial land uses. The project is not located within a wildfire hazard area.<sup>28</sup> No impact will occur.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IX. HYDROLOGY AND WATER QUALITY – Would the project:</b>				
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. 06071C8677H)	<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 an automobile dismantling facility 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 10.23 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 the 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

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County Storm Water Program's Report of Waste Discharge are proposed. A preliminary Water Quality Management Plan (WQMP) has been prepared to address issues associated with storm water discharges. Expected pollutants for auto recycling services and associated parking include trash and debris, oil and grease, heavy 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. **Maximize Permeable Surface:** Gravel cover will be used for majority of open areas
  - b. **Reduced Runoff:** Gravel and base material used in all open areas
  - c. **Permeable Low-Traffic Areas:** Gravel and base cover will be used for majority of open areas
  - d. **Landscape Buffers:** Includes buffers between sidewalks and streets including vegetated swales
  - e. **Landscape Design:** No decorative concrete proposed and impervious surfaces throughout site
  - f. **Natural Drainage Systems:** Site will drain to detention basin via filtered catch basins
  - g. **Construction of Detention Facilities:** Project includes detention basin
  - h. **Rooftop Drainage:** Rooftops will allow for drainage into adjacent landscape areas
  - i. **Landscape Drainage:** Sidewalks and walkways will drain to adjacent landscaping areas
2. Source Control BMPs
  - a. **Education of Property Owners:** Educational materials included in WQMP
  - b. **Activity Restrictions:** Activities restricted to site operations
  - c. **Spill Contingency Plan:** Owner shall prepare in accordance with Section 6.95 of California Health and Safety Code
  - d. **Employee Training/Education Program:** Owner and management shall conduct training
  - e. **Common Areas Catch Basin Inspection:** Quarterly inspection and before and after rain events
  - f. **Landscape Planning:** Impervious areas will drain into landscaped areas
  - g. **Roof Runoff Controls:** Rooftops will drain into landscaping
  - h. **Efficient Irrigation:** Irrigation runoff will be minimized
  - i. **Storm Drain Signage:** Stenciling and labeling of all storm drain inlets with prohibitive language
  - j. **Energy Dissipaters:** Rip-rap will be included at site drainage areas
  - k. **Trash Storage:** Trash storage areas include on-site
  - l. **Outdoor Storage:** Material storage area designated on-site
  - m. **Outdoor Work Areas:** Work areas will drain into filtered catch basins
  - n. **Outdoor Processing Areas:** Processing areas will drain into filtered catch basins
3. Treatment Control BMPs
  - a. **Manufactured/Proprietary Devices:** Catch basin inserts and inlet oil separator included
  - b. **Extended Detention Basin:** 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 needed for restrooms and landscape irrigation. The project will include the construction of impervious pavement that will reduce the ability for groundwater recharge on the site when compared to its currently vacant and generally flat condition. These areas are however limited to the entrance and primary parking area. The remainder of the site would be landscaped or covered with decomposed granite, which allows percolation into the subsurface basin. The proposed detention basin will compensate for the minimal increase in impervious surfaces by providing 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 from the north to the south. No well defined drainage courses are located on the site. The proposed project would construct approximately 41,650 square feet of impervious asphalt as part of the first phase and an estimated 19,000 square feet of impervious asphalt as part of the future phases (a total of approximately 1.39 acres out of the total 10.23 acres). The remaining portions of the site (approximately 8.84 acres) would either be paved with pervious decomposed granite, landscaping, or left in its current state. Although additional pervious surfaces are proposed that would increase the amount of runoff generated on the site, a detention basin (approximately 0.7 acres) is proposed at the southwest portion of the site to collect and hold these flows. Erosion will further be controlled on-site through adherence to NPDES requirements and City enforcement of these requirements during the grading plan check and inspection process. As a result of the drainage improvements, the design of the proposed project 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, the majority of 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 amount of increased runoff is expected to be minimal due to the relatively high amount of pervious material (decomposed granite) proposed on the project site. Additionally, the project is subject to development impact fees to support maintenance of area storm drainage facilities. Site runoff due to the proposed project will result in zero to nominal additional flows into the local storm drainage system and with payment of development impact fees, impacts will be less than significant.<sup>29</sup>
- 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.<sup>30</sup> Therefore, the project would have no impact on impeding or redirecting flood flows within a 100-year floodplain.

