

Mitigated Negative Declaration

Waterman Logistics Center

San Bernardino, California



Lead Agency

City of San Bernardino
300 North "D" Street
San Bernardino, CA 92418

Date: January 19, 2015

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City of San Bernardino
300 North "D" Street
San Bernardino, CA 92418

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General Plan Amendment (GPA 14-08), Zoning Map Amendment (ZMA 14-16), Tentative Parcel
Map No. 19573 (SUB 14-11), Development Permit (DP-D14-05)

Date: January 19, 2015

TABLE OF CONTENTS

<u>Section Name and Number</u>	<u>Page</u>
F. Final Mitigated Negative Declaration.....	F-1
F.1 Introduction.....	F-1
F.2 Corrections and Additions to the Mitigated Negative Declaration	F-1
F.3 No Recirculation of the Mitigated Negative Declaration Required	F-6
1.0 Introduction.....	1-1
1.1 Document Purpose	1-1
1.2 History of the Proposed Project Site	1-1
1.3 Project Summary.....	1-1
1.4 California Environmental Quality Act (CEQA)	1-2
2.0 Environmental Setting.....	2-1
2.1 Project Setting.....	2-1
2.2 Existing Site and Area Characteristics.....	2-1
2.3 Planning Context.....	2-11
3.0 Project Description	3-1
3.1 Proposed Discretionary Approvals	3-1
3.2 Project Construction and Operational Characteristics	3-12
3.3 Standard Requirements and Conditions of Approval.....	3-16
3.4 Summary of Requested actions.....	3-16
4.0 Environmental Assessment/Initial Study Checklist	
5.0 Mitigation Monitoring and Reporting Program	

LIST OF FIGURES

<u>Figure Name and Number</u>	<u>Page</u>
Figure 2-1 Regional Map.....	2-2
Figure 2-2 Vicinity Map.....	2-3
Figure 2-3 Surrounding Land Uses and Development	2-4
Figure 2-4 Aerial Photograph	2-5
Figure 2-5 USGS Topographic Map.....	2-7
Figure 2-6 Existing Vegetation Map	2-10
Figure 2-7 SCAG Regional Goods Movement System.....	2-14
Figure 2-8 Existing General Plan Designations.....	2-15
Figure 2-9 Existing Zoning Designations.....	2-16
Figure 3-1 General Plan Amendment (GPA 14-08)	3-2
Figure 3-2 Development Code Amendment (DCA 14-16).....	3-3
Figure 3-3 Tentative Parcel Map No. 19573	3-5
Figure 3-4 Conceptual Utility Plan.....	3-6
Figure 3-5 Conceptual Grading Plan	3-8
Figure 3-6 Development Permit/Site Plan (DP-D14-05).....	3-10
Figure 3-7 Conceptual Elevations.....	3-11
Figure 3-8 Conceptual Landscape Plan	3-13

LIST OF TABLES

<u>Table Name and Number</u>	<u>Page</u>
Table F-1 Errata Table of Corrections and Additions	F-1
Table 3-1 Construction Equipment Assumptions.....	3-15
Table 3-2 Matrix of Project Approvals/Permits	3-17

LIST OF TECHNICAL APPENDICES

<u>Appendix</u>	<u>Document Title</u>
A	Air Quality Impact Analysis
B	Mobile Source Health Risk Assessment
C	Biological Technical Report
D	Cultural Resources Assessment
E	Geotechnical Report
F	Greenhouse Gas Emissions Report
G	Hydrology Report
H	Water Quality Management Plan
I	Phase I Environmental Site Assessment
J	Noise Report
K	Traffic Impact Analysis
L	Written Correspondence
M	Burrowing Owl Burrow Survey

ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
ACM	asbestos containing materials
ADT	average daily traffic
AMSL	above mean sea level
AQMP	Air Quality Management Plan
BAAQMD	Bay Area Air Quality Management District
BMPs	Best Management Practices
CAAQS	California Ambient Air Quality Standards
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
cfs	cubic feet per second
CIWMP	Countywide Integrated Waste Management Plan
CNEL	Community Noise Equivalent Level
CWA	Clean Water Act
c.y.	cubic yards
dba Leq	equivalent-level decibels
DCA	Development Code Amendment
DP	Development Permit
DPM	Diesel Particulate Matter
DTSC	Department of Toxic Substances Control
E+A+P	Existing plus Ambient Growth plus Project Conditions
E+A+P+C	Existing plus Ambient Growth plus Project Conditions plus Cumulative Conditions
E+P	Existing plus Project Conditions
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
FAR	Floor area ratio
FEMA	Federal Emergency Management Agency
FICON	Federal Interagency Committee on Noise
FIRM	Flood Insurance Rate Map
FTA	Federal Transit Administration

GHG	Greenhouse Gas
GPA	General Plan Amendment
gpd	gallons per day
HMBEP	Hazardous Materials Business Emergency Plan
HPLV	High Pressure Low Volume
I-10	Interstate 10
I-215	Interstate 215
IE	Industrial Extractive
IL	Industrial Light
IRWMP	Integrated Regional Water Management Plan
ITE	Industrial Extractive
JPA	Joint Powers Authority
kWh	kilowatt-hours
kBTU/yr	thousand British thermal units per year
LBP	lead based paint
MBTA	Migratory Bird Treaty Act
MEIR	maximally exposed individual receptor
MEISC	maximally exposed individual school child
MEIW	maximally exposed individual worker
MMRP	Mitigation Monitoring and Reporting Program
MND	Mitigated Negative Declaration
MPO	Metropolitan Planning Organization
MS4	Municipal Separate Storm Sewer System
MTCO _{2e}	metric tons of carbon dioxide equivalent
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
ND	Negative Declaration
NESHAP	National Emissions Standards for Hazardous Air Pollutants
NOD	Notice of Determination
NOI	Notice of Intent
NO _x	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
O ₃	Ozone
OIP	Office Industrial Park
PCE	passenger car equivalent
PM ₁₀	Particulate Matter less than 10 micrometers in diameter

PM _{2.5} ppm	Particulate matter less than 2.5 micrometers in diameter parts per million
RMH	Residential Medium High
RTP/SCS	Regional Transportation Plan / Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
§	section
SB	Senate Bill
SBMWD	San Bernardino Municipal Water Department
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
s.f.	square feet
SR	State Route
SWPPP	Storm Water Pollution Prevention Plan
TPM	Tentative Parcel Map
VdB	vibration decibels
VOCs	Volatile Organic Compounds
WQMP	Water Quality Management Plan

F. FINAL MITIGATED NEGATIVE DECLARATION

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F.1 INTRODUCTION

This Final Mitigated Negative Declaration (MND) has been prepared in accordance with the California Environmental Quality Act (CEQA) as amended (Public Resources Code Section 2100 et seq.) and the CEQA Guidelines (Title 14, California Code of Regulations, Section 1500 et seq.). It acknowledges comments received by the Lead Agency (City of San Bernardino) on the Draft MND that was circulated for public review. The content contained herein represents the Lead Agency’s independent judgment.

F.2 CORRECTIONS AND ADDITIONS TO THE MITIGATED NEGATIVE DECLARATION

Substantive changes made to the text, tables, and/or exhibits of the MND in response to written comments received by the City of San Bernardino on the Draft MND are itemized in Table F-1, *Errata Table of Corrections and Additions*. Additions to the MND shown in Table F-1 as underlined text and deletions from the MND are shown as ~~stricken~~ text. (Note: Additions and deletions are shown as underlined or ~~stricken~~ text, respectively, in Table F-1 only; the body of the MND has been revised accordingly.) No corrections or additions made to the Draft MND are considered substantial new information requiring recirculation or additional environmental review pursuant to CEQA Guidelines Section (§) 15073.5

Table F-1 Errata Table of Corrections and Additions

Section	Page(s)	Corrections and Additions
4.0, Initial Study (Air Quality)	19	Although the mitigation measures included in the Draft MND were sufficient to reduce the Project’s construction emissions of NO _x to less-than-significant levels, sub-items “d),” “e),” and “f” were added to Mitigation Measure MM AQ-2 at the request of the South Coast Air Quality Management District (SCAQMD) to further reduce near-term NO _x emissions:
5.0, MMRP	5-2	<p>d) <u>Temporary signs shall be placed on the construction site at equipment staging areas indicating that heavy duty trucks and diesel powered construction equipment are prohibited from idling for more than five (5) minutes. The signs shall be installed before construction activities commence and remain in place during the duration of construction activities at all equipment staging areas.</u></p> <p>e) <u>The construction contractor shall provide temporary traffic controls in conformance with the applicable requirements of the California Manual on Uniform Traffic Control Devices, such as a flag person, during all phases of construction to facilitate traffic flow along Waterman Avenue.</u></p> <p>f) <u>The construction contractor shall assure that all delivery trucks utilize the most direct route between the Project site and Interstate 10 via Waterman Avenue and/or Interstate 215 via Mill Street to Waterman Avenue.</u></p>

Section	Page(s)	Corrections and Additions
<p>4.0, Initial Study (Air Quality)</p> <p>5.0, MMRP</p>	<p>19-20</p> <p>5-3 – 5-4</p>	<p>Although the Project’s construction emissions of particulate matter (PM₁₀ and PM_{2.5}) would be less than significant, Mitigation Measures MM AQ-4 and MM AQ-5 were added at the request of SCAQMD to further reduce construction particulate matter emissions:</p> <p><u>MM AQ-3</u> The Project shall comply with the provisions of South Coast Air Quality Management District Rule 403, “Fugitive Dust.” Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving, grading, and equipment travel on unpaved roads. Prior to grading permit issuance, the City of San Bernardino shall verify that the following notes are specified on the grading plan. Project construction contractors shall be required to ensure compliance with the notes and permit periodic inspection of the construction site by City of San Bernardino staff or its designee to confirm compliance. These notes shall also be specified in bid documents issued to prospective construction contractors.</p> <p>a) All clearing, grading, earth-moving, and excavation activities shall cease when winds exceed 25 miles per hour.</p> <p>b) During grading and ground-disturbing construction activities, the construction contractor shall ensure that all unpaved roads, active soil stockpiles, and areas undergoing active ground disturbance within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas by water truck, sprinkler system, or other comparable means, shall occur in the mid-morning, afternoon, and after work is done for the day.</p> <p>c) Temporary signs shall be installed on the construction site along all unpaved roads indicating a maximum speed limit of 15 miles per hour (MPH). The signs shall be installed before construction activities commence and remain in place for the duration of construction activities that include vehicle activities on unpaved roads.</p> <p>d) The cargo area of all vehicles hauling soil, sand, or other loose earth materials shall be covered.</p> <p><u>MM AQ-4</u> The Project shall comply with the provisions of South Coast Air Quality Management District Rule 1186 “PM10 Emissions from Paved and Unpaved Roads and Livestock Operations” and Rule 1186.1, “Less-Polluting Street Sweepers” by complying with the following requirements. To ensure and</p>

Section	Page(s)	Corrections and Additions
		<p><u>enforce compliance with these requirements and reduce the release of criteria pollutant emissions into the atmosphere during construction, prior to grading and building permit issuance, the City of San Bernardino shall verify that the following notes are included on the grading and building plans. Project construction contractors shall be required to ensure compliance with the notes and permit periodic inspection of the construction site by City of San Bernardino staff or its designee to confirm compliance. The notes also shall be specified in bid documents issued to prospective construction contractors.</u></p> <p>a) <u>_____ If visible dirt or accumulated dust is carried onto paved roads during construction, the contractor shall remove such dirt and dust at the end of each work day by street cleaning.</u></p> <p>b) <u>_____ Street sweepers shall be certified by the South Coast Air Quality Management District as meeting the Rule 1186 sweeper certification procedures and requirements for PM10-efficient sweepers. All street sweepers having a gross vehicle weight of 14,000 pounds or more shall be powered with alternative (non-diesel) fuel or otherwise comply with South Coast Air Quality Management District Rule 1186.1.</u></p>
<p>4.0, Initial Study (Air Quality)</p> <p>5.0, MMRP</p>	<p>21-22</p> <p>5-5</p>	<p>Although the Project’s long-term operational emissions of NO_x would be less than significant, Mitigation Measures MM AQ-5, MM AQ-6, and MM AQ-7 were added at the request of SCAQMD to further reduce long-term NO_x emissions:</p> <p><u>MM AQ-5 Legible, durable, weather-proof signs shall be placed at truck access gates, loading areas, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than five (5) minutes; and 3) telephone numbers of the building facilities manager and the CARB to report violations. Prior to occupancy permit issuance, the City of San Bernardino shall conduct a site inspection to ensure that the signs are in place.</u></p> <p><u>MM AQ-6 Prior to the issuance of building permits, the City of San Bernardino shall verify that the parking lot striping and security gating plan allows for adequate truck stacking at gates to prevent queuing of trucks outside the property.</u></p> <p><u>MM AQ-7 Prior to the issuance of occupancy permits, the City of San Bernardino shall verify that a sign has been installed</u></p>

