

CITY OF SAN BERNARDINO
DEVELOPMENT SERVICES
INITIAL STUDY

CITY OF SAN BERNARDINO
INITIAL STUDY FOR

SHIPPING CONTAINER
STORAGE YARD

The proposed project is a request for a Development Permit and a Variance, to develop the site for the storage of shipping containers, along with ancillary buildings, parking, landscaping and other improvements (including the construction of one, approximately 60-square foot building and one approximately 56-square foot building). A Variance from the screening standards for outdoor storage as required by the San Bernardino Development Code is requested. The project site is vacant and is located at the terminus of North Lassen Street, a cul-de-sac located north of Baseline Street and approximately 1/4 mile east of Meridian Avenue in the City of San Bernardino (Assessor's Parcel Nos. 0269-171-43 and 0269-171-44).

DATE:
May 13, 2013

PREPARED FOR

J.B. Hunt Transport, Inc.
1680 Santa Fe Way
San Bernardino, California 92411

PREPARED BY

Gittins Environmental
& Engineering, Inc.
Mission Viejo, CA 92691
949-837-9438

REVIEWED BY

Independently reviewed, analyzed and exercised judgment in making the determination, by the Development/Environmental Review Committee on June 20, 2013, pursuant to Section 21082 of the California Environmental Quality Act (CEQA).

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

1. Project Title: Shipping Container Storage Yard

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

3. Contact Person: Aron Liang, Senior Planner
Phone Number: (909) 384-5057, ext. 3332

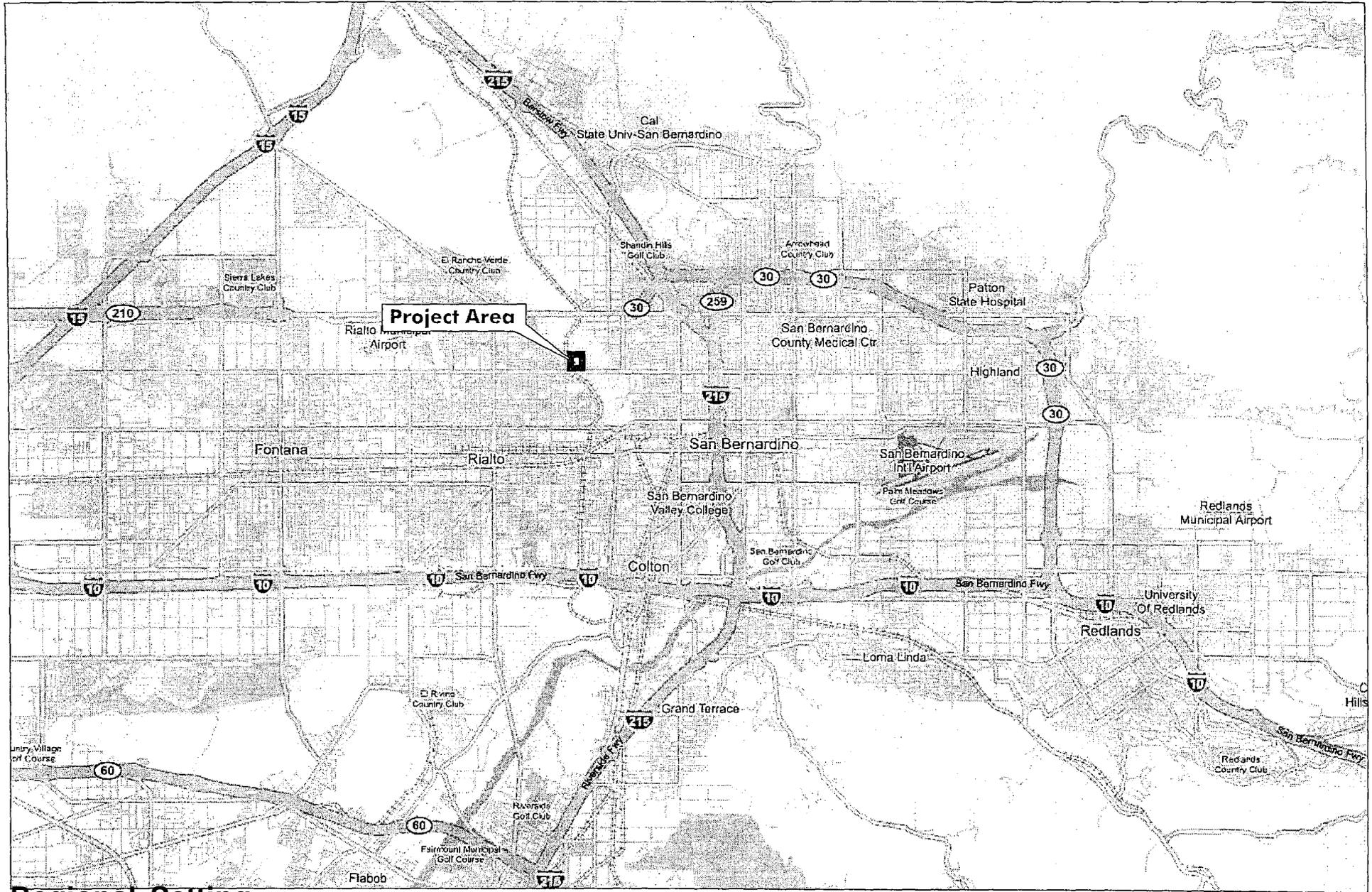
4. Project Location (Address/Nearest cross-streets): The 11.72-acre proposed project is located at 1320 North Lassen Street, at northerly terminus of a cul-de-sac located north of Baseline Street and approximately 1/4 mile east of Meridian Avenue in the City of San Bernardino (refer to Figure 1: Regional Location Map and Figure 2: Vicinity Map).

5. Project Sponsor: J.B. Hunt transport, Inc.
Address: 1680 Santa Fe Way
San Bernardino, CA 92411

6. General Plan Designation: Industrial Light (IL)

7. Description of Project: The proposed project is for the development of undeveloped property for shipping container storage. A Development Permit and Variance are requested. Truck drivers will arrive at the site to pick up or drop off empty shipping containers. A lift truck is used to remove and replace the empty shipping containers on the trailer chassis. A Hyster model H400-EC5 is the lift truck used for shipping container placement. Two previously merged parcels are proposal to be re-merged into an 11.72 acre site. Proposed buildings would include a 60-square foot guard shack and a 56- square foot restroom. Sewage collection will be via installation of a 3,000-gallon underground holding tank. A Variance has been applied for since the proposed cargo containers (considered outdoor storage) cannot be completely screened with opaque screening per the San Bernardino Development Code. The applicant proposes screening of the shipping container storage by the use of landscaping (trees and vining plants) along the south property line, which will obscure the cargo containers from views from the public-right-of-way when the trees are mature.

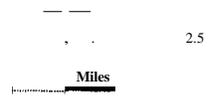
8. Surrounding Land Uses and Setting: Surrounding land uses are industrial development, including a truss manufacturing plant to the east, Southern Pacific Railroad to the west, vacant land and industrial development to the south, and a cement plant to the north. Two inactive wells lie to the north and south of the project site. The well to the north is owned by the City of Rialto and the well to the south is privately owned. Lytle Creek Wells No. 1 and 2, owned by the City of San Bernardino Water Department, lie approximately 1,500 feet west of the proposed holding tanks.