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- IX i) **Less than Significant Impact.** The project site is not located in an inundation area.<sup>31</sup> The nearest water retaining structures to the project site are the East Branch Lytle Creek Channel approximately 2,500 feet northeast of the project site and the West Branch Lytle Creek Channel approximately 1,400 feet southwest of the project site.<sup>32</sup> These channels convey intermittent flows from Lytle Creek to the Santa Ana River. Both of these facilities are concrete-lined and constructed to their ultimate right-of-way and are subject to certification and inspection to ensure that failure does not occur. 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
<b>X. LAND USE AND PLANNING – Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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) **Less than Significant Impact.** The proposed project will not disrupt or divide the physical arrangement of an established community. The project proponent is requesting a change of designation from Residential Urban (RU) to Industrial Heavy (IH). The adjacent uses are vacant land and an auto wrecking facility to the West, vacant land to the South and East, and residential and a mobile home park to the North. The properties to the south are zoned Light Industrial (LI) in the City of Colton. The properties to the East and West are zoned Industrial Heavy (IH), and the properties to the North are zoned Residential Urban (RU). The project is consistent and compatible with the South, East, and West properties. Although three homes will be demolished as a result of the project, the project area has been in a state of transition from rural residential uses to industrial uses. The project does not propose construction of any roadway, flood control channel, or other structure that would physically divide any portion of the community. Impacts will be less than significant.
- X b) **Less than Significant Impact.** The project includes a request for a General Plan Amendment and a Zoning Ordinance change to allow an automobile dismantling and salvage operation on 10.23 acres currently zoned as Rural Residential (RU).

Surrounding land uses and current land use designations are as follows:

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- North: Residential and a Mobile Home Park in a Residential Urban (RU) Zone.
- South: Vacant land in a Light Industrial Zone (LI – City of Colton)
- West: Vacant land and an Auto-Wrecking yard in an Industrial Heavy (IH) Zone, west of this area is the BNSF rail yard.
- East: Vacant land in an Industrial Heavy (IH) Zone, east of this area are existing residential neighborhoods.

The area is a mix of industrial uses and residential neighborhoods with some vacant land. The project is consistent and compatible with the designation of the South, East, and West properties. The proposed General Plan Amendment and Zone Change will revert the project site to its previously adopted land use designation, consistent with the General Plan and the analysis in the General Plan EIR; therefore, the proposed land use changes will not conflict with goals or policies designed to avoid environmental effects and 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.
- 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
<b>XI. MINERAL RESOURCES – Would the project:</b>				
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 is not located in a regionally significant construction aggregate section. Due to the site's location within a relatively urban area, recovery of aggregate resources from 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
<b>XII. NOISE</b> – 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or 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*.<sup>33</sup>

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:<sup>34</sup>

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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 with Mitigation Incorporated.** The General Plan and Development Code have established noise compatibility standards for residential land uses throughout the City.<sup>35</sup> Exterior noise levels are considered acceptable up to 65 dBA CNEL and interior noise levels are considered acceptable up to 45 dBA CNEL. Existing land uses surrounding the project site and within the project vicinity generally consists of residential to the north and vacant and industrial uses to the east, south, and west. Exterior noise levels at industrial land uses are normally acceptable up to 75 CNEL. The area to the west and east within the City of San Bernardino and to the south within the City of Colton are designated for industrial land uses and the area to the north is designated for residential land uses.

The proposed project will result in short-term construction-related noise increases and long-term operational noise increases. As discussed in Section XII.d herein, although temporary construction related impacts could expose receptors to noise levels in excess of the standards established by the Development Code, impacts will be less than significant with implementation of existing Development Code performance standards and incorporation of Mitigation Measure NOI-1. Long-term operation impacts will not expose persons to noise levels that exceed the standards of the Municipal Code and will be less than significant as discussed in Sections XII.c and XII.d herein. Impacts due to the exposure of persons to noise levels in excess of the General Plan standards will be less than significant with Mitigation Measure NOI-1 incorporated.

- 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.<sup>36</sup> 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

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equipment will be required during grading of the project site which is estimated to include two graders, two excavators, two rubber tires dozers, and six tractors/loaders/backhoes. 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. Soil Class II (*Competent Soils*) has been utilized that characterizes *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 (residential development north of Walnut Street). Based on the screening criteria, vibration from a large bulldozer would be approximately 0.02 PPV and 0.01 PPV from a loaded truck.

The Caltrans vibration manual establishes thresholds for vibration impacts on buildings and humans. These thresholds are summarized in Table 8 (Vibration Damage Potential Threshold Criteria) and Table 9 (Vibration Annoyance Potential Threshold Criteria).