Section	Page(s)	Corrections and Additions
		<p><u>at each exit driveway, providing directional information to the City's truck route. Text on the sign shall read "To Truck Route" with a directional arrow.</u></p>
<p>4.0, Initial Study (Biological Resources)</p>	<p>27</p>	<p>The analysis under Issue IV.(a) was clarified in response to a comment received from the California Department of Fish and Wildlife (CDFW) to provide additional specificity regarding the potential of the burrowing owl to inhabit the Project site. The conclusion of Issue IV.(a) does not change as a result of the clarifying information:</p> <p>No special-status species plant or animal species were observed on the Project site during a field survey conducted by RBF on July 24, 2014. Because of historic (dating to approximately 1901) and on-going development and disturbance on the Project site, the Project site does not contain suitable habitat <u>for sensitive biological resources and has a low potential to support any sensitive plant or animal species known to occur within the general area, including the burrowing owl</u> (RBF, 2014, pp. 16-19; RBF, 2015, n.p.). <u>Refer to Threshold IVd. (below) for further discussion of potential impacts to the burrowing owl.</u> Accordingly, the Project would not have a substantial adverse effect on any species identified as a candidate, sensitive, or special status species. Impacts would be less-than-significant and no mitigation is required.</p>
<p>4.0, Initial Study (Biological Resources)</p>	<p>29</p>	<p>The analysis under Issue IV.(d) was expanded to reflect a burrowing owl burrow survey report prepared by RBF Consulting (which has been added to the MND as <i>Technical Appendix M</i>). The burrowing owl burrow report was prepared in response to a comment from CDFW. The conclusion of Issue IV.(d) does not change as a result of the clarifying information:</p> <p>The proposed Project would, however, result in the removal of vegetation (i.e., trees and shrubs) on a portion of the Project site with the potential to support nesting migratory birds that, including the burrowing owl. Impacts to such species are prohibited <u>protected by</u> the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code. The Project's potential to impact nesting migratory birds is a significant direct impact for which mitigation is required.</p> <p><u>RBF did not observe the burrowing owl on the Project site during a site survey on July 24, 2014 (RBF, 2014, p. 14). RBF also did not observe any burrowing owl burrows or signs of burrowing owl use of the property (i.e., direct observation, aural detection, pellets, white wash, feathers, or prey remains) during</u></p>

Section	Page(s)	Corrections and Additions
		<p>a site survey conducted on <u>January 8, 2015</u>. Because of <u>on-going human activities on the Project site (including operation of commercial and industrial businesses, a residence, and routine diskings of undeveloped areas)</u>, the burrowing owl is presumed <u>absent from the Project site (RBF, 2015, n.p)</u>. Regardless, <u>out of an abundance of caution, this MND recommends mitigation to preclude potential impacts to the burrowing owl and ensure compliance with the MBTA and California Fish and Game Code.</u></p>
<p>4.0, Initial Study (Biological Resources)</p> <p>5.0, MMRP</p>	<p>29</p> <p>5-3</p>	<p>Sub-item “b)” under Mitigation Measure MM BI-2 was revised to incorporate the recommendations of the CDFW. The revision achieves the same objective and end result as the original wording:</p> <p>b) In the event that the pre-construction survey indicates the Project’s proposed impact footprint is occupied by burrowing owl, then prior to the issuance of a grading permit and prior to the commencement of ground-disturbing activities on the property, a qualified biologist shall <u>develop a mitigation strategy in accordance with the California Department of Fish and Wildlife Staff Report on Burrowing Owl Mitigation (dated March 7, 2012), which may include passively or actively relocation</u>relocate of any burrowing owls. Passive relocation, including the required use of one-way doors to exclude owls from the site and the collapsing of burrows, will occur if the biologist determines that the proximity and availability of alternate habitat is suitable for successful passive relocation. Passive relocation shall follow CDFW relocation protocol and shall only occur between September 15 and February 1. If proximate alternate habitat is not present as determined by the biologist, active relocation shall follow CDFW relocation protocol. The biologist shall confirm in writing that the species has fledged the site or been relocated prior to the issuance of a grading permit.</p>

Section	Page(s)	Corrections and Additions
4.0, Initial Study (Biological Resources)	29	Mitigation Measure MM BI-3 was revised to incorporate the recommendation of CDFW. The revision achieves the same objective and end result as the original wording:
5.0, MMRP	5-3	<p>MM BI-3 <u>Prior to the issuance of grading permits, a nesting migratory bird survey shall be</u> As a condition of approval for all grading permits, vegetation clearing and ground disturbance shall be prohibited during the migratory bird nesting season (February 1 through September 15), unless a migratory bird nesting survey is completed in accordance with the following requirements:</p> <p><i>(Note: The wording for sub-items “a)” and “b)” did not change.)</i></p>

F.3 NO RECIRCULATION OF THE MITIGATED NEGATIVE DECLARATION REQUIRED

CEQA Guidelines §15073.5 describes the conditions under which a Draft MND that was circulated for public review is required to be recirculated for additional public review and comment. CEQA Guidelines §15073.5 states that new information added to a Draft MND is not considered a “substantial revision” requiring recirculation unless a new, avoidable significant effect is identified and mitigation measures or project revisions must be added to reduce the effect to insignificance, or the lead agency determines that proposed mitigation measures or project revisions will not reduce potential effects to less than significance and new measures or revisions must be required. Examples of “minor” revisions that do not require recirculation include:

- a. Replacement of mitigation measures with equal or more effective measures pursuant to CEQA Guidelines §15074.1;
- b. Revisions in response to written or verbal comments on the projects effects which are not new avoidable significant effects;
- c. Measures or conditions of project approval that are added after public review which are not required by CEQA, which do not create new significant environmental effects, and are not necessary to mitigate an avoidable significant effect; and
- d. New information that merely clarifies, amplifies, or makes insignificant modifications to the Negative Declaration.

CEQA Guidelines §15074.1 states that the substitution of mitigation measures following the close of the public review process does not require the recirculation of a Draft MND if: 1) the City determines the replacement mitigation measures are equivalent or more effective; 2) the City holds a public hearing on the matter; and 3) the City adopts a written finding that the new measures are equivalent or more effective in mitigating or avoiding potential significant effects and that it in itself will not cause any potentially significant effect on the environment.

Since the Draft MND was circulated for public review, there were no changes to the Project that would result in a new, avoidable significant effect or a substantial increase in the severity of any significant effect previously disclosed in the Draft MND. Furthermore, as described in summarized in Table F-1, there were no public comments or “substantial revisions” to the Draft MND that would warrant recirculation of the document. Although new and revised mitigation measures were added to the Draft MND following the close of the public review period (refer to Table F-1), these replacement measures were discussed in public hearings before the City of San Bernardino Planning Commission and City Council, and the City will adopt written findings as to the effectiveness of proposed mitigation (in conformance with CEQA Guidelines §15074.1).

Additionally, the Draft MND was fundamentally and basically adequate, and all conclusions within the Draft MND were supported by evidence provided within the Draft MND or the administrative record for the proposed Project. Furthermore, public comment letters on the Draft MND did not include any substantive evidence that the proposed Project would result in a significant impact on the environment or identify any alternatives to the mitigation measures or the proposed Project considerably different from those analyzed in the Draft MND that would substantially lessen the significant environmental impacts of the proposed Project.

Based on the foregoing, recirculation of the Draft MND is not warranted according to the guidance set forth in §15073.5 of the CEQA Guidelines.

1.0 INTRODUCTION

1.0 INTRODUCTION

1.1 DOCUMENT PURPOSE

This document is a Mitigated Negative Declaration (MND) prepared in accordance with the California Environmental Quality Act (CEQA), including all criteria, standards, and procedures of CEQA (California Public Resource Code Section 21000 et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15000 et seq.). This MND is an informational document intended for use by the City of San Bernardino, Trustee and Responsible agencies, and members of the general public in evaluating the physical environmental effects of the proposed Waterman Logistics Center project (hereafter referred to as “the Project” and as further described in Section 3.0).

This MND was compiled by the City of San Bernardino, serving as the Lead Agency for the proposed Project pursuant to CEQA Section (§) 21067 and CEQA Guidelines Article 4 and §15367. “Lead Agency” refers to the public agency that has the principal responsibility for carrying out or approving a project.

This *Introduction* provides general information regarding: 1) a summary of the location and history of the Project site; 2) a summary of Initial Study findings supporting the City of San Bernardino’s decision to prepare a MND for the proposed Project; 3) standards of adequacy for a MND under CEQA; 4) a description of the format and content of this MND; and 5) the governmental processing requirements to consider the proposed Project for approval.

1.2 HISTORY OF THE PROPOSED PROJECT SITE

The Project site consists of 19.65 acres of partially developed land in the City of San Bernardino, San Bernardino County, California. The Project site is located south of Rialto Avenue, north of Mill Street, east of South Waterman Avenue, and west of the Twin Creek Channel. The site contains five (5) structures under existing conditions: a commercial building occupied by a bail bonds business adjacent to South Waterman Avenue; a vacant commercial building and associated outbuilding adjacent to South Waterman Avenue; an industrial building occupied by a truck repair business located in the site’s northeastern corner; and a detached, single-family residence located in the eastern portion of the site. Past uses of the property included sporadic agricultural, residential, and commercial land uses. The property also contained a former segment of the Pacific Electric railroad.

1.3 PROJECT SUMMARY

The proposed Project consists of applications for General Plan Amendment (GPA 14-08), Zoning Map Amendment (ZMA 14-16), Tentative Parcel Map (TPM) No. 19573 (SUB 14-11), and a Development Permit (DP-D14-05). GPA 14-08 and ZMA 14-16 propose to amend the City’s General Plan land use and Zoning designations as they pertain to the Project site from “Office Industrial Park (OIP)” and “Residential Medium High (RMH)” to “Industrial Light (IL),” which would allow for a variety of light industrial uses, including warehousing/distribution, assembly, light manufacturing, and research and development. TPM No. 19573 (SUB 14-11) proposes to consolidate the existing nine (9) parcels that comprise the 19.65-acre property into one (1) parcel. DP-D14-05 proposes to develop the subject property with a 426,858 square foot (s.f.) logistics warehouse building and associated improvements including, but not limited to, surface parking areas, drive aisles, utility infrastructure, landscaping, exterior lighting,

signage, and walls/fencing. Refer to Section 3.0, *Project Description*, for a comprehensive description of the proposed Project.

1.4 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

1.4.1 CEQA Objectives

CEQA (Public Resources Code §21000, et seq.) requires that before a public agency makes a decision to approve a project that could have one or more adverse effects on the physical environment, the agency must inform itself about the project's potential environmental impacts, give the public an opportunity to comment on the environmental issues, and take feasible measures to avoid or reduce potential harm to the physical environment. The principal objectives of CEQA are to: 1) inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities; 2) identify the ways that environmental damage can be avoided or significantly reduced; 3) prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible; and 4) disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

1.4.2 CEQA Requirements for Environmental Setting and Baseline Conditions

CEQA Guidelines §15125 establishes requirements for defining the environmental setting to which the environmental effects of a proposed project must be compared. The environmental setting is defined as "...the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time the environmental analysis is commenced..." (CEQA Guidelines §15125[a]). In the case of the proposed Project, the Initial Study determined that a MND is the appropriate form of CEQA compliance document, which does not require a Notice of Preparation (NOP) (refer to 1.4.4, *Initial Study Findings*). Thus, the environmental setting for the proposed Project is the approximate date that the Project's environmental analysis commenced.

The Project Applicant submitted applications for the proposed Project to the City of San Bernardino in August 2014, at which time the environmental analysis commenced. Accordingly, the environmental setting for the proposed Project is defined as the physical environmental conditions on the Project site and in the vicinity of the Project site as they existed in August 2014.

1.4.3 CEQA Requirements for a Mitigated Negative Declaration (MND)

A MND is a written statement by the Lead Agency briefly describing the reasons why a proposed project, which is not exempt from the requirements of CEQA, will not have a significant effect on the environment and therefore does not require preparation of an Environmental Impact Report (EIR) (CEQA Guidelines §15371). The CEQA Guidelines require the preparation of a MND if the Initial Study prepared for a project identifies potentially significant effects, but: 1) revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed MND and Initial Study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and 2) there is no substantial evidence, in light of the whole record before the Lead Agency, that the project as revised may have a significant effect on the environment. If the potentially significant effects associated with a project cannot be mitigated to a level below significance, then an EIR must be prepared. (CEQA Guidelines §15070[b])

1.4.4 Initial Study Findings

Section 4.0 of this document contains the Initial Study that was prepared for the proposed Project pursuant to CEQA and City of San Bernardino requirements. The Initial Study determined that implementation of the proposed Project would not result in any significant environmental effects under the impact areas of: Aesthetics, Agriculture, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Land Use and Planning, Noise, Population and Housing, Public Services, Recreation, Transportation/Circulation, and Utilities. The Initial Study determined that the proposed Project would result in potentially significant effects to the following issue areas, but the Project Applicant has agreed to incorporate mitigation measures that would avoid or mitigate the effects to a point where clearly no significant effects would occur: Air Quality, Biological Resources, Cultural Resources, and Hydrology and Water Quality. The Initial Study determined that, with the incorporation of mitigation measures, there is no substantial evidence, in light of the whole record before the Lead Agency (City of San Bernardino), that the Project as revised may have a significant effect on the environment. Therefore, and based on the findings of the Initial Study, the City of San Bernardino determined that a MND shall be prepared for the proposed Project pursuant to CEQA Guidelines §15070(b).