Regional Setting

1320 N. Lassen Street
 City of San Bernardino, California

Figure 1





Project Vicinity

1320 N. Lassen Street
 City of San Bernardino, California

Figure 2



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9. Other agencies whose approval is required (e.g., permits, finance approval, or participation agreement):
- California Regional Water Quality Control Board, Santa Ana Region Storm Water Pollution Prevention Plan (SWPPP) and National Pollutant Discharge Elimination System (NPDES) Permit.
 - City of San Bernardino Development Permit

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture Resources	<input type="checkbox"/> Air Quality
<input checked="" type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Cultural Resources	<input checked="" type="checkbox"/> Geology / Soils
<input type="checkbox"/> Hazards & Hazardous Materials	<input checked="" 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 checked="" type="checkbox"/> Utilities / Service Systems	<input checked="" 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 the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

Printed Name

Title

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

Discussion:

- a-b) The proposed project is to develop undeveloped property for the storage of shipping containers. Two buildings, totaling 116 square feet, are proposed for the 11.72-acre project site. The project site and surrounding area are designated Light Industrial. According to the City of San Bernardino General Plan Figure C-1, Scenic Highways/Routes, the proposed project is not located within a scenic vista nor does it contain scenic resources. No historic buildings exist on-site. Moreover, the project site is located in an industrial setting with a truss manufacturing facility to the east, Southern Pacific Railroad to the west, vacant land to the south, and a cement plant to the north. No impacts to scenic vistas are anticipated.
- c) The proposed project would comply with Section 19.08 of the City's Development Code, which guides the overall development of industrial land uses, with the exception of screening of outdoor storage at the time of implementation (cargo container storage is considered outdoor storage). However, the use of trees along the south property line will provide screening of stacked shipping containers, as viewed from the public right-of-way, once the trees mature. The shipping containers are white and they are stacked organized in rows. Stacked shipping containers have a mass similar to a large industrial building. Landscaping would be provided near the entrance of the development. Vining plants will also be grown along the chain-link fence along the southern property boundary to further form a screen. The proposed development would not substantially degrade the existing visual character of the site and would visually improve its surroundings by its partially blocking the undesirable view of the cement plant located to the immediate north of the subject site.

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- d) The project site is located in an industrial setting with a truss manufacturing facility to the east, Southern Pacific Railroad to the west, vacant land to the south, and a cement plant to the north. The design and placement of light fixtures will be shown on site plans, which would be reviewed for consistency with City standards. Standards require shielding, diffusing, or indirect lighting to avoid glare. Lighting will be selected and located to confine the area of illumination to the project site. Therefore the proposed project would not create a substantial light source that would adversely affect day or nighttime views of the area. A less than significant impact is anticipated.

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Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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II. AGRICULTURE RESOURCES:

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use?

X

- b) Other:

Discussion:

- a) The California Resources Agency defines Prime Farmland, Unique Farmland, or Farmland of Statewide Importance for San Bernardino County as farmlands which include dry-land grains of wheat, barley, oats, and dryland pasture. The project site does not meet these characteristics.

Although the site may have previously been used for agriculture, the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency; therefore, no impact to agricultural resources is anticipated.

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Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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III. AIR QUALITY- Would the project:

- | | |
|---|---|
| a) Conflict with or obstruct implementation of the applicable air quality plan? (South Coast Air Basin) | X |
| 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?" | X |
| 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)? | X |
| d) Expose sensitive receptors to substantial pollutant concentrations? | X |
| e) Create objectionable odors affecting a substantial number of people based on the information contained in Project Description Form? | X |

Discussion:

- a) As noted in the City of San Bernardino General Plan Program EIR (Section 4.3.2), continued development within the City will significantly contribute to the further degradation of the ambient air quality of the South Coast Air Basin (SCAB). The primary cause of the adverse impacts is daily vehicle trips associated with maximum build out of the City. Any development within the San Bernardino area will aggravate the existing air quality that currently does not meet State or Federal air quality criteria. The proposed project involves: installing one approximately 60-square foot pre-fabricated building; and construct one approximately 56-square foot building, all within an Industrial Light (IL) district. Development of the project is

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consistent with the General Plan for which the EIR was circulated and approved. It would not conflict with the applicable Air Quality Management Plan and no impact is anticipated.

- b) The proposed project is the development of a shipping container storage yard, including installing a 60-square foot pre-fabricated building; and constructing a 56-square foot building, over a four-month period. A previous development and operational screening for this property (Robert's Lumber Sales, October 2008), included developing the site with 13,000-, 20,000- and 22,400-square foot buildings, and two 4,800-square foot metal pre-fabricated buildings over a 12-month period. The previous proposed site development and operation was screened using the Urban Emission Model 2007 version 9.2.4 (URBEMIS 2007) prepared by the South Coast Air Quality Management District (SCAQMD). The analysis was used to generate emissions estimates for land use development projects. The criteria pollutants screened for included: reactive organic gases (ROG), nitrous oxides (NOx), carbon monoxide (CO), and particulates (PM10 and *PM_{2.5}*) and greenhouse gases (GHG) (CO₂). Two of these, ROG and NOx, are ozone precursors. The emission levels listed reflect the estimated winter season levels, which are normally higher due to atmospheric conditions (marine layer) and increased use of heating systems. The general construction phases for most projects include site grading and development.

The construction grading would be similar for the current and previously proposed projects. The building construction is substantially less for the current compared to the previously proposed project. Construction grading and building emissions are considered short-term, temporary emissions and are estimated in Table AQ-1 for the previously proposed project. The following construction parameters were previously assumed: site grading (mass and fine grading) would take an approximate 3-month duration and building construction would take an approximate 9-month duration. Once construction is complete and the buildings are in use, emissions will be generated by energy utilized for on-site operations and building heating and cooling, and vehicular traffic.

Table AQ-1¹
Building Emissions Summary
Year 2008-2009 (Pounds Per Day)

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Mass Grading	3.4	28.1	14.8	0.0	60.0	13.5	2,371.5
Fine Grading	3.4	28.1	14.8	0.0	60.0	13.5	2,371.8
Trenching	2.4	20.2	9.8	0.0	1.0	0.9	1,838.8
Paving	4.1	21.7	13.4	0.0	1.7	1.6	1,966.2
Building Construction	4.6	26.5	24.8	0.0	1.7	1.6	3,539.3
Architectural Coating	59.2	0.0	0.8	0.0	0.0	0.0	85.6
Highest Value (lbs/day)	59.2	28.1	24.8	0.0	60.0	13.5	3,539.3
SCAQMD Threshold	75	100	550	150	150	55	N/A
Significant	No	No	No	No	No	No	N/A

Source: URBEMIS2007; ¹Phases don't overlap and represent the highest concentration; N/A: No standards

As shown in Table AQ-1, construction emissions would not exceed SCAQMD thresholds for any criteria pollutants.

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Compliance with SCAQMD Rules 1113, 402, and 403

Although the proposed project does not exceed SCAQMD thresholds for construction emissions, the applicant is required to comply with all applicable SCAQMD rules and regulations as the South Coast Air Basin is in non-attainment status for ozone and suspended particulates (PM₁₀).

Compliance with SCAQMD Rule 1113

Architectural Coatings are coatings applied to stationary sources and their trimmings, to portable buildings, to pavements, or to curbs. Trimmings are accessories to an architectural structure, including, but not limited to: hand railings, cabinets, bathroom and kitchen fixtures, fences, decks, rain gutters and downspouts, window screens, lamp posts, signs, concrete forms, heating and air conditioning, and other mechanical equipment.