**Table 8  
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 8 and 9, vibration from use of heavy construction equipment would be below the threshold to cause damage to 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 9  
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) **Less than Significant Impact.** The proposed auto recycling facility will increase ambient noise levels due to increased traffic generation in the project vicinity as well as from on-site operations. The project is anticipated to generate approximately 585 daily trips.<sup>37</sup> This is a conservative/worst case estimate based on a *warehousing* type land use. Approximately 103 trips are estimated to occur during the morning peak hour and

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89 are estimated to occur during the afternoon peak hour. Total morning peak hour traffic volumes without the project at the intersection of Muscott Street and Rialto Avenue are estimated at 733 trips and afternoon peak hour trips are estimated at 923.<sup>38</sup> Total morning peak hour traffic volumes without the project at the intersection of Walnut Street and the project driveway are estimated at 57 trips and afternoon peak hour trips are estimated at 71. The proposed facility will not double traffic at the Muscott Street and Rialto Avenue intersection therefore would not result in a perceptible ambient increase in traffic-related noise of 3 dBA; however, the project would more than double the traffic (57 to 160 for AM, 71 to 160 for PM) at peak hours.

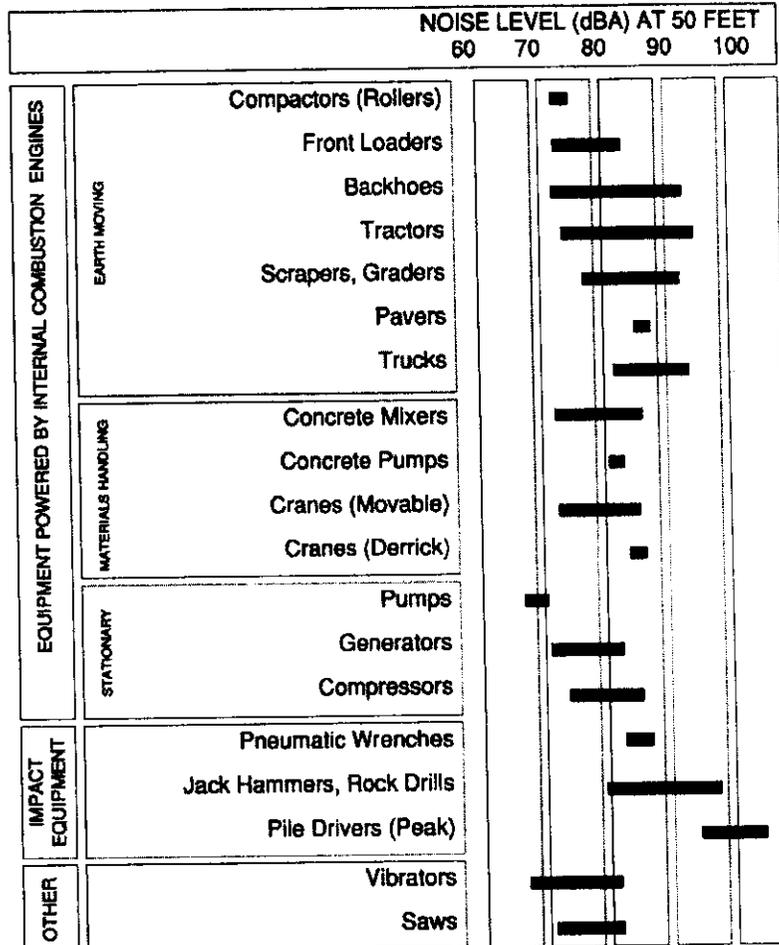
Utilizing the Federal Highway Administration (FHWA) Traffic Noise Model Lookup Tables and a traffic speed of 30 MPH (25 MPH is posted speed limit), at 10 meters (33 feet) the anticipated hourly equivalent noise level ( $L_{Aeq1h}$ ) would be approximately 58.4 dBA.<sup>39</sup> This is well below the 65 dBA CNEL outdoor standard for residential properties in the City. Based on the FHWA traffic noise screening tool, impacts associated with permanent increases in noise will be less than significant.

- XII d) **Less Than Significant with Mitigation Incorporated.** Operationally, the project will result in periodic, outdoor movement and storage of materials and landscaping activities. Operations will also include car crushing in the southeast portion of the site. The proposed car crusher is located greater than 120 feet from the open-lot vehicle storage, greater than 160 from shed structure, and greater than 340 feet from the proposed building. A car crusher produces noise levels between 76 and 78 dBA at 100 feet.<sup>40</sup> There are no on- or off-site uses within 100 feet or more that would be adversely impacted by car crushing activities, including the proposed pocket park. 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. 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 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).