1.4.5 Format and Content of Mitigated Negative Declaration

The following components comprise the MND in its entirety:

- 1) This document, including all sections. Section 4.0 comprises the completed Initial Study Checklist (“Initial Study”) and its associated analyses which document the reasons to support the findings and conclusions of the Initial Study. Section 5.0 comprises the Mitigation Monitoring and Reporting Program (MMRP), which includes all mitigation measures imposed on the proposed Project to ensure that effects to the environment are reduced to less-than-significant levels. The MMRP also indicates the required timing for the implementation of each mitigation measure and identifies the parties responsible for implementing and monitoring each mitigation measure.
- 2) Twelve technical reports that evaluate the environmental effects of the proposed Project are attached as Technical Appendices A-M. Written correspondence pertinent to the analysis is included as Technical Appendix L. Each of the appendices listed below are available for review at the City of San Bernardino Community Development Department, Planning Division, located at 300 N. “D” Street, 3rd Floor, San Bernardino, CA, and are hereby incorporated by reference pursuant to CEQA Guidelines §15150.

Appendix A “Waterman Avenue High Cube Warehouse Air Quality Impact Analysis” prepared by Urban Crossroads and dated September 22, 2014 (revised January 13, 2015).

Appendix B “Waterman Avenue High Cube Warehouse Mobile Source Health Risk Assessment” prepared by Urban Crossroads and dated September 22, 2014.

Appendix C “Waterman Logistics Center Habitat Assessment” prepared by RBF Consulting and dated September 2014.

Appendix D “Cultural Resource Assessment Waterman Logistics Center Project” prepared by BCR Consulting LLC and dated September 23, 2014.

- Appendix E “Geotechnical Investigation and Liquefaction Evaluation, Proposed Waterman Logistics Center” prepared by Southern California Geotechnical and dated June 5, 2014.
- Appendix F “Waterman Avenue High Cube Warehouse Greenhouse Gas Analysis” prepared by Urban Crossroads and dated September 22, 2014.
- Appendix G “Preliminary Hydrology Calculations for Waterman Logistics Center” prepared by Thienes Engineering and dated August 1, 2014.
- Appendix H “Water Quality Management Plan for Waterman Logistics Center” prepared by Thienes Engineering and dated August 7, 2014.
- Appendix I “Phase I Environmental Site Assessment, 225, 237, and 291 S. Waterman Avenue” prepared by CHJ Consultants and dated May 30, 2014.
- Appendix J “Waterman Avenue High Cube Warehouse Noise Impact Analysis” prepared by Urban Crossroads and dated October 17, 2014.
- Appendix K “Waterman Avenue High Cube Warehouse Traffic Impact Analysis” prepared by Urban Crossroads and dated September 5, 2014 (revised January 8, 2015).
- Appendix L Written Correspondence
- Appendix M “Results of a Burrowing Owl (*Athene cucularia*) Burrow Survey for the Waterman Logistics Center Located in the City of San Bernardino, San Bernardino County, California” prepared by RBF Consulting and dated January 9, 2015.

- 3) All plans, policies, regulatory requirements, and other documentation that is incorporated by reference in this document pursuant to CEQA Guidelines §15150.

1.4.6 Mitigated Negative Declaration Processing

The City of San Bernardino Community Development Department, Planning Division directed and supervised the preparation of this MND. Although prepared with the assistance of the consulting firm T&B Planning, Inc., the content contained within and the conclusions drawn by this MND reflect the sole independent judgment of the City of San Bernardino.

This MND and a Notice of Intent (NOI) to adopt the MND will be distributed to the following entities for a 30-day public review period: 1) organizations and individuals who have previously requested such notice in writing to the City of San Bernardino; 2) owners of contiguous property shown on the latest equalized assessment roll; 3) responsible and trustee agencies (public agencies that have a level of discretionary approval over some component of the proposed Project); 4) the California Office of Planning and Research, State Clearinghouse, for review by State Agencies; and 5) the San Bernardino County Clerk. The NOI identifies the location(s) where the MND, Initial Study, MMRP, and associated Technical Appendices are available for public review. The NOI also establishes a 30-day public review period during which comments on the adequacy of the MND document may be submitted to the City of San Bernardino Community Development Department, Planning Division.

Following the 30-day public review period, the City of San Bernardino will review any comment letters received and determine whether any substantive comments were provided that may warrant revisions to

the MND document. If substantial revisions are not necessary (as defined by CEQA Guidelines §15073.5(b)), then the MND will be finalized and forwarded to the City of San Bernardino Planning Commission and City Council for review as part of their deliberations concerning the proposed Project.

The San Bernardino Planning Commission has the authority to recommend, conditionally recommend, or not recommend the Project for approval. The San Bernardino City Council has exclusive authority to approve, conditionally approve, or deny the Project. Accordingly, public hearings will be held before the San Bernardino Planning Commission and City Council to consider the proposed Project and the adequacy of this MND. Public comments will be heard and considered at the hearings. At the conclusion of the public hearing process, the City Council will take action to approve, conditionally approve, or deny the proposed Project. If approved, the City Council will adopt findings relative to the Project's environmental effects as disclosed in the MND and a Notice of Determination (NOD) will be filed with the San Bernardino County Clerk.

2.0 ENVIRONMENTAL SETTING

2.0 ENVIRONMENTAL SETTING

2.1 PROJECT SETTING

2.1.1 Project Location

Figure 2-1, *Regional Map*, and Figure 2-2, *Vicinity Map*, depict the location of the Project site. The Project site is located in western San Bernardino County, in the City of San Bernardino, immediately east of South Waterman Avenue, immediately west of the Twin Creek Channel, approximately 0.1-mile south of Rialto Avenue, and approximately 0.3-mile north of Mill Street. Addresses associated with the Project site are 225, 237, and 291 South Waterman Avenue. The Project site includes San Bernardino County Assessor Parcels 0279-321-14, -24, -44, -47, -48, -59, and -63, 0136-311-24 and 0136-311-32 and is located within Section 11, Township 1 South, Range 4 West, San Bernardino Baseline and Meridian.

2.1.2 Surrounding Land Uses and Development

Figure 2-3, *Surrounding Land Uses and Development*, depicts the existing land uses immediately surrounding the Project site. As shown, existing surrounding land uses include commercial and residential land uses to the north of the site, industrial land uses to the east (across the Twin Creek Channel); commercial developments to the south, and single-family residential land uses and undeveloped land to the west (across South Waterman Avenue). The H. Frank Dominguez Elementary School is located approximately 0.06-mile to the northwest of the Project site (or 320 feet, as measured from the Project site to the school site perimeter).

2.2 EXISTING SITE AND AREA CHARACTERISTICS

Pursuant to CEQA Guidelines §15125, the physical environmental condition for purposes of establishing the setting of an MND is the environment as it existed at the time the Lead Agency commenced the environmental analysis for the project. The Project's applications were filed with the City of San Bernardino in August 2014, and the environmental analysis for the Project commenced at that time. As such, the environmental baseline for the Project is established as August 2014 and the following subsections provide a description of the Project site's physical environmental condition as of that approximate date. Topics are presented in no particular order of importance.

2.2.1 Land Use

The earliest available records (aerial photograph from 1930) indicate that the site has been developed with sporadic agricultural, residential, and commercial land uses. The property also contained a former segment of the Pacific Electric railroad. The railway traversed the Project site from the southeast corner of the property, extending to the north, which was used for freight service into the 1970s (BCR Consulting, 2014, p. 8). The developments on-site from the 1930s to present day include a variety of commercial and residential uses, including a building materials business, a market, and a used car sales lot. Figure 2-4, *Aerial Photograph*, depicts the existing conditions of the Project site. The site contains five (5) structures under existing conditions: a commercial building occupied by a bail bonds business adjacent to South Waterman Avenue; a vacant commercial building and associated outbuilding adjacent to South Waterman Avenue; an industrial building occupied by a truck repair business located in the site's northeastern corner; and a detached, single-family residence located in the eastern portion of the site. Past uses of the property include sporadic agricultural, residential, and commercial land uses.

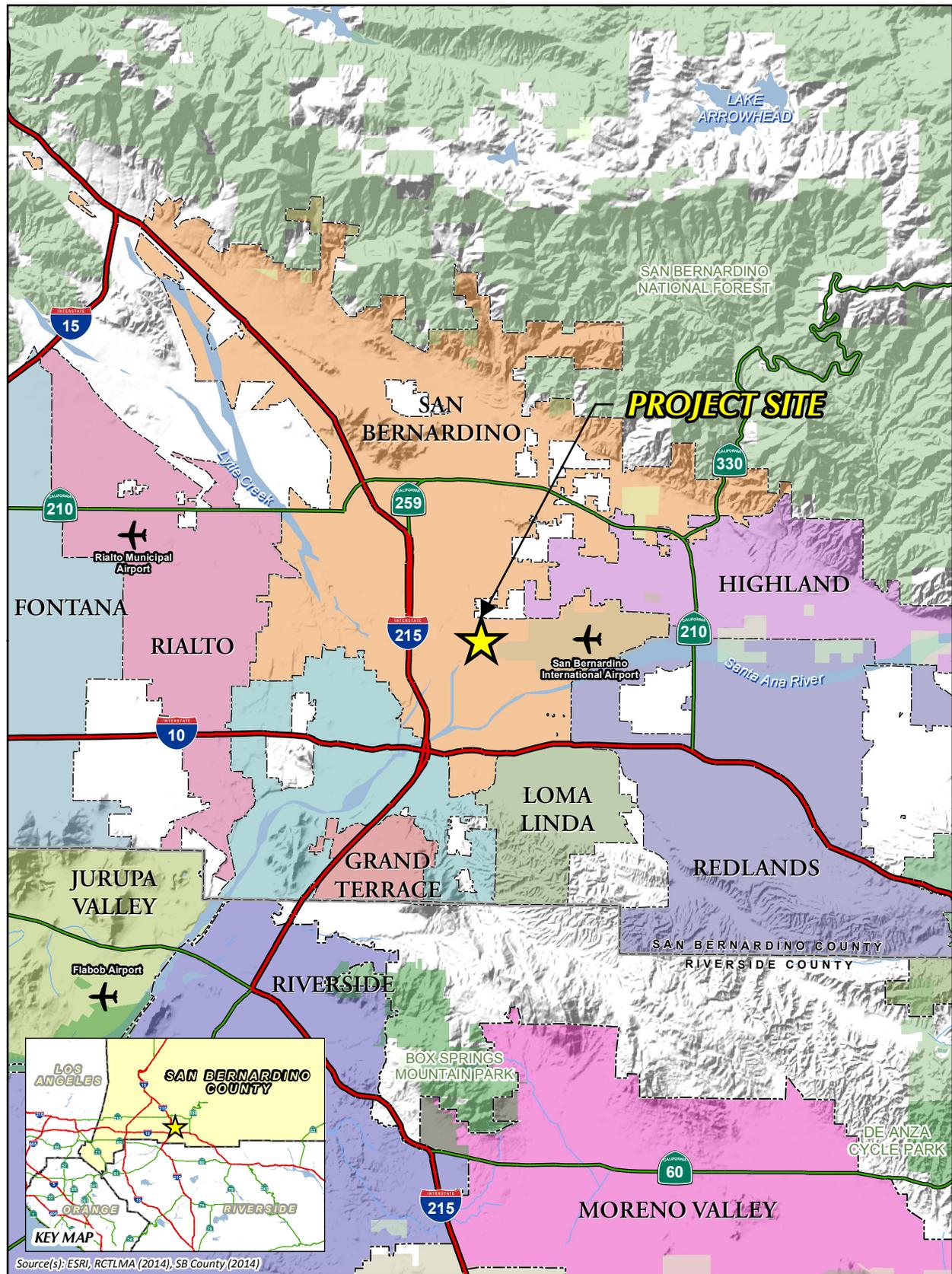
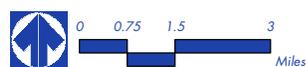