One of the key ingredients contributing to ozone formation is solvents, which contain volatiles referred to as volatile organic compounds (VOCs). These solvents are commonly found in many architectural and industrial paints. SCAQMD has studied the cumulative VOC emissions from architectural painting operations and has found that these emissions exceed the combined emissions from a variety of industrial operations. Emissions from the application of architectural and industrial maintenance coatings during the summer months, typically known as the peak painting and smog season, are estimated to be more than 38 tons each day. VOCs from solvent and paint emissions contribute to harmful ozone formation. To reduce VOC's from architectural coating, the SCAQMD has set VOC limits for coating in Rule 1113.

To further reduce impacts from VOC emissions, the applicant will be required to implement the following conditions as required by SCAQMD:

1. The contractor shall utilize (as much as possible) pre-coated building materials and coating transfer or spray equipment with high transfer efficiency, such as high volume, low pressure (HVLP) spray method, or manual coating applications such as paint brush, hand roller, trowel, dauber, rag, or sponge.
2. The contractor shall utilize water-based or low VOC coating as well as the following conditions as required by SCAQMD:
 - Use Super-Compliant VOC paints whenever possible.
 - If feasible, avoid painting during peak smog season: July, August, and September.

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- Recycle leftover paint. Take any leftover paint to a household hazardous waste center; do not mix leftover water-based and oil-based paints.
- Keep lids closed on all paint containers when not in use to prevent VOC emissions and excessive odors.
- For water-based paints, clean up with water only. Whenever possible, do not rinse the clean-up water down the drain or pour it directly into the ground or the storm drain. Set aside the can of clean-up water and take it to a hazardous waste center (www.cleanup.org).
- Recycle empty paint cans.
- Look for non-solvent containing stripping products.
- Use Compliant Low-VOC cleaning solvents to clean paint application equipment.
- Keep all paint and solvent laden rags in sealed containers to prevent VOC emissions.

Compliance with SCAQMD Rule 402, and 403

The project shall comply with, Rules 402 nuisance, and 403, fugitive dust, which require the implementation of Best Available Control Measures (BACM) for each fugitive dust source, and the Air Quality Management Plan (AMCP), which identifies Best Available Control Technologies (BACT) for area sources and point sources, respectively. This would include, but not be limited to the following conditions:

1. The project proponent shall ensure that any portion of the site to be graded shall be pre-watered prior to the onset of grading activities.
 - (a) 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.
 - (b) The project proponent shall ensure that all disturbed areas are treated to prevent erosion until the site is constructed upon.
 - (c) The project proponent shall ensure that landscaped areas are installed within four weeks after the completion of site grading to reduce the potential for wind erosion.
 - (d) 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.

During construction, exhaust emissions from construction vehicles and equipment and fugitive dust generated by equipment traveling over exposed surfaces, would increase NO_x and PM₁₀ levels in the area. Although the proposed project does not exceed SCAQMD thresholds during construction, the applicant will be required to implement the following conditions as required by SCAQMD:

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1. To reduce emissions, all equipment used in grading and construction must be tuned and maintained to the manufacturer's specification to maximize vehicle fuel efficiency.
2. The project proponent shall ensure that existing power sources are utilized where feasible via temporary power poles to avoid on-site power generation during construction.
3. The project proponent shall ensure that construction personnel are informed of ride sharing and transit opportunities.
4. All buildings on the project site shall conform to energy use guidelines in Title 24 of the California Administrative Code.
5. The operator shall maintain and effectively utilize and schedule on-site equipment in order to minimize exhaust emissions from truck idling.
6. The operator shall comply with all existing and future CARB and SCAQMD regulations related to diesel-fueled trucks, which may include among others: (1) meeting more stringent emission standards; (2) retrofitting existing engines with particulate traps; (3) use of low sulfur fuel; and (4) use of alternative fuels or equipment.

Operational Emissions

The proposed current project is anticipated to generate 75 daily trips (3 employees and 72 operational). In comparison the Traffic Impact Analysis (TIA) for the prior Robert's Lumber Sales Study, determined that proposed project would have generated approximately 106 daily trips (94 employees and 12 operational); therefore, our current project will generate less operational emissions than those from the previous study's calculations.

As indicated in Table AQ-2, operational emissions of the previously proposed Robert's Lumber Sales project would not exceed SCAQMD threshold; therefore, our proposed shipping container storage yard would not either.

Table AQ-2
Operational Emissions Summary
(Pounds Per Day)

Source	ROG	NOx	CO	PM1o	PM2.s	CO2
Area Source	0.5	0.8	0.7	0.0	0.0	966.4
Mobile Source	5.6	9.6	58.7	9.0	1.8	5,030.1
Totals	6.1	10.4	59.4	9.0	1.8	5,996.5
SCAQMD Threshold	55	55	550	150	55	N/A
Significance	No	No	No	No	No	N/A

Source: URBEMTS 2007
N/A No standards

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The Global Warming Solutions Act of 2006 (AB 32)

In September 2006 Governor Schwarzenegger signed Assembly Bill 32, which was created to address the Global Warming situation in California. The Act requires that the GHG emissions in California be reduced to the levels of 1990 by 2020. This is part of a larger plan in which California hopes to reduce its emissions by 80 percent below 1990 levels by 2050. This will be accomplished through a statewide cap on GHG emissions after 2012, which will be regulated by California Air Resources Board (CARB). With the act in place, CARB is in charge of setting specific standards for different sources of emissions, as well as implementing these standards and monitoring whether they are being met. This includes distributing cost and funding appropriately, ensuring that GHG levels don't increase in specific communities, protecting entities that have already accomplished GHG emission goals, and opening up communication with other states and countries about these goals.

The California Air Resources Board is responsible to develop regulations and market mechanisms to achieve these goals. At the end of June 2007, CARB released their "Recommendations for Designing a Greenhouse Gas Cap-and-Trade System for California." At this time the cap and trade system would be aimed at industrial and other "point of emission" sources. No regulations have been passed yet to implement the cap and trade program. At some later time the transportation sector may be included as well as the commercial and residential sectors.

- c) The proposed project individually would not exceed any SCAQMD thresholds for criteria pollutants. The City of San Bernardino General Plan EIR (Section 4.3.2) concluded that continued development would contribute to pollutant levels in the San Bernardino area, which already exceed State and Federal air quality criteria. Findings on potentially significant impacts of the General Plan indicated that policies contained in the General Plan and mitigation measures in the EIR are expected to reduce emissions associated with future development. However, even after application of these policies and mitigation measures, the General Plan when viewed as a whole project, is expected to generate emissions levels that would exceed the AQMD thresholds for criteria pollutants, resulting in a significant unavoidable adverse air quality impact. A Statement of Overriding Considerations for the General Plan EIR was adopted by the City Council in November 2005.
- d) The project site is predominately zoned for general industrial land uses. As shown in Tables AQ-1 and AQ-2, development of the proposed project is not anticipated to exceed SCAQMD thresholds. Therefore, air quality impacts to sensitive receptors are not anticipated.
- e) The proposed project includes the construction of one structure and installation of one other pre-fabricated structure for a total of 116 square feet on approximately 11.72 acres in an area designated for light industrial use under the City of San Bernardino General Plan. The end use of the proposed project is not anticipated to generate emissions that could cause climatic changes or objectionable odors. No impact is anticipated.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?		X		
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?				X
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?				X
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?				X

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Discussion:

- a-b) The project site is open, relatively flat, disturbed land that had been disked in October, 2006. Two large trenches were excavated on-site for the geotechnical and fault hazards investigation performed in June 2006. Unpaved roads run in a north/south direction along the eastern and western boundaries of the project site. On-site vegetation consists mostly of nonnative ruderal species. Dominant plant species included tocalote, short-pod mustard, telegraph plant, tree tobacco, and Spanish brome. In September 2006, Jones & Stokes prepared a Biological Resources Summary Constraints Analysis for the project site. Report findings are discussed herein. A copy of the report is on file with the City's Planning Division.