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

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**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
<b>XIII. POPULATION AND HOUSING – Would the project:</b>				
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 checked="" type="checkbox"/>	<input 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 establishment of an automobile dismantling and salvage operation on 10.23 acres. The project is estimated to hire 20 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.<sup>41</sup> 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) **Less than Significant Impact.** Three single-family residences, detached garages, a barn, and stored materials currently occupy the project site and would be demolished to accommodate the proposed project. The property owner is the current landlord of these dwellings and collects rent from the tenants residing in the two occupied homes (the other is vacant). These homes have been designated for demolition for the past six years, since the original residential subdivision was approved for the project site. While three units is not a substantial number of units and the change of use from residential to industrial is consistent with the transitional character of the project area, existing residents will not be displaced in that the property owner will provide adequate time to find new housing prior to demolition. Pursuant to State law, 60-days advance written notice is required for tenants living in the unit for over a year or 30-days advance written notice when the property owner opens escrow for sale of the site to the project proponent.<sup>42</sup> Impacts to existing residents on the project site will be less than significant.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIV. PUBLIC SERVICES</b>				
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 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 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. 222 located at 1201 West 9<sup>th</sup> Street, approximately 1.3 miles north of the project site. Two additional fire stations are located within 2 miles of the project site; Fire Station No. 229 located at 202 North Meridian Avenue and Fire Station No. 230 located at 502 South Arrowhead Avenue.

The proposed facility consists primarily of the storage of automobiles. The proposed project includes the installation of one new private on-site fire hydrant, located adjacent to the automobile servicing and above ground storage tanks, to assist in combating potential fire hazards should they arise. Per the City of San Bernardino Fire Department's review of the project and the existing water pressure being below 1500 gallons per minute (gpm) at 20 pounds per square inch (psi), the project is required to provide fire sprinklers in the proposed buildings.<sup>43</sup>

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 XIII.

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In addition, Development Impact Fees are collected at the time of building permit issuance for approved projects to offset incremental impacts of development on services.<sup>44</sup> 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 service area of the City of San Bernardino Police Department, which divides the City into four districts. The project site is located in the Southwest District with three Police stations serving the area; 1574 West Baseline Street, 1332 West Fifth Street, and 204 Inland Center. The Fifth Street Station is approximately 0.8 miles north of the project site. All emergency calls and requests for service from the project site will be dispatched from the main police station at 710 North D Street. 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 project 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, No 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. No impact will occur.

**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. Furthermore, the project includes a 10,150 square foot pocket park, increasing recreation opportunities in the area and providing a public benefit to the City. 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. No impact will occur.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XV. RECREATION</b>				
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 checked="" type="checkbox"/>	<input 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 20 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. The project includes a 10,150 square foot pocket park that will provide passive recreation opportunities to employees and residents in the area, reducing the need to utilize existing neighborhood or regional park facilities. Impacts will be less than significant.
- XIV b) **Less than Significant Impact.** The project does not necessitate expansion of existing recreational facilities because it will not result in substantial growth. The project includes construction of a 10,150 square foot passive pocket park to include turf, decorative paving, and amenities such as benches. Nominal construction activities are required to develop the park that will include site clearing and installation of proposed amenities. The proposed facility is a neighborhood park and will not generate vehicle trips as it is designed to serve the immediate area. Operation of the park will require routine landscape maintenance activities. These activities are common and will not result in an adverse physical effect on the environment. Impacts due to construction of the proposed pocket park will be less than significant.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVI. TRANSPORTATION/TRAFFIC – Would the project:</b>				
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<sup>45</sup>. In addition, impacts could occur if project improvements reduce the performance of any mode of transportation including mass transit and non-motorized travel.

A baseline LOS for existing roadways and intersections surrounding the project was established by the traffic study prepared for the proposed project.<sup>46</sup> Table 10 (Existing Peak Hour Level of Service) identifies existing

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intersection delays. Table 11 (Year 2012 Peak Hour Level of Service with Project) identifies the forecasted traffic conditions based on the proposed project traffic added to the existing traffic.