Figure 2-1



REGIONAL MAP

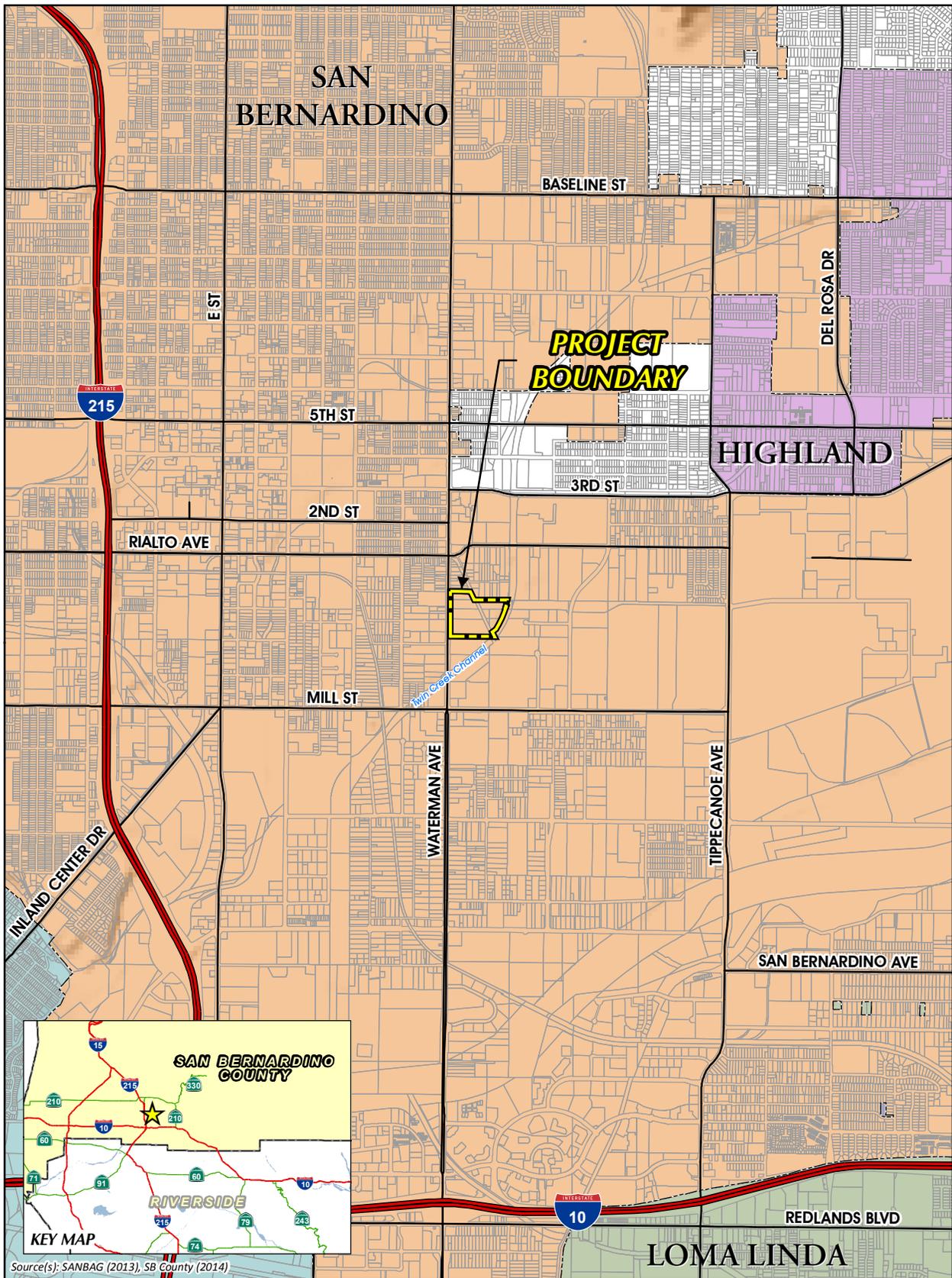
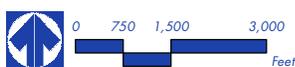


Figure 2-2

VICINITY MAP



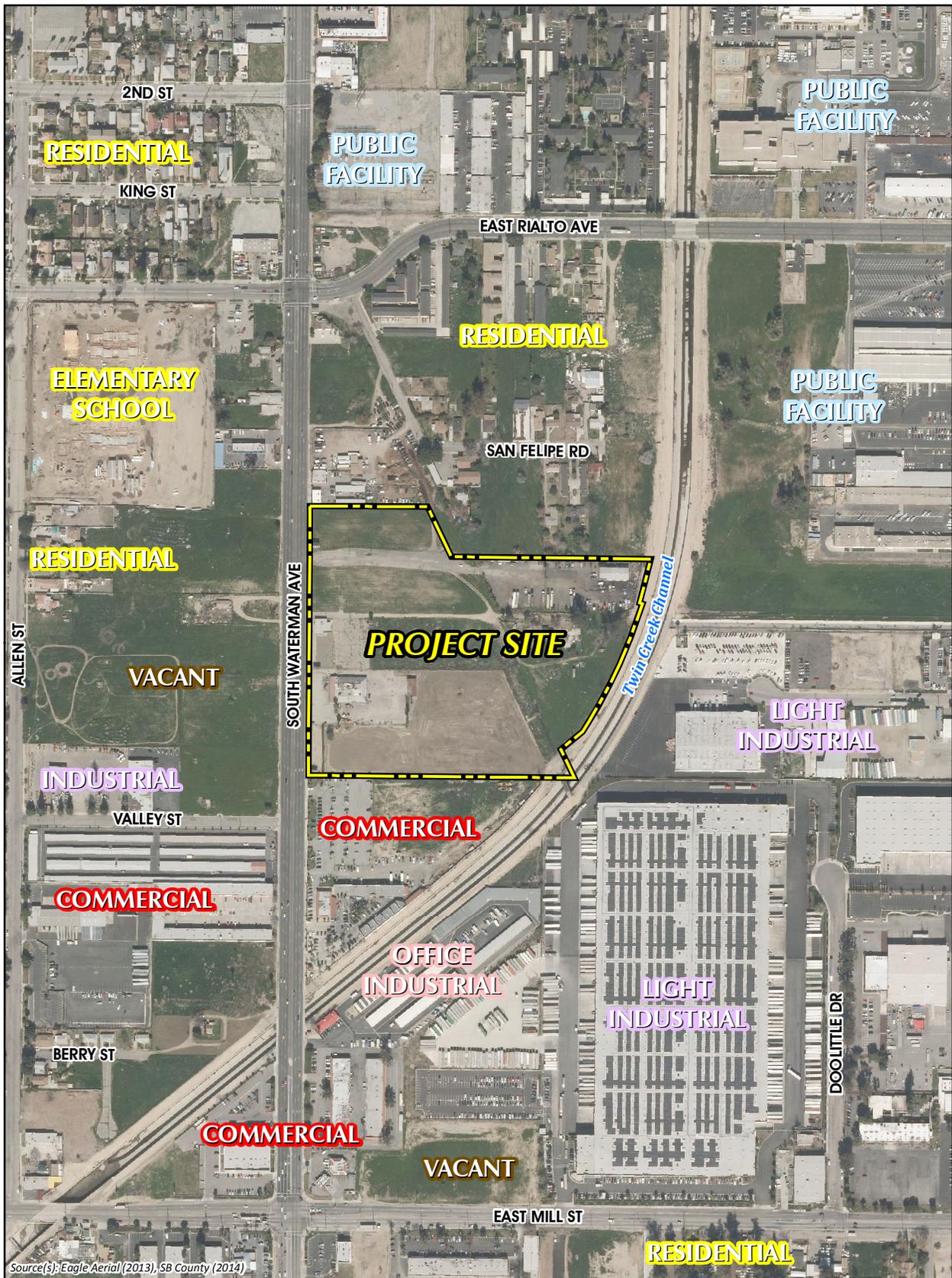


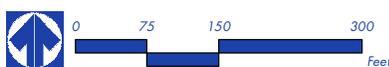
Figure 2-3



SURROUNDING LAND USES AND DEVELOPMENT



Figure 2-4



AERIAL PHOTOGRAPH

2.2.2 Site Access

The Project site abuts South Waterman Avenue, which is a north-south oriented roadway, and is located approximately 0.3-mile north of Mill Street and 0.15-mile south of Rialto Avenue, which are east-west oriented roadways. The Project site receives access from and provides access to South Waterman Avenue via seven (7) existing driveways. The Project site is located approximately 1.3 miles east of Interstate 215 (I-215), a north-south oriented facility, and approximately 2.2 miles north of Interstate 10 (I-10), an east-west oriented facility. Both I-215 and I-10 are part of the state highway system operated by the California Department of Transportation (CalTrans).

2.2.3 Utilities and Service Systems

The Project site is located within the service area of the San Bernardino Municipal Water District (SBMWD) for domestic water and sewer treatment services. The City of San Bernardino conveys wastewater from the Project site to SBMWD treatment facilities. Under existing conditions, the Project site receives water and wastewater service via existing facilities installed beneath South Waterman Avenue. In addition, two (2) existing above ground Southern California Edison power lines are located in the northern portion of the Project site.

2.2.4 Aesthetics and Topographic Features

The Project site is relatively flat, with the exception of a small, raised dirt berm in the eastern portion of the property. The existing development on-site is scattered and the aesthetic character of the site is comprised of isolated structures with substantial disturbed/undeveloped land. The topographic high point on the property occurs in the northeast portion of the site, at approximately 1,035 feet above mean sea level (amsl). The topographic low point occurs along the southern property boundary at approximately 1,020 feet amsl. The Project site generally slopes from the north and east to the west and south. Overall topographic relief across the Project site is approximately 15 feet. No unique or scenic features are present. Figure 2-5, *USGS Topographic Map*, illustrates the topographic character of the Project site.

2.2.5 Geology

The Project site is located at the northern edge of the Peninsular Ranges Geomorphic Province, within the San Bernardino Valley. The San Bernardino Valley is part of a structurally down-dropped block of crystalline bedrock material overlain by approximately 300 to 400 feet of alluvium and bordered to the north and east by the northwest- to southeast-trending San Andreas Fault and San Bernardino Mountains. The valley is bordered by the Perris block to the south and by the northwest- to southeast trending San Jacinto fault zone to the southwest. (CHJ, 2014, p. 14)

There are no known active or potentially active earthquake faults on the Project site or in the immediate area, and the Project site is not located within an “Alquist-Priolo” Special Studies Zone. The main trace of the San Jacinto fault is mapped approximately 2.0 miles southwest of the site. (CHJ, 2014, p. 13) Similar to other properties throughout Southern California, the Project site is located within a seismically active region and is subject to ground shaking during seismic events.

Groundwater was not encountered during subsurface investigations conducted on the Project site in 2014 (Southern California Geotechnical, 2014a, p. 7).

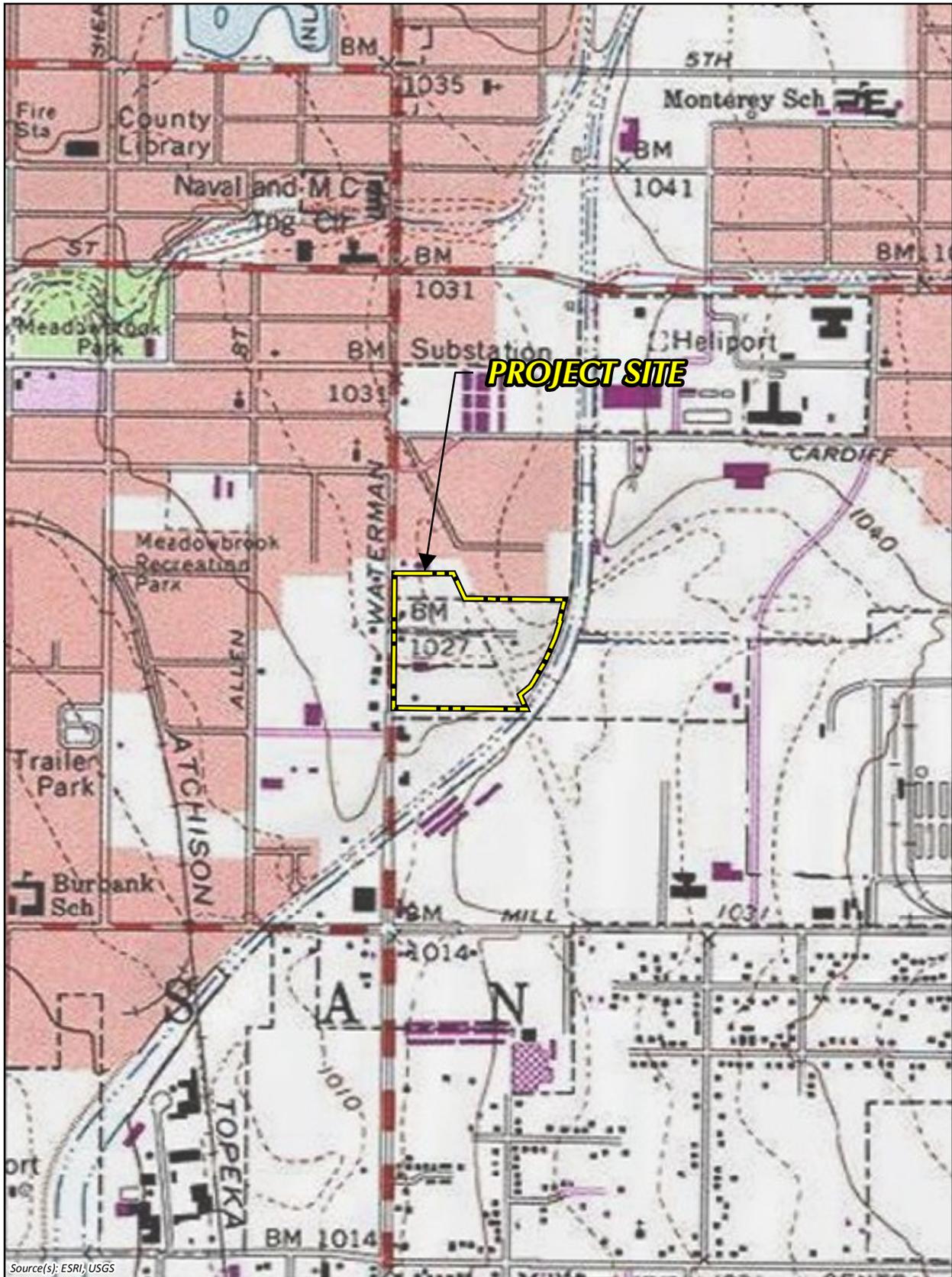
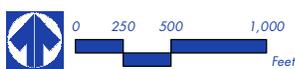