A total of 23 species of animals were detected during the fieldwork on August 30 and September 1, 2006. A total of four special status, non-listed animal species have the potential to occur with low but reasonable to high likelihood of occurring within the project area. San Diego Black-tailed Jackrabbit, a California Species of Special Concern, was observed just outside of the project boundary. Loggerhead Shrike, Yellow Warbler and Cooper's Hawk were observed on the project site. No other animals with special status were detected during the site visit. No state or federally listed, endangered or threatened species were observed on-site and there is no reasonable potential for the occurrence of any listed species at this time. The project site lies outside of any proposed, designated, remanded, or vacated critical habitat.

A habitat assessment was conducted for the Burrowing Owl during the fieldwork. Based on the habitat assessment, the species has a less than reasonable likelihood of occurrence on or immediately adjacent to the project site. Potential habitat for the Burrowing Owl was low quality to unsuitable and no known occurrences have been recorded in the site vicinity.

According to the survey, the site currently does not support Burrowing Owl, however, there is a low but reasonable potential that the species could move onto the project site in the future. Additionally, the project site has a reasonable potential to support nesting by native birds between February 1 and August 31. The following mitigation measures would reduce the impacts to less than significant:

BI0-1 A pre-construction survey shall be conducted by a qualified biologist for Burrowing Owl within 30 days prior to initial grubbing and clearing of the site. If Burrowing Owls are found on-site, mitigation may be recommended following consultation with the California Department of Fish and Game.

BI0-2 The project proponent shall either avoid the seasonal window when birds are most likely to be nesting on the project site from February 1 through August 31, or have a qualified biologist complete a nesting survey. The survey shall consist of visits by a qualified biologist to determine presence or absence of nesting, native birds within 7 days of initial grubbing and clearing of the site if such activities occur during the period from February 1 through August 31. Such survey shall be conducted if no site work is conducted for a period of 30 days before project construction is complete within that period.

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BI0-3 No potentially disturbing earthwork shall be conducted at any time within 500 feet of an active nest of a native raptor or 200 feet of an active nest of a native non-raptor.

- c) There are no wetlands associated with the project site. No impacts would occur.
- d) The proposed project site is surrounded by development, and therefore, it is unlikely to provide an important location relative to regional wildlife movement. While the project site is within 1/4 - mile of Lytle Creek Wash, there is intensive development and land alteration activities (sand and gravel mining, heavy equipment use, vegetation removal, and fencing) between the creek channel and the project site. According to the biological survey report, no direct evidence was detected supporting a hypothesis of substantial or important wildlife movement across the site. This includes an absence of relevant tracks or other sign; site topography (no ridgelines or canyons); and no wildlife supporting features (drainages, access routes, etc.). Therefore, project implementation would not affect a local or regional wildlife corridor. No impacts would result.
- e) The proposed project would not conflict with any habitat conservation plan. No impacts would result.

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

Discussion:

a-c) According to the National Register of Historic Places (NRHP), no historic properties exist on or near the project site. No impact to cultural resources is anticipated. However, if any sensitive historic or pre-historic artifacts are uncovered during any excavation and construction activities, a qualified archaeologist should be contacted for evaluation of the deposits. The standard condition of approval would relieve any potentially significant impacts to cultural resources. Less than significant impacts would occur.

d) Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. Paleontological sites generally occur as small outcroppings visible on the surface or sites encountered during grading. The site appears to have been used for agricultural purposes in the past. In the unlikely event that paleontological resources are unearthed during grading activities, the following mitigation measure shall be implemented:

CR-1 Should resources be unearthed during grading, construction shall be halted and a vertebrate paleontologist shall be contacted to determine the significance, and make recommendations for appropriate mitigation measures in compliance with the guidelines of the California Environmental Quality Act

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- e) Construction activities, particularly grading, could adversely affect or eliminate unknown potential archaeological resources. The following mitigation measures shall be implemented:

CR-2 In the event that human remains are encountered during grading, construction shall be halted and all provisions of state law requiring notification of the County Coroner, contacting the Native American Heritage Commission, and consultation with the most likely descendant, shall be followed.

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

i) Other:

Discussion:

- a) The project site is relatively flat and would require minor cut-and-fill operations. According to the previous report *Geotechnical and Fault Hazard Investigation Proposed Industrial Development North Lassen Street San Bernardino, California Prepared for Robert's Lumber Sale Job No. 06373-8*, prepared by C.H.J. Incorporated on June 23, 2006, cuts to a maximum depth of 5 feet and fills to a maximum height of approximately 5 feet are anticipated. Less than significant impacts are anticipated. A copy of the geotechnical report is on file with the City's Planning Division.

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- b-e) The project site is located within an Alquist-Priolo Earthquake Fault Zone designated by the State of California to include traces of suspected active faulting associated with the San Jacinto fault zone. Fault trenching was conducted to evaluate the presence or absence of suspected active, Holocene-age faulting, and exploratory borings were conducted to address geotechnical concerns. No evidence of active faulting was found in the exploratory trenches. A Recommended Restricted Use Zone (RRUZ) has been defined in the geotechnical report. If any human occupancy structures will be planned in a RRUZ, then further investigation including trenching would be required. Figure 4 shows the RRUZ zones. Severe seismic shaking of the project site due to an earthquake along the San Jacinto fault can be expected during the life of the proposed industrial development. However, ground rupture due to active faulting is not anticipated within the area not within the RRUZ, during the lifetime of the proposed structures. All proposed structures will be built in compliance with the Uniform Building Code (UBC).

According to the Geotechnical report, "based upon the field investigation for the project site, the upper native soils including the existing fills, will not, in their present condition, provide adequate support for the proposed structures. Because of the site conditions within the area southeast of the water line, it will be necessary to remove the upper 12 inches of existing soils in areas to be graded. Within the area northwest of the water line, it will be necessary to remove up to the upper 5 feet of existing soils in areas to be graded. The removed and cleaned soil may be reused as properly compacted fill." The following mitigation measures would reduce the impacts associated with earth movement to less than significant:

GE0-1 The project proponent shall comply with all the recommendations (pages 17-21) set forth in the most recent geotechnical report, dated June 23, 2006, prepared for the proposed project. A copy of the report is on file with the City of San Bernardino Planning Division.

- d/h) No unstable soil conditions would occur due to excavation, grading, and fill activities as recommended. During the construction phase, project dust may be generated due to the operation of machinery on-site or due to high winds. Additionally, erosion of soils could occur due to a storm event. To avoid the erosion of soils due to stormwater, the construction contractor would be required to implement a Storm Water Pollution Prevention Plan (SWPPP) to comply with the National Pollutant Discharge Elimination System (NPDES) permit. Refer to the Hydrology and Water Quality section of this Initial Study for a comprehensive discussion. According to the General Plan Figure S-8, the project site does not lie within the City designated high wind area.

Implementation of the following mitigation measures would reduce any potential impacts to less than significant level:

GE0-2 The project proponent shall, prior to the issuance of a grading permit, receive approval of an erosion control plan from the City Public Works Department.

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GE0-3 The project proponent shall, prior to the issuance of a grading permit, prepare and submit for review and approval by the City Public Works Division, a detailed grading plan for the project site. The plan shall be prepared in conformance to the applicable standards and requirements of the City of San Bernardino Grading Ordinance and the Uniform Building Code.