**Table 10  
Existing (2012) Peak Hour Level of Service**

Study Intersection	AM Peak Hour		PM Peak Hour	
	Delay	LOS	Delay	LOS
Muscott Street @ 65 <sup>th</sup> Street	12.9	B	13.7	B

Source: Urban Crossroads 2012

Notes: Delay shown in seconds per vehicle. LOS based on worst stop-controlled movement at intersection.

**Table 11  
Year 2012 Peak Hour Level of Service with Project**

Study Intersection	AM Peak Hour		PM Peak Hour	
	Delay	LOS	Delay	LOS
Muscott Street @ 65 <sup>th</sup> Street	14.9	B	16.5	C
Phase 1 Driveway @ Walnut Avenue	9.3	A	9.2	A

Source: Urban Crossroads 2012

Notes: Delay shown in seconds per vehicle. LOS based on worst stop-controlled movement at intersection.

As is indicated in the project traffic study, the projected traffic was calculated using the *warehousing* land use type as defined by the Institute of Traffic Engineers Trip Generation Manual (ITE) as a most conservative/high estimate. This yielded an estimated trip generation of 103 AM peak hour trips and 89 PM peak hour trips. The actual trips that would occur from the project would likely be substantially less. However, it does present the most conservative estimate or worst case scenario of potential traffic that would be generated by the proposed project.

The traffic study concluded that since the existing LOS is B for both study intersections, the change to LOS C during the PM Peak hour for the Muscott Street and Rialto Avenue Intersection is not a significant impact. Any incremental impacts would be offset through the payment of Development Impact Fees that are used to improve area intersections and roadways. With the payment of these standard fees, impacts to these intersections and all other intersection and roadways would be less than significant.

- XVI b) **No Impact.** The project will not impact any Congestion Management Program (CMP) facilities. No impact will occur.
- XVI c) **No Impact.** The proposed project is located approximately 4 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. Proposed landscaping is setback sufficiently to provide adequate line of site at project intersections. No safety impact will occur.
- XVI e) **Less Than Significant Impact.** The proposed project will be accessible via Walnut Street via Mount Vernon Avenue and Muscott Street via Rialto Avenue. As detailed in Section XVI.a, the project would not result in a substantial increase in traffic. Adequate on site emergency access will be provided as required by

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the San Bernardino County Fire Department. 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. The project is located adjacent to a residential area to the north and a primarily industrial area to the east, south, and west. Although the adjacent area is residential, sidewalks do not currently exist on Walnut street to serve pedestrians. The proposed project would provide a sidewalk along the project's frontage on Walnut Street. Additionally, the project includes a passive neighborhood park that could encourage pedestrian activity in the vicinity as employees and residents walk or bicycle to the park. The area does not have an existing bike path or pedestrian facilities 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.<sup>47</sup> 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	No Impact
<b>XVII. UTILITIES AND SERVICE SYSTEMS – Would the project:</b>				
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.<sup>48</sup> 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.<sup>49</sup> Assuming a flow rate of 100 gallons per day (GPD) per 1,000 square feet of building area, ultimate buildout of the facility would result in an increase of

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0.001 MGD; therefore, increased discharge from the project is within the capacity of the existing facilities and would not result in violation of wastewater treatment requirements. 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 to connect to existing service mains under Walnut 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.<sup>50</sup> 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 project, sales to other agencies, and water loss. 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 the project requires 125 percent more water than it discharges, the project would increase water demand by 1.20 AFY; therefore, 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 existing landfills have the capacity to handle the increase expected by the proposed development. It is anticipated that the existing solid waste provider (City of San Bernardino) would provide service to the project site during and after construction. Since the primary function of the facility is the recycling and reuse of automobile parts; usable parts are resold, unusable parts are recycled for scrap metals, and unusable tires are recycled with the CalRecycle Tire Program regulated by the California Integrated Waste Management Board. Consequently, the proposed project would not generate a significant amount of additional solid waste into the City's waste stream. A less than significant impact to solid waste services or landfill capacities would be anticipated.

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

The project includes a General Plan and Zoning Map amendment to revert the project site from Residential Urban (RU) to Heavy Industrial (IH). These amendments apply to the project site only and will not amend any other text or exhibits of the General Plan or Development Code. These amendments will revert the project site to its original land use designation adopted in the 2005 General Plan and is consistent with the transitional character of the area and the original intent of the General Plan. The City hereby finds that the proposed General Plan and zoning amendments will not result in any cumulative land use impacts.

- 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 increased vehicular traffic, traffic-related noise, periodic on-site operational noise, minor changes to on-site drainage, and changing of the visual character of the site. 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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