Figure 2-5



USGS TOPOGRAPHIC MAP

2.2.6 Soils

The Project site features a thin veneer of undocumented fill at its surface and is underlain by alluvial soils at depth. The undocumented fill soils generally consist of loose to medium silty fine sands with occasional debris, such as asphalt and plastic fragments. The undocumented fill varies between depths of 2.5 to 7.5 feet below ground surface at the Project site. Beneath the undocumented fill layer are alluvial soils, which extend to at least 50 feet below the existing ground surface. The alluvial soils in the upper six (6) to 12 feet generally consist of loose to medium dense fine sands and silty fine sands and occasional loose fine sandy silts. The alluvial soils at greater depths generally consist of medium dense to dense fine to coarse sands with varying gravel content, medium dense silty sands and fine sandy silts, and occasional stiff fine grained strata including clayey silts and silty clays. (Southern California Geotechnical, 2014a, pp. 6-7)

2.2.7 Hydrology

The Project site is located in the Santa Ana River watershed, which drains an approximately 2,650 square-mile area and is the principal surface flow water body within the region. The Santa Ana River starts in the San Bernardino Mountains, approximately eight (8) miles northeast of the Project site, and flows southwesterly for approximately 96 miles across San Bernardino, Riverside, Los Angeles, and Orange counties before spilling into the Pacific Ocean.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06071C8682H (dated August 28, 2008), a majority of the Project site is located within “Flood Zone X (unshaded),” which corresponds with areas of minimal flood hazard (less than 0.2-percent annual chance of flood). A small area along the eastern Project boundary, adjacent to the Twin Creek Channel, is designated “Zone A,” which corresponds to areas subject to inundation under 100-year flood conditions.

Under existing conditions, the northern and western portions of the Project site drain from east to west as sheet flow, ultimately discharging to South Waterman Avenue. Storm water runoff flows discharged to South Waterman Avenue are captured by an existing storm drain system within South Waterman Avenue and conveyed to Twin Creek downstream of the Project site. The remaining, southeastern portion of the Project site drains to the southeast, discharging directly to the Twin Creek Channel. (Thienes, 2014b, n.p.)

2.2.8 Noise

The primary source of noise in the Project vicinity includes vehicle noise along South Waterman Avenue. To determine the existing acoustical setting of the Project area, 24-hour noise measurements were taken at five (5) receptor locations in the Project vicinity by Urban Crossroads, Inc. on August 6, 2014. Measured hourly noise levels ranged from 50.7 equivalent level decibels (Leq dBA) to 66.7 Leq dBA, which correlates with a Community Noise Equivalent Level (CNEL) ranging from 58.5 to 72.5 dBA CNEL. (Urban Crossroads, 2014e, p. 22)

2.2.9 Vegetation

Based on aerial photography dating back to 1901, the Project site has been sporadically used for agriculture, residential, and commercial land uses, often with a combination of concurrent uses. Under existing conditions the entirety of the site is either developed with commercial, industrial, or residential structures or heavily disturbed by routine maintenance (i.e., discing for fire fuel management). Due to

historic and on-going human disturbances, the Project site no longer supports native vegetation or native plant communities. (RBF, 2014, p. ES-1)

Three (3) plant communities were identified on the Project site by the Project biologist (RBF Consulting). The location and extent of these vegetation communities are illustrated on Figure 2-6, *Existing Vegetation Map*, and summarized below.

- Ruderal: The center of the Project site supports a ruderal plant community dominated by non-native grasses and early successional plant species. This plant community extends south from the central portion of the Project site along the abandoned railroad alignment. The ruderal plant community is not subject to routine mowing/discing activities. Dominant plant species observed within this plant community include tumbleweed (*Salsola tragus*) and ripgut (*Bromus diandrus*). Other plant species observed within this plant community include Mediterranean grass (*Schismus* sp.), telegraph weed (*Heterotheca grandiflora*), red brome (*Bromus madritensis*), wild oat (*Avena* sp.), and London rocket (*Sisymbrium irio*). (RBF, 2014, p. 11)
- Disturbed: A disturbed plant community is found on the northwest, southwest, and southeast portions of the Project site. These areas have been subject to heavy disturbances associated with mowing/discing activities and commercial land uses. The disturbed areas on the northwest corner and southwest portion of the Project site are characterized by bare ground with sparse tumbleweed. The disturbed area on the southeast corner of the Project site is dominated by tumbleweed and non-native grasses that are routinely mowed/disced. This disturbed area has several small debris piles and an old semi-truck trailer. (RBF, 2014, pp. 11-13)
- Developed: The developed areas are found on the northeastern corner of the Project site and along the western edge of the project site adjacent to South Waterman Avenue. These areas are generally devoid of vegetation; however, some weedy plant species and ornamentals have established/been planted. The building materials site is bordered by a series of Mexican fan palms (*Washingtonia robusta*) and the truck repair facility is bordered by a row of eucalyptus trees (*Eucalyptus* sp.). (RBF, 2014, p. 13)

No special-status plant species were observed on the Project site during surveys conducted by RBF Consulting. The long history of disturbance, continued maintenance of the site (i.e., discing), existing development, and the lack of natural vegetation have eliminated suitable habitat for all of the sensitive plant species that have the potential to occur in the general vicinity of the Project site. (RBF, 2014, p. 16)

2.2.10 Wildlife

No special-status wildlife species were observed on the Project site by RBF Consulting. Based on an analysis of the existing conditions on the Project site, it was determined that there is the potential for three (3) special-status/sensitive wildlife species to occur on the site: burrowing owl (*Athene cunicularia*); western mastiff bat (*Eumops perotis californicus*); and western yellow bat (*Lasiurus xanthinus*). The Project biologist determined that due to a lack of suitable habitat, all other special-status/sensitive wildlife species were presumed to be absent from the Project site. (RBF, 2014, p. ES-1)

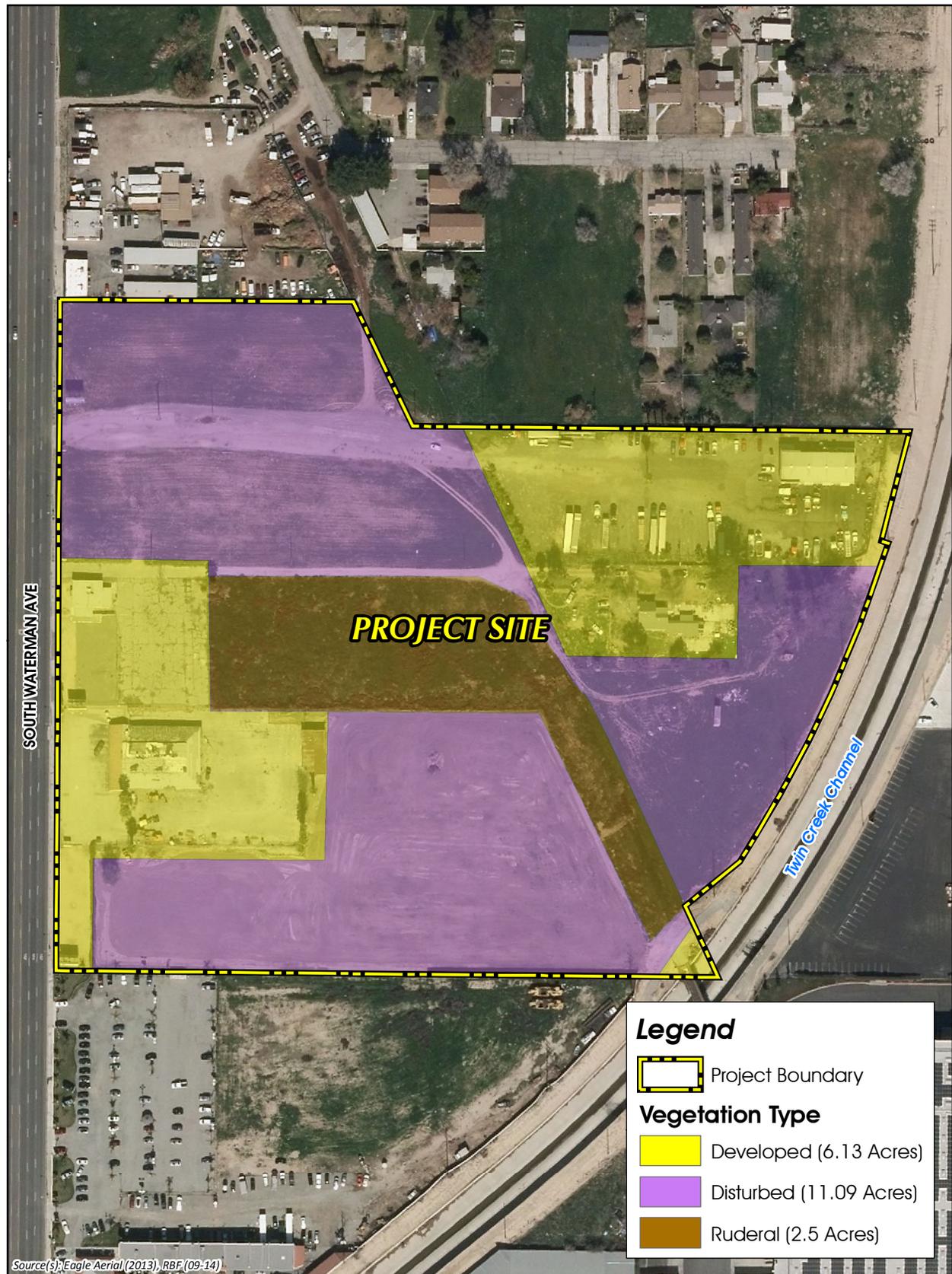
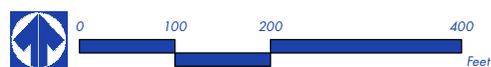


Figure 2-6

EXISTING VEGETATION MAP



2.2.11 Air Quality and Climate

The Project site is located in the 6,745-square-mile South Coast Air Basin (SCAB), which includes portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. The SCAB is bound by the Pacific Ocean to the west, the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and the San Diego County Line to the south. The SCAB is within the jurisdiction of South Coast Air Quality Management District (SCAQMD), the agency charged with bringing air quality in the SCAB into conformity with federal and state air quality standards. The climate of the SCAB is characterized as semi-arid and more than 90% of the SCAB's rainfall occurs from November through April. During the dry season, which also coincides with the months of maximum photochemical smog concentrations, the wind flow is bimodal, characterized by a daytime onshore sea breeze and a nighttime offshore drainage wind.

The SCAB is not currently in attainment of state and/or federal standards established for Ozone (O₃) one-hour and eight-hour, particulate matter (PM₁₀ and PM_{2.5}), and Nitrogen Oxides (NO_x). Local air quality in the vicinity of the Project site has exceeded air quality standards for O₃ one-hour and eight-hour and particulate matter (PM₁₀ and PM_{2.5}), as recorded at the nearest air monitoring station to the Project site (Central San Bernardino Valley 2), within the last three years. Refer to Table 2-3 in the Project's air quality report (refer to *Technical Appendix A*) for a summary of the number of days that local air quality exceeded applicable air quality standards.