GE0-4 An erosion control plan shall be prepared and implemented for the proposed project that identifies specific erosion control measures to control on-site and off-site erosion from the time ground disturbing activities are initiated through grading completion. This erosion control plan shall include the following measures at a minimum.

- Specify the timing of grading and construction to minimize soil exposure to heavy-rain periods experienced in Southern California.
- An inspection and maintenance program shall be included to insure that any erosion, which does occur either on-site or off-site as a result of this project, will be corrected through a remediation or restoration program within a specified time frame.

GE0-5 All graded areas shall be protected from wind and water erosion through the use of acceptable slope stabilization plantings, walls, or netting. Interim erosion control plans shall be required, certified by the project engineer, and reviewed and approved by the City Public Works Department.

GE0-6 For adequate support of all proposed structures, the design of footings and foundations shall be in accordance with the regulations and recommendations as required by the State of California in the UBC.

- e) No significant natural slopes are present on or adjacent to the project site. Surficial or deep-slated landsliding is not a hazard to the project site. No impact is anticipated.
- f) According to the Geotechnical prepared by C.H.J. Incorporated, based upon the relative density of the soils at the site, and liquefaction calculations, the underlying soils are considered to be non-liquefiable. No impacts are anticipated.
- g) The proposed project would not modify any unique physical features; no unique geologic features were found during a site survey/evaluation. No impact is anticipated.

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

- Would the project:

- | | |
|--|---|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | X |
| 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? | X |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | X |
| 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? | X |
| 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? | X |
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | X |

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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?				X

h) Other:

Discussion:

- a-b) The proposed project would periodically have diesel fuel and hydraulic fluid on-site to top off the lift truck. During construction diesel fuel and hydraulic fluid would be delivered on site to top off construction equipment. In addition, all materials required during construction would be kept in compliance with State and local regulations. With implementation of Best Management Practices and compliance with all applicable regulations, the potential impact from the use of hazardous materials is anticipated to be less than significant.
- c) No schools exist within one-quarter mile of the proposed project. W. A. Myers Elementary School in the City of Rialto is the nearest school located approximately 0.35 miles south of the project site. No impact is anticipated.
- d) According to the State of California, Department of Toxic Substances Control, the project site is not included on the Hazardous Waste and Substances Site List (Cortese List). No impacts would occur.
- e) The project site is located approximately six miles northwest of the San Bernardino International Airport. The Rialto Municipal Airport lies approximately three miles northwest of the project site. Therefore, no safety hazards to people residing or working at the project site are anticipated.
- f) The proposed project is not anticipated to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. No impact is anticipated.
- g) According to the City of San Bernardino General Plan Figure S-9, the proposed project is not within a Fire Hazard Area. No impact is anticipated.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VIII. HYDROLOGY AND WATER QUALITY-				
Would the project:				
a) Violate any water quality standards or waste discharge requirements?		X		
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)?			X	
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?			X	
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?		X		
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?		X		

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
f) Otherwise substantially degrade water quality?			X	
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.				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			X	
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?				X
j) Inundation by seiche, tsunami, or mudflow?				X
k) Other:				

Discussion:

a) The proposed project would disturb an approximately 11.72-acre site; therefore, would be subject to the National Pollutant Discharge Elimination System (NPDES) permit requirements for construction activities. The State of California is authorized to administer various aspects of the NPDES. Construction activities covered under the State's General Construction permit include removal of vegetation, grading, excavating, or any other activity that causes the disturbance of one acre or more. The General Construction permit requires recipients to reduce or eliminate non-storm water discharges into stormwater systems, and to develop and implement a Storm Water Pollution Prevention Plan (SWPPP). The purpose of a SWPPP is to: 1) identify pollutant sources that may affect the quality of discharges of stormwater associated with construction activities; and 2) identify, construct and implement stormwater pollution control measures to reduce pollutants in stormwater discharges from the construction site during and after construction. A SWPPP will be prepared in accordance with RWQCB Permit (Order No. R8-2002-0012), and submitted to the City's Planning Division. Prior to the issuance of any grading or building permit, a SWQMP will be submitted to the City for its review and acceptance. The SWQMP identifies all BMPs that will be incorporated into the project to control stormwater and non-storm water pollutants during and after construction.

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The proposed developed use (Shipping Container Storage) is not listed in the 40 CFR 122.26(b)(14)(i)-(xi); therefore, is not subject NPDES requirements for storm water discharges from Industrial Activities. Design measures as listed below, which are planned to be in the SWQMP, will ensure potential impacts are reduced to a less than significant impact.

W-1 Site employees shall be made aware of Best Management Practices adopted for the site.

W-2 Pesticide application in landscape areas shall be performed by an applicator certified by the State of California.

W-3 A Spill Contingency Plan shall be provided in accordance with Section 6.95 of the California Health and Safety Code.

W-4 Landscape areas will be used to maximize permeable areas to the fullest extent possible.

W-5 Drainage facilities will be inspected annually and cleaned as needed.

W-6 Roof runoff shall be contained and treated by proposed adjacent landscaping. Roof runoff shall be maintained clean and free from trash and/or debris at all times to ensure proper drainage of storm waters.

W-7 Irrigation methods shall be utilized to minimize runoff of excess irrigation water across impervious surfaces and into the storm water conveyance system. Such methods shall include employing rain-triggered shutoff devices to eliminate or reduce irrigation during and after precipitation. Water conservation devices such as programmable irrigation timers and soils sensors shall also be installed.

W-8 Detention basin side slopes shall be landscaped and irrigated.

W-9 Trash racks will be provided where drainage from open areas enter storm drains.

W-10 Trash storage areas shall be walled/gated to control the spread of litter. Runoff from trash storage areas shall be treated by trash racks.

W-11 Gravel pavement is planned to be used of all developed areas as an alternative building material pervious pavement.

- b) A gravel pavement is planned to be used for the project's paved areas, which will aid in reducing surface water runoff from developed areas. Developed areas will drain to vegetated bioswales located around their perimeter. Bioswales will promote retention and further infiltration of the collected storm water runoff. Therefore, a less than significant impact to depleting groundwater resources is anticipated.

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c,d,e) The project site is relatively flat. Development of the site would include: the installation of a small pre-fabricated building, construction of a small building, driveway, paved areas, and landscaped areas. An increase in stormwater runoff would occur from the project site due to the proposed hardscape surfaces. By incorporating stormwater best management practices (BMPs) such as pervious pavement, swales, detention/infiltration basins, and strategically-planted trees in landscaping designs, benefits can be realized, including: improved water quality; a decreased risk of flooding; a reduced need for water importation; and an augmentation to local groundwater. Initial calculations for volume-based BMP design find the detention basins, as currently show around the developed areas, have more than sufficient capacity to contain an area-averaged 2-year 1-hour rainfall.

Most existing on-site runoff sheet flows towards the southeast site corner of the site and to the terminus of the Lassen Street cul-de-sac. The existing Lassen Street curb/gutter conveys flow to a curb inlet that discharges to a concrete swale located on the eastern side of the cul-de-sac terminus. The concrete swale appears to flow east and discharge to the Lytle Creek Wash. No flooding on-site or off-site is anticipated. Less than significant impacts would occur.

The project site will be developed with gravel paving for the developed areas and vegetated bioswales for the remaining areas. These improvements will substantially reduce erosion pollution in any site stormwater runoff. Mitigation measures listed below would be implemented to ensure impacts from stormwater runoff and erosion is less than significant.