Air pollutants contribute to human health concerns. The SCAQMD conducted an in-depth analysis of the toxic air contaminants and their resulting health risks for all of Southern California. This study, titled "Multiple Air Toxics Exposure Study in the South Coast Air Basin, MATES III," shows that the region around the Project site has an ambient cancer risk of 1,058 in one million persons, which is slightly below the average cancer risk of 1,200 in one million persons across the SCAB (Urban Crossroads, 2014c, p. 32). Information about specific air pollutants and their specific effects on human health are contained in the Air Quality and Health Risk Assessment reports contained as *Technical Appendix A* and *Technical Appendix B*, respectively.

2.3 PLANNING CONTEXT

Provided in this subsection is a description of the Project site's context to SCAG's Regional Transportation Plan Goods Movement Strategy and the Project site's land use designations, as applied by planning documents adopted by the City of San Bernardino.

2.3.1 Southern California Association of Governments Regional Transportation Plan

The Southern California Association of Governments (SCAG) is a Joint Powers Authority (JPA) under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities in an area covering more than 38,000 square miles. SCAG develops long-range regional transportation plans including sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations and other plans for the region (SCAG, n.d.).

As a MPO and public agency, SCAG develops transportation and housing plans that transcend jurisdictional boundaries that affect the quality of life for Southern Californian as a whole. SCAG's 2012-2035 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) includes a chapter titled "Goods Movement" that is applicable to the proposed Project. It states that the SCAG region hosts one of the largest clusters of logistics activity in North America. Logistics activities, and the jobs that go with them, depend on a network of warehousing and distribution facilities, highway and rail connections, and intermodal rail yards. As illustrated by Figure 2-7, *SCAG Regional Goods Movement System*, the location of the Project site is identified as being within a warehouse cluster in the City of San Bernardino. The Goods Movement section of the RTP/SCS sets forth regional strategies to achieve an efficient movement of goods. It states:

"Goods movement and freight transportation are essential to supporting the SCAG regional economy and quality of life. The goods movement system in the SCAG region is a multimodal, coordinated network that includes deep water marine ports, international border crossings, Class I rail lines, interstate highways, state routes and local roads, air cargo facilities, intermodal facilities, and regional distribution and warehousing clusters. In 2010, over 1.15 billion tons of cargo valued at almost \$2 trillion moved across the region's transportation system. Whether carrying imported goods from the San Pedro Bay Ports to regional distribution centers, supplying materials for local manufacturers, or delivering consumer goods to SCAG residents, the movement of freight provides the goods and services needed to sustain regional industries and consumers on a daily basis." (SCAG, 2013, p. 1).

According to SCAG's Comprehensive Regional Goods Movement Plan and Implementation Strategy, the SCAG region is forecasted to have a demand for over one billion square feet of warehousing space by the year 2035, including a demand for 943 million square feet of non-port warehouse space. The demand for non-port warehouse space is projected to increase by approximately 59 percent between the years 2008 and 2035 – from approximately 591 million square feet to approximately 943 million square feet. (SCAG, 2013, pp. 4-39 and 4-40) However, SCAG projects that the region will run out of suitably zoned vacant land designated for warehouse facilities in about the year 2028. Unless other land not currently zoned for warehousing becomes available, SCAG forecasts that by year 2035, a projected shortfall of approximately 227 million square feet of warehouse space will occur between the years 2028 and 2035 (both port and non-port warehouse space). (SCAG, 2013, p. 4-39) As the availability of vacant locations for industrial/warehousing facilities near the ports reach capacity, the demand will shift inland to regions that have the vacant land and infrastructure to accommodate such land uses, primarily the Inland Empire.

Assuming no other land, such as agricultural lands, is converted to industrial use, based on available land that is zoned industrial, the SCAG region could hold another 186.2 million square feet of warehousing and distribution buildings. Within the SCAG region, San Bernardino County contains the second largest share of undeveloped space suitable for industrial warehouse development (57.5 million square feet, 30.9%), of which the vast majority (74.9%) is located in outlying desert areas. (SCAG, 2013 p. 3-34)

2.3.2 General Plan Land Use Designations

The prevailing planning document for the Project site and its surrounding area is the City of San Bernardino General Plan. The General Plan Land Use Element designates the Project site for "Office Industrial Park (OIP)" and "Residential Medium High (RMH)" land uses. Refer to Figure 2-8, *Existing*

General Plan Designations. If the Project site were built out in accordance with its existing, underlying land use designations, a maximum of 675,616 square feet of office industrial park land uses and a maximum of 99 residential units could be constructed on the subject property.

2.3.3 Development Code Designations

The Project site is zoned for “Office Industrial Park (OIP)” and “Residential Medium High (RMH)” land uses (refer to Figure 2-9, *Existing Zoning Designations*). The Office Industrial Park zoning is intended to allow for development of properties with employee-intensive employment uses in a park-like setting, including research & development, technology centers, research and development, corporate offices, “clean” industry and light manufacturing, and supporting retail. The Residential Medium High zoning designation allows for multi-family dwellings including apartments and condominiums with a maximum density of 24 units per acre. (San Bernardino, 2005a, Table LU-1)

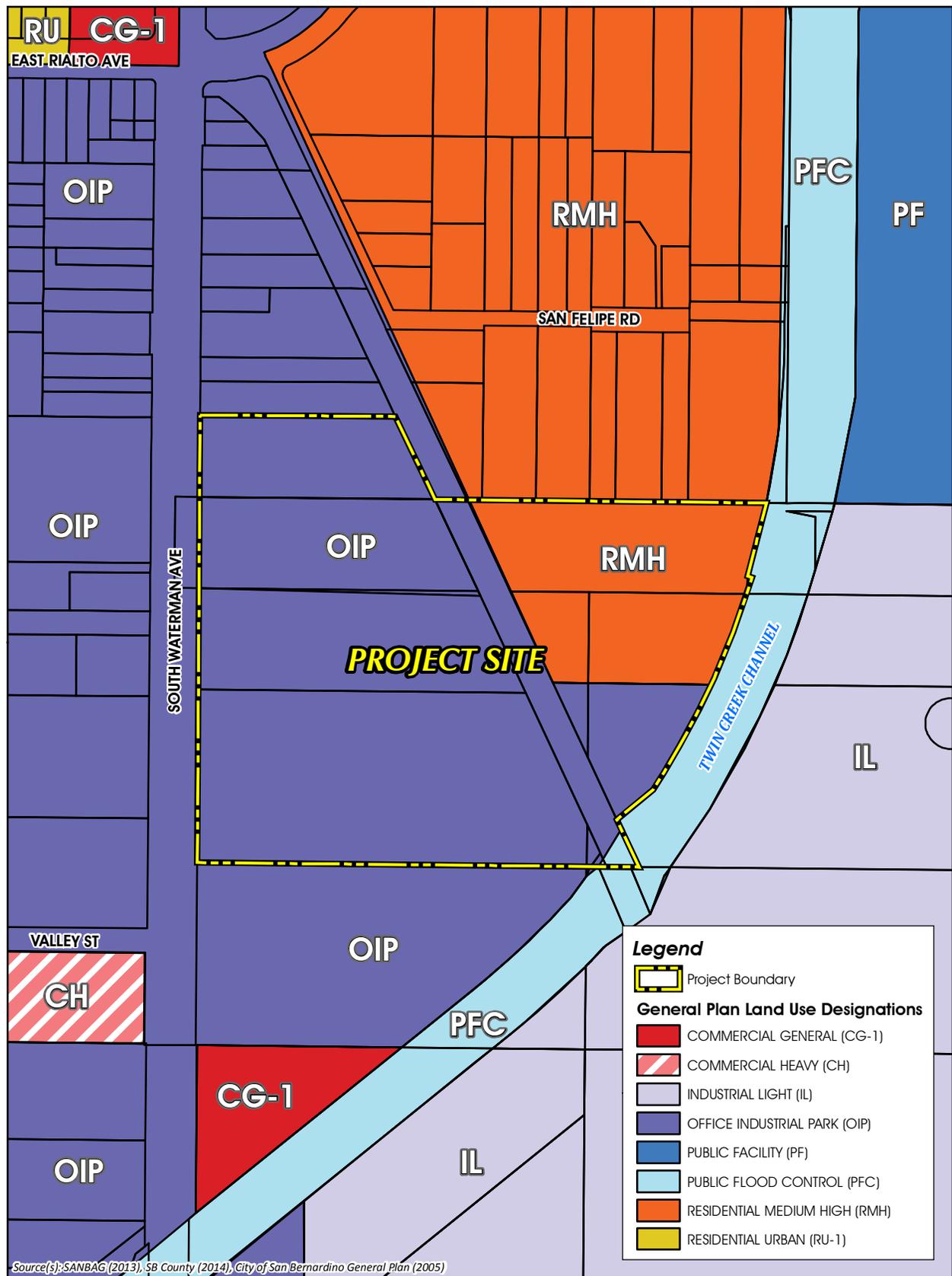
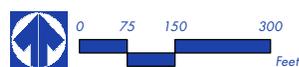


Figure 2-8



EXISTING GENERAL PLAN DESIGNATIONS

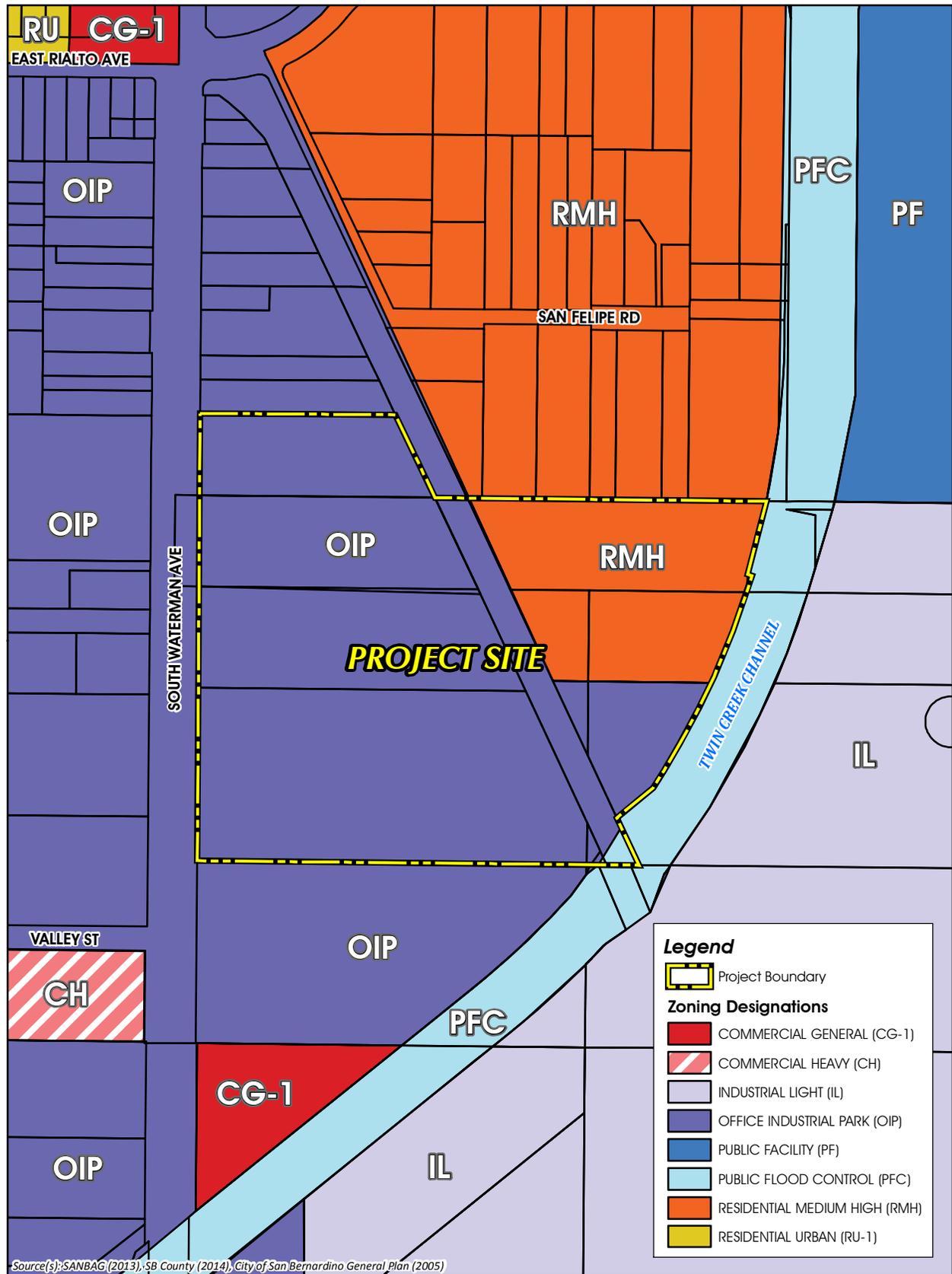


Figure 2-9



EXISTING ZONING DESIGNATIONS

3.0 PROJECT DESCRIPTION

3.0 PROJECT DESCRIPTION

The Project evaluated by this MND is located within the City of San Bernardino, San Bernardino County, California. The proposed Project consists of applications for a General Plan Amendment (GPA 14-08), Zoning Map Amendment (ZMA 14-16), Tentative Parcel Map (TPM No. 19573, SUB 14-11) and a Development Permit/Site Plan (DP-P14-05). Copies of the entitlement applications for the proposed Project are herein incorporated by reference pursuant to CEQA Guidelines §15150 and are available for review at the City of San Bernardino Community Development Department, located at 300 N. D Street, 3rd Floor, San Bernardino, CA. A detailed description of the proposed Project is provided in the following subsections. Additional discretionary and administrative actions that would be necessary to implement the proposed Project are listed in Table 3-2, *Matrix of Project Approvals/Permits*, at the end of this section.

3.1 PROPOSED DISCRETIONARY APPROVALS

3.1.1 General Plan Amendment (GPA 14-08)

Under existing conditions, the 19.65-acre site is designated by the City of San Bernardino General Plan for “Office Industrial Park (OIP)” and “Residential Medium High (RMH)” land uses. The OIP land use designation allows for employee intensive employment uses including technology centers, research and development, corporate offices, “clean” industry and light manufacturing, and supporting retail. The RMH land use designation allows for multi-family dwellings, including apartments and condominiums, at a maximum density of 20 dwellings units per acre (San Bernardino, 2005, Table LU-2). If the Project site were built out in accordance with its existing, underlying land use designations, a maximum of 675,616 square feet of office industrial park land uses and a maximum of 99 residential units could be constructed on the subject property. GPA 14-08 proposes to amend the City of San Bernardino General Plan Land Use Element as it pertains to the site from “OIP” and “RMH” to “Industrial Light (IL),” which would allow for a variety of light industrial uses, including: warehousing/distribution, assembly, light manufacturing, research and development, mini storage, and repair facilities conducted within enclosed structures, as well as supporting retail and personal uses (San Bernardino, 2005, Table LU-2). Figure 3-1, *General Plan Amendment (GPA 14-08)*, depicts the site’s existing and proposed General Plan land use designations.

3.1.2 Zoning Map Amendment (ZMA 14-16)

Under existing conditions, the 19.65-acre site is zoned for “Office Industrial Park (OIP)” and “Residential Medium High (RMH).” The OIP zoning designation allows for the establishment of distinctive office industrial parks and corporate centers serving City and regional needs, while the RMH zone allows development of multi-family townhomes, condominiums, and apartments at a maximum density of 24 dwelling units per acre (San Bernardino, 2013). ZMA 14-16 proposes to change the zoning designation of the site to “Industrial Light (IL)” which is intended to retain, enhance, and intensify existing and provide for the new development of lighter industrial uses along major vehicular, rail, and air transportation routes serving the City (San Bernardino, 2013). Developments within the IL zone are permitted to have a maximum floor area ratio (FAR) of 0.75. Figure 3-2, *Zoning Map Amendment (ZMA 14-16)*, depicts the site’s existing and proposed zoning designations. The proposed IL zoning designation would be consistent with and would implement the site’s proposed General Plan land use designation of IL.

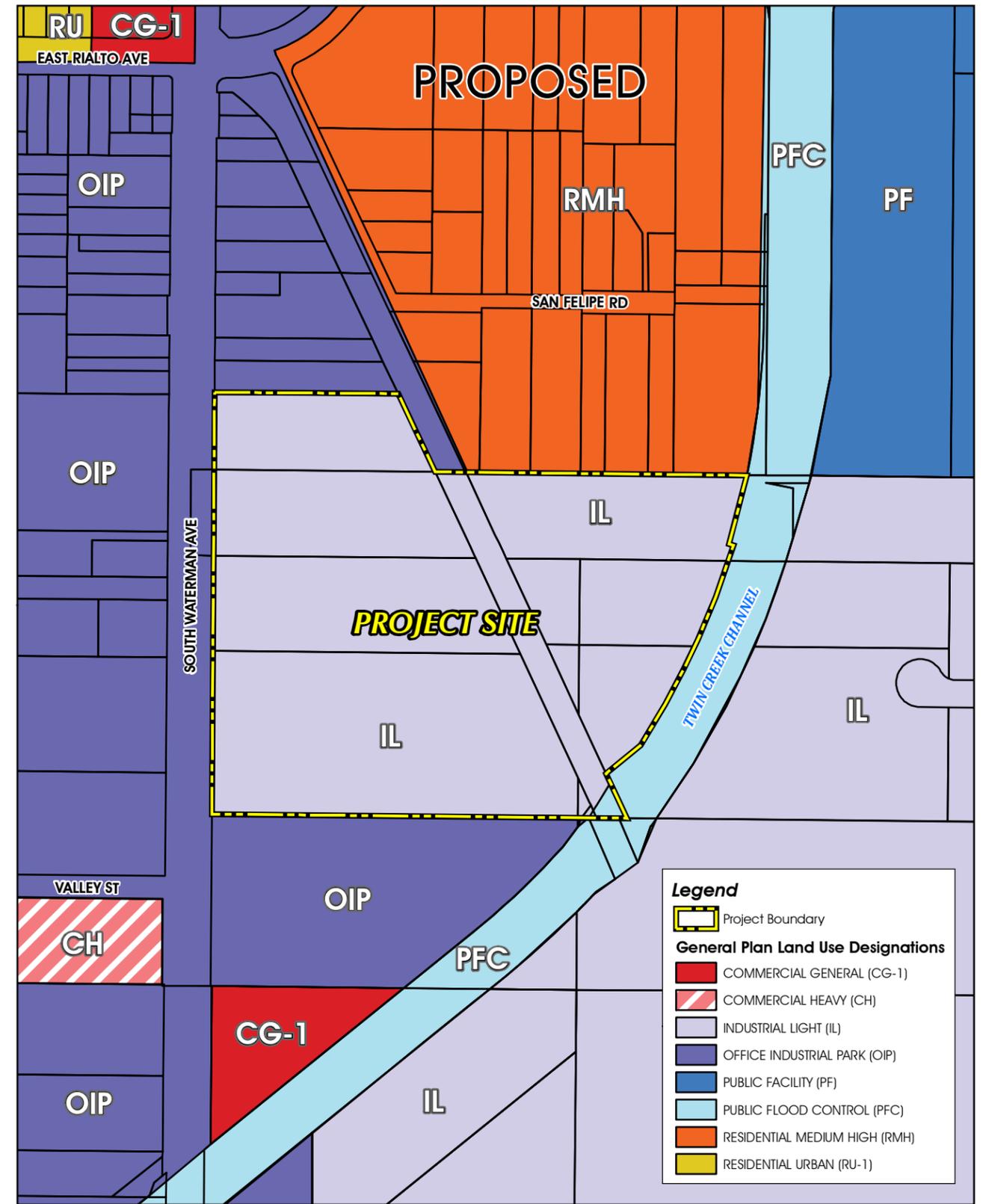
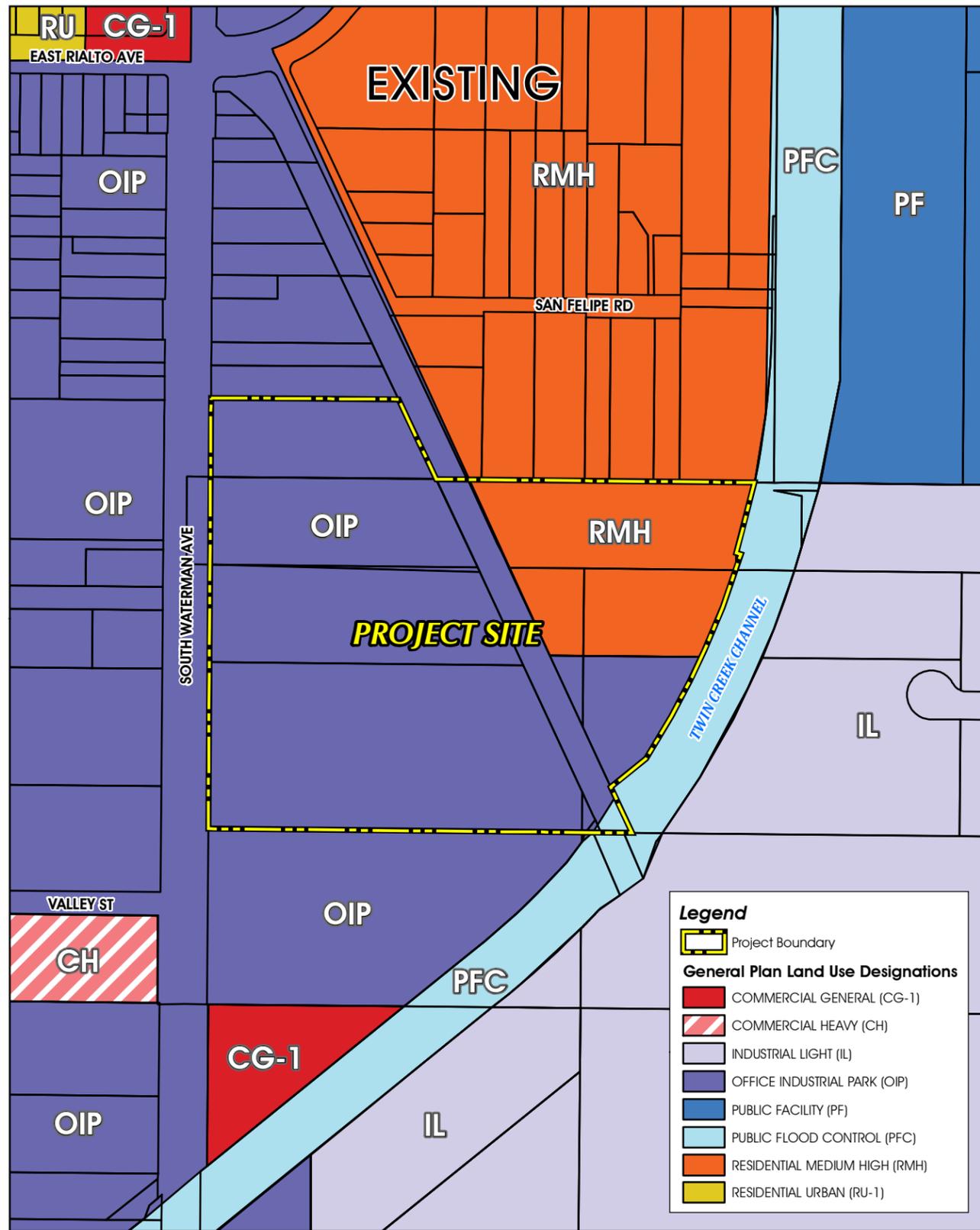
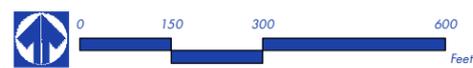