W-12 The applicant shall mitigate on-site storm water discharge sufficiently to maintain compliance with the City's NPDES Storm Water Discharge Permit Requirements. A "Notice of Intent (NOI)" shall be filed with the State Water Quality Control Board for construction disturbing one acre or more of land. Prior to the issuance of a grading permit, the applicant shall submit a SWPPP specifically identifying BMP's that will be used on-site to reduce the pollutants into the storm drain system to the maximum extent practical.

W-13 An erosion control plan shall be prepared and implemented for the proposed project that identifies specific erosion control measures to control on-site and off-site erosion from the time of ground disturbing activities are initiated through completion of grading.

W-14 Prior to the issuance of a grading permit, a site-specific drainage study, which meets the standards of the City of San Bernardino Public Works Division will be prepared by a Civil Engineer who is registered in the State of California. All recommendations from this analysis, including facilities necessary to mitigate drainage impacts, maximize percolation and groundwater recharge to the extent feasible shall be incorporated into all grading and site improvement plans.

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- f) The proposed project includes installation of one underground holding tank for wastewater. Any underground wastewater system could result in degradation of water quality in the event of leakage. The holding tank will be installed to protect surface water and groundwater from potential wastewater contamination. The holding tank will be pumped at a regular periodic basis or when the high-capacity alarm sounds. The tank covers would be designed to prevent sewage leakage into any water source. If required, a maintenance agreement for proper maintenance and pumping of the wastewater tank will be prepared and submitted for review by the City. This agreement will be signed, notarized, recorded, and shall be transferable to future property owners. Also, the SWQMP will include Source Control BMPs for mitigation and cleanup of spillage during pumping of the tank. Final design of the holding tank will be approved prior to implementation, by the City of San Bernardino Public Works Division and Municipal Water Department. Less than significant impacts are anticipated.
- g) The proposed project does not include housing development. No impact is anticipated.
- h) According to the City of San Bernardino General Plan, Figure S-1, the project site lies within a 100-year flood zone. Per Flood Insurance Rate Map (FIRM) map panel 8676 of 9400 (06071 C8676F), dated March 18, 1996, the project site exists in Zone A, which implies that no base flood elevation has been determined. The prefabricated guard house building is elevated two feet above grade and its metal columns are bolted to the surrounding concrete slab. The restroom building is a small masonry block building. Neither of these two structures would have a significant impact on impeding or redirecting flood flows. The cement plant property, along the proposed project's north side, creates an upstream barrier to the property from a 100-year flood of Lytle Creek Wash. The cement plant property is 15 feet to 35 feet higher than the site and extends for a distance of 300 feet further east towards Lytle Creek Wash. Less than significant impact is anticipated.
- i) According to City of San Bernardino General Plan Figure S-2, the project site does not occur within the Seven Oaks Dam inundation area. No impact is anticipated.
- j) There are no oceans, lakes or reservoirs near the project site; therefore, impacts from seiche and tsunami are not anticipated.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IX. LAND USE AND PLANNING- Would the project:				
a) Physically divide an established community?				X
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?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
d) Be developed within the Hillside Management Overlay District?				X
e) Be developed within Foothill Fire Zones A, B, or C as identified in the City's General Plan?				X
f) Be developed within the Airport Influence Area as adopted by the San Bernardino International Airport Authority?				X
g) Other:				

Discussion:

- a-b) The proposed project is located in the western portion of the City of San Bernardino, north of Baseline Street. Surrounding land uses include industrial development to the east, Southern Pacific Railroad to the west, vacant land and industrial development to the south, and a cement plant to the north. According the City of San Bernardino General Plan Figure ED-I, the project site lies within the Mt. Vernon Corridor Redevelopment Project Area. According to the Mt. Vernon Corridor Land Use Map, the project site is designated as an IL zone. The proposed project is consistent with the City of San Bernardino General Plan and the Mt. Vernon Corridor Redevelopment Project Area. Therefore impacts to land use and zoning is not anticipated.

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- c) There are no habitat conservation or natural community conservation plans adopted for the site and surrounding area. No impact is anticipated.
- d) According to the City of San Bernardino General Plan, property with areas of 15 percent slopes and greater occur in the Hillside Management Overlay District. The project site does not contain slopes greater than 15 percent. Therefore, the proposed project is not within the Hillside Management District, and no impact is anticipated.
- e) As shown on Figure S-9 in the City of San Bernardino General Plan, the project site does not occur in a fire hazard area. No impacts are anticipated.
- f) As shown in Figure LU-4 of the City of San Bernardino General Plan, the project site does not occur in the San Bernardino International Airport (SBIA) Influence Area. No impacts would occur.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
X. MINERAL RESOURCES- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			X	
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?			X	
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?				X

Discussion:

- a-b) The project will demand aggregate resources for construction of the proposed project. Steel, wood and concrete will be required as part of the construction. These resources are commercially available in the Southern California region without any constraint and no potential for adverse impacts to the natural resources base supporting these materials is forecast to occur over the foreseeable future. The project demand for mineral resources is not significant due to the abundance of available local aggregate resources. Less than significant impacts would occur.
- c) According to the City of San Bernardino General Plan Figure NRC-3, the proposed project lies within a Mineral Resource Zone 2 (MRZ-2) as adopted by the State Mining and Geology Board and as identified in the City of San Bernardino General Plan, Figure NRC-3. The primary goal of mineral resource classification is to identify regionally significant mineral deposits in an effort to conserve and develop them for anticipated aggregate production needs of the region. The MRZ-2 areas indicate the existence of construction aggregate deposits that meet certain State criteria for value and marketability based solely of geologic factors. By statute, the Board does not utilize existing land uses as a criterion in its classification of Mineral Resources Zones. The cement plant on the north side of the project is actively mining aggregate deposits for construction use and provides for regional needs. A less than significant impact is anticipated from removing the site from the MRZ-2 zone.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XI. NOISE- Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the City's General Plan or Development Code, or applicable standards of other agencies?			X	
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?			X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
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?				X

Discussion:

a/c-d) The proposed project is anticipated to generate both short-term construction and long-term operational noise. Surrounding noise generating land uses include the cement plant to the north, truss manufacturer to the east, and the railroad to the west. A noise study was prepared for the previous proposed development as Robert's Lumber yard by Gordon Bricken and Associates on June 19, 2008. The currently proposed project's construction and operation activities are similar or less than the previously proposed. The noise study is on file with the City's Planning Division.

The City of San Bernardino does not have a Noise Ordinance for industrial land uses that would specify exact limits for off-site noise impacts. The General Plan states that residential land uses should not be located in areas exceeding 65 dBA CNEL and industrial uses should not be located in areas exceeding 70 dBA CNEL. Section 19.06.030, of the City's Development Code, states that commercial uses should not produce noise levels in excess of 65dBA at residential uses. Section 19.20.030, of the City's Development Code, states that residential uses should not exceed 65dBA exterior noise levels and 45 dBA interior noise levels.

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Existing Noise Levels

Existing noise levels at the site were measured by using an Ono Sokki, Model LAI250, Sound Level Meter and a Bruel & Kjaer Model 2317, Portable Level Recorder. The reported noise levels are discussed in Table N-1. As shown in the table, the measured ambient CNEL level is less than the allowed limits specified in the City's Development Code. The maximum level approximates the allowed residential limit.

Table N-1
Ambient Noise Levels

Duration	Level
30 minutes in an hour	45.0
15 minutes in an hour	47.0
5 minutes in an hour	49.0
1 minute in an hour	52.0
Maximum	67.0

No trains passed by the site on the railroad tracks to the west at the time the noise measurements were taken. A noise study was done in 2005 at a location just north of the project site that was adjacent to these railroad tracks. That study determined there were 25 trains a day passing the site. The train schedules leave long periods of no train activity and therefore the measured ambient levels would be representative of the noise conditions around the site.

Projected Noise levels (projected from another similar lumber yard owned by the Applicant)

The prior proposed project used did measured noise levels at a lumber yard owned by the Applicant with operations located in the City of Fontana. The noise measurements conducted on their three major sources Mill Shed, Pallet Shed, and Dust Collector, are not relevant to the current proposed project; however, operational noise from forklifts, that move raw lumber and finished pallets around the site, would be comparable to the proposed lift truck (forklift). The prior study as did noise measurements for trucks that would enter the site for delivery or pick up of finished pallets, which also is comparable with shipping containers being dropped off and picked up. Table N-3 shows the reference noise levels from trucks and forklifts. According to the table, average hourly noise levels would be 72 dBA at ten feet, and would reach a maximum level of 98 dBA. For 12-hour operations (used 6:00 am to 6:00 pm), the CNEL value will be 71.4 dBA at ten feet.

Table N-3
Loading Reference Noise Levels at 10 Feet¹

Duration	Maximum Level	Time (seconds)_
Drive-by	88	2
Departing	88	15
Air Brakes	98	5
Motor Idling	81	25
Engine Start-up: Tractors	90	1
Gear Selection: Tractors	88	2
General truck squeals and squeaks	92	5
Fork Lifts	75	1,800

I. The operations are assumed to last for half an hour.

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Outside Sources

The prior proposed project had two main operations outside the buildings, product loading and unloading and fork lift operations. The exact location for these operations was assumed to take place no closer than 25 feet to the property line. This would make the operations at least 665 feet away from the nearest house. Table N-10 shows the comparison between allowed and calculated noise levels for the outdoor operations. According to the table, the loading/unloading operations would not exceed the allowed levels.

Table N-10
Comparison of Projected Loading levels to Allowed Levels¹

Location	Level	CNEL	Lmax
Property Lines Loading/Unloading	Calculated	44	n/a
	Allowed	70	
	Difference	-26	
Property Lines Fork Lift Alone	Calculated	55	n/a
	Allowed	70	
	Difference	-15	
Nearest House Loading/Unloading	Calculated	27	27
	Allowed	65	65
	Difference	-38	-38
Nearest House Fork Lift Alone	Calculated	38	38
	Allowed	65	65
	Difference	-27	-27

1. a) plus means the project level is higher than the allowed level by the amount shown. Minus means the project level is lower than the allowed level by the amount shown.

b) n/a =not applicable for industrial uses

Impacts would be less than significant. However, the following mitigation measures would be required:

N-1 All construction activities shall be limited to the hours of 7:00 am to 7:00 pm, Monday through Saturday. Additionally the following requirements shall be imposed in order to further mitigate the impacts of noise.

- **All construction vehicles shall have mufflers and be maintained in good operating order at all times.**
- **All trucks waiting to be loaded or unloaded with construction material and or/during operation of the facility shall not be left to idle for more than 10 minutes.**

- b) The proposed project does not include any components that would generate appreciable groundborne vibration or groundborne noise levels. Any impacts would be mitigated by implementation of mitigation measures N-1 through N-2.
- e) As shown in Figure LU-4 of the City of San Bernardino General Plan, the project site does not occur in the San Bernardino International Airport (SBIA) Influence Area. No impacts would occur.

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

Discussion:

- a) Construction activities at the site would be short-term and are not expected to attract new employees to the area since there is an existing pool of construction labor in the region. According to City of San Bernardino General Plan Draft EIR Table 5.11-2, in 2025 the City of San Bernardino is projected to have a high level of jobs-to-households, which reflects the fact that San Bernardino is and will continue to be a center for employment. The City currently houses an international airport, major educational institutions, and is the home of significant government offices (County of San Bernardino, County Court House, Caltrans, Federal, etc.) and regional transportation facilities (railroads, airport, and freeways). There are numerous related businesses that locate within the City to be near these uses. Build-out under the City of San Bernardino General Plan accounts for these existing uses and potential businesses. The project's growth is anticipated in the City of San Bernardino General Plan. No impacts are anticipated.

- b) The site appears to have been used for agricultural purposes in the past; however, there are no structures on the site. Therefore, the proposed project would not displace people or require construction of replacement housing elsewhere. No impact is anticipated.

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the nearest fire station is located 1.25 miles from the project site, implementation of the proposed project would not have a significant impact on fire service response times. Similarly, developer impact fees are collected at the time of building permit issuance. Impacts are considered less than significant.

Police Protection: Law enforcement services are provided by the City of San Bernardino Police Department. The nearest police substation is located at 1574 Baseline Street, approximately 0.60 miles east 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.

The City of San Bernardino Police Department reviews its needs on a yearly basis and adjusts service levels as needed to maintain an adequate level of public protection. Developer Impact fees are collected at the time of building permit issuance. Therefore, impacts to law enforcement are anticipated to be less than significant.

Schools: The project site is located within the boundary of the San Bernardino City Unified School District. However, the proposed project would not generate any student population. No impacts would occur.

Parks: The proposed land use would not place additional demand on parks. No impacts to parks are anticipated.

Government Services: The proposed development would not require the use of governmental services beyond the approval and permitting process. The proposed project is consistent with the City of San Bernardino General Plan. Developer will pay development impact fee prior to permit issuance. Therefore, no impact is anticipated.

- b) Solid Waste: The proposed project would be served by the City of San Bernardino Refuse & Recycling Division, which provides collection services to residential and commercial customers for refuse, recyclables, and greenwaste. Materials that are not recycled in compliance with the Intergraded 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 solid waste provider (City of San Bernardino) would provide service to the project site. Significant impacts to solid waste services or landfill capacities are not anticipated.

Maintenance of Public Facilities: The proposed project would generate additional amount of traffic. The project applicant would be required to pay development impact fees established by the Public Works division that includes Local and Regional Traffic System Fees. Therefore, potential impacts to maintenance of local roads are anticipated to be less than significant.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XIV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
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?				X
c) Other:				

Discussion:

- a-b) The proposed project would develop industrial uses and is not anticipated to not create additional demand for recreational facilities; therefore, no impacts would occur.

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Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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XV. TRANSPORTATION/TRAFFIC- Would the project:

- a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street
substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

X

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- b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? X
- 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? X
- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? X
- e) Result in inadequate emergency access? X
- f) Result in inadequate parking capacity? X
- g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? X
- h) Other:

Discussion:

a-b) The project site includes the storage of shipping containers. A focused traffic study was prepared by Clyde E. Sweet and Associates in March 2013. The focused study was requested to evaluate any traffic impacts caused by the proposed facility on the intersection of Baseline Road and N. Lassen Street. The time periods examined were the AM, Mid-Day, and PM peak hours for existing traffic, with and without the proposed facility traffic (see Table T-1). Also, the sight distance for left turning trucks was established, as well as the maximum turning time needed for each direction. Truck sight distance was measured to be 788 feet looking east and 764 feet looking west.

Table T-1
Projected 2013 AM, Mid-Day and PM Peak Hour Traffic Level of Service

	LOS / Delay 2013 AM	LOS / Delay 2013 MD	LOS / Delay 2013 PM
Base Line and N. Lassen	B, 12.3	B, 11.9	B, 10.2
Base Line and N. Lassen w/Project	B, 12.7	B, 12.3	B, 13.4

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Table T-2
Peak Hour Turning Movement Gaps

2013 Peak Hour Condition	Peak Hour AM EB and WB	Peak Hour MID EB and WB	Peak Hour PM EB and WB
Total gaps of 11 seconds or more	117 / 109	106 / 103	99 / 94
Total gaps for peak hour	309 / 181	459 / 467	459 / 467
Percentage of Gaps of 11 seconds or more	37.9% / 60.2%	31.2% / 25.0%	21.6% / 20.1%

Based on the results of the analysis, the proposed facility has adequate gaps in traffic to turn the proposed number of inbound trucks as well as outbound trucks. The study results show that the existing intersection will provide a level of service “B” for the project traffic. The increase in trip generation due to the new facility does not show any significant deterioration of the level of service for the studied street intersection. The existing sight distance is adequate for trucks; therefore, a less than significant impact is anticipated.

- c) As shown in Figure LU-4 of the City of San Bernardino General Plan, the project site does not occur within the San Bernardino International Airport Influence Area. No impacts to air traffic patterns or safety risks would occur.
- d) The proposed project is not anticipated to create or substantially increase hazardous conditions due to its design. City Staff would review the site plan for emergency access, turning radiuses, and road width requirements prior to approval. The northern parcel would have access from the southern parcel. No impacts are anticipated.
- e) According to the proposed site plan, the project site would have a single point of entry from the cul-de-sac at North Lassen Street. The proposed project would comply with the requirements set by the Fire Department for emergency access. Approval from Fire Marshal and City Engineer would be required prior to permit issuance. A less than significant impact to emergency access is anticipated.
- f) According to Chapter 19.24.040 of the Development Code the proposed project is required to provide one parking space for every 1,025 square feet of gross floor area. The proposed project would comply with the requirements set forth in the Development Code. Therefore, no impact to parking is anticipated.
- f) A three bicycle unit rack will be installed on site. The proposed project would not conflict with existing policies regarding alternative transportation and no impact is anticipated.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS-				
Would the project:				
a) Exceed wastewater treatment requirements of the Santa Ana Regional Water Quality Control Board?		X		
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?		X		
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?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
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?		X		
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				X
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X
h) Other:				

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Discussion:

a-b/e) The proposed project includes an underground holding tank to collect wastewater. A sewer waiver will be obtained from the City's Public Works Department. The proposed project would comply with all the conditions set forth in the waiver. Two inactive wells lie to the north and south of the project site. The well to the north is owned by the City of Rialto and the well to the south is privately owned. The proposed holding tank would be approximately 560 feet south-southeast of the north well and 200 east of the south well. The well to the south is inactive. Lytle Creek Wells No. 1 and 2, owned by the City of San Bernardino Water Department, lie approximately 1,700 feet west of the proposed holding tank. The holding tank would be pumped periodically when an electronic float system indicates the tank is near capacity; the tank will also be protected from potential floodwaters. The covers would be designed to prevent sewage leak into the flood waters and groundwater. Implementation of the following mitigation measures would reduce impacts to less than significant.

UT-1 The project proponent shall design a wastewater collection system in a manner to prevent any contamination of groundwater and obtain necessary permits and approvals from the Regional Water Quality Control Board, the City of San Bernardino Building and Engineering Divisions and the San Bernardino County Health Department as required, prior to construction.

UT-2 The proposed wastewater collection system shall be installed with an electronic monitor that shall notify by alarm or other electronic indicator when the system reaches 80 percent capacity. A licensed and bonded pumper truck shall then pump the tanks.

- c) Storm drains and flood control facilities within the planning area include natural and man-made channels, storm drains, street waterways, natural drainage courses, dams, basins, and levees. Storm drain and flood control facilities are administered by the City of San Bernardino, San Bernardino County Flood Control District, Army Corps of Engineers (ACOE), and the San Bernardino International Airport and Trade Center. Design and construction of storm drain and flood control facilities are the responsibility of the City Public Works Department. The proposed project would not require the construction of new storm water facilities because the proposed project would include a detention infiltration system to capture and filter storm water, as described in Section VIII of this Initial Study. A Final Drainage Plan would be reviewed and approved by the Public Works Department. Less than significant impacts are anticipated.
- d) The project site lies in the City of San Bernardino, but will be served a domestic water supply by the City of Rialto. The City of Rialto has an existing > 110 psi, 8 inch water main in Lassen Street that will serve the project site. The necessary permits will be acquired from the City of Rialto Water Department. Less than significant impact is anticipated.

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- f) The proposed project would be served by the City's Integrated Waste Division, which provides collection services to residential and commercial customers for refuse, recyclables, and greenwaste. Materials that are not recycled in compliance with the Intergraded 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). It is anticipated that the existing solid waste provider (City of San Bernardino) can provide service to the project site. No impact is anticipated.
- f) The proposed project would be required to comply with federal, state, and local statutes and regulations related to solid waste. No impacts would occur.

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Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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XVII. MANDATORY FINDINGS OF SIGNIFICANCE

- | | |
|---|-----------------|
| <p>a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of major periods of California history or prehistory?</p> | <p>X</p> |
| <p>b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)</p> | <p>X</p> |
| <p>c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p> | <p>X</p> |

Discussion:

- a) The project site is located in an urban setting and surrounded by development. Mitigation measures discussed in the Biological Resources Section of this Initial Study would reduce the potential impacts to bird species to less than significant levels.

According to the National Register of Historic Places (NRHP), no historic properties exist on or near the project site. No impact to cultural resources is anticipated. However, if any sensitive historic or pre-historic artifacts are uncovered during any excavation and construction activities, a qualified archaeologist should be contacted for evaluation of the deposits. The standard condition of approval would relieve any potentially significant impacts to cultural resources.

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- b) Impacts associated with the proposed project would not be considered cumulatively adverse or unfavorable. The project is not anticipated to generate significant amounts of air pollutants. No significant cumulative adverse impacts are anticipated.

- c) The development of the site as proposed would not cause adverse impacts on humans, either directly or indirectly. Therefore, no substantially adverse effects on human beings are foreseen by the development of the proposed project. No impact is anticipated.

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

1. City of San Bernardino General Plan, November 2005.
2. City of San Bernardino General Plan Land Use Plan/Zoning Districts Map.
3. City of San Bernardino Development Code (Title 19 of the San Bernardino Municipal Code).
4. City of San Bernardino Historic Resources Reconnaissance Survey.
5. Alquist-Priolo Earthquake Fault Zones Map.
6. South Coast Air Quality Management District, CEQA Air Quality Handbook.
7. Federal Emergency Management Agency, Flood Insurance Rate Maps.
8. Public Works Standard Requirements- Water.
9. Public Works Standard Requirements- Grading.
10. C.H.J. Incorporated, Geotechnical and Fault Hazard Investigation Proposed Industrial Development North Lassen Street San Bernardino, California Prepared for Robert's Lumber Sales Job No. 06373-8, June 23, 2006.
11. Jones & Stokes, Biological Resources Summary Constraint Analysis for the Lassen Drive Project (APN 269-I71-41) City of San Bernardino, San Bernardino County, California, September 29, 2006.
12. Lilburn Corporation, Initial Study for Tentative Parcel Map 17467, Robert's Lumber Sale, October 2008.
13. Clyde E. Sweet and Associates, Focused Traffic Study for the Proposed J.B. Hunt Transport, Inc. Shipping Container Storage Yard, March 2013.