Figure 3-1



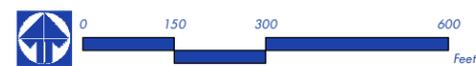
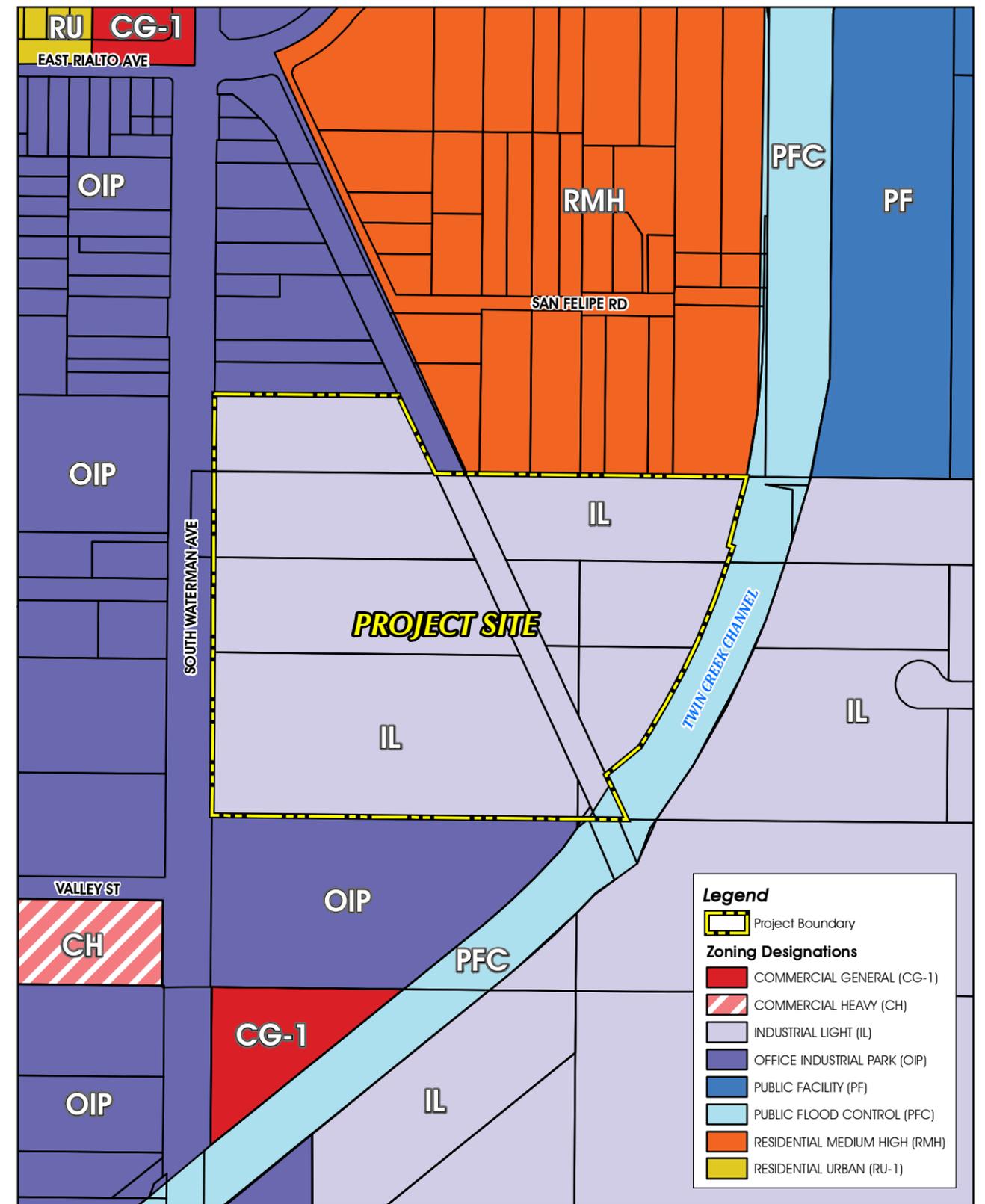
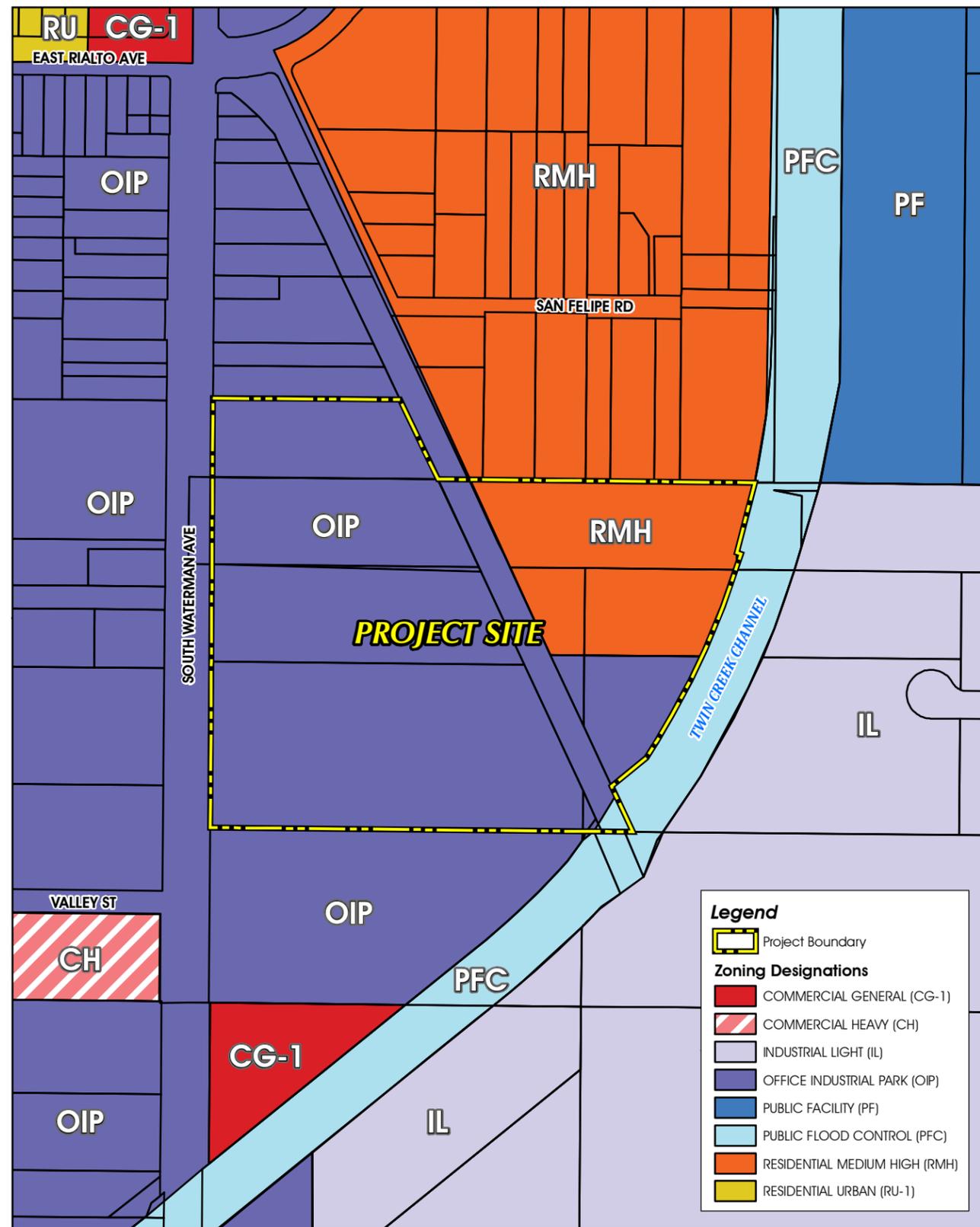


Figure 3-2

3.1.3 Tentative Parcel Map No. 19573 (SUB 14-11)

A. *General Description*

Tentative Parcel Map No. 19573 (TPM No. 19573) proposes to consolidate the Project site's nine parcels into one legal parcel of approximately 19.65 acres, as depicted on Figure 3-3, *Tentative Parcel Map No. 19573*. As part of this action, the right-of-way for a former alignment of the Pacific Electric railroad that crosses the Project site would be acquired by the Project Applicant (all tracks have been previously removed from the subject property). In addition, TPM No. 19573 identifies the size and location of needed water, sewer, drainage and utility infrastructure in addition to existing roadway infrastructure.

B. *Public Roadway Improvements*

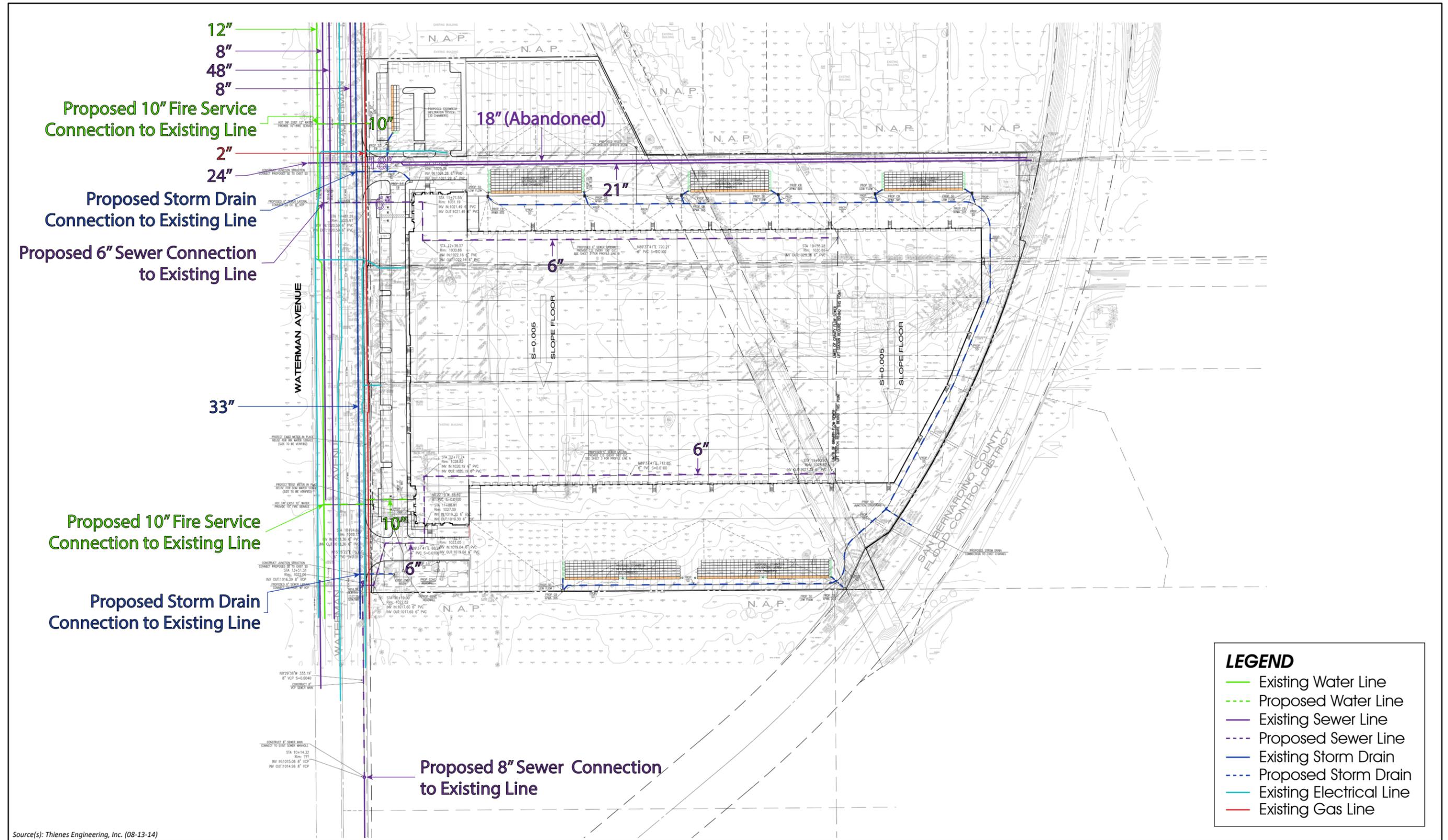
The existing public street network servicing and abutting the Project site consists of South Waterman Avenue to the west. Under existing conditions, South Waterman Avenue features six (6) vehicular travel lanes, a painted median, landscaping, and partially developed sidewalks along the Project site frontage. As part of the proposed Project, additional public right-of-way would be dedicated to the City to accommodate a parkway adjacent to South Waterman Avenue. The right-of-way dedication would vary between three (3) to five (5) feet in width along the Project's frontage. The Project would construct the parkway along its frontage with South Waterman Avenue, which would include a five (5)-foot wide sidewalk and landscaping. In addition, the Project would remove the subject property's seven (7) existing driveways to South Waterman Avenue and would construct two (2) new 40-foot-wide driveways to provide access to the site from South Waterman Avenue.

C. *Water Infrastructure*

Water service would be provided to the Project site by the City of San Bernardino Municipal Water Department (SBMWD). Under pre-development conditions, water service is available to the Project site via a 12-inch water main installed beneath South Waterman Avenue. As depicted in Figure 3-4, *Conceptual Utility Plan*, the Project proposes to make four connections to the existing water line. Two existing water meters would be utilized, if possible, to provide water to the site. The construction contractor would verify in the field if the existing water meters can be retained. If the existing water mains cannot be retained, the Project would construct two new water meters to provide water to the Project site. In addition, two proposed 10-inch water lines would connect to an existing 12-inch water line within South Waterman Avenue for fire service use. All proposed water facilities would be designed in accordance with SBMWD standards and would require approval by SBMWD prior to installation.

D. *Wastewater Infrastructure*

Wastewater conveyance services are provided to the Project site by the City of San Bernardino and wastewater treatment services are provided by the SBMWD. Under pre-development conditions, wastewater service is available to the Project site via 8-inch and 48-inch sewer mains installed beneath South Waterman Avenue, and 18-inch and 21-inch sewer lines traverse the Project site. As depicted in Figure 3-4, the Project proposes to construct an 8-inch sewer line within South Waterman Avenue between the southern terminus of the Project site and an existing sewer line located approximately 335 feet south of the Project site. From this proposed 8-inch sewer line, a 6-inch lateral line would be constructed providing wastewater service to the site. The 6-inch lateral sewer line would run from west to east, beneath the site's southernmost driveway, connecting to the proposed building beneath the office



Source(s): Thienes Engineering, Inc. (08-13-14)

LEGEND

- Existing Water Line
- - - Proposed Water Line
- Existing Sewer Line
- - - Proposed Sewer Line
- Existing Storm Drain
- - - Proposed Storm Drain
- Existing Electrical Line
- Existing Gas Line

area at the south of the site. In addition, another 6-inch lateral sewer line would be constructed south of the site's northern-most driveway, providing a connection between the existing 8-inch sewer line within South Waterman Avenue and the office portion of the building located on the northern side of the building. All proposed wastewater facilities would be designed in accordance with City and SBMWD standards and would require approval by the City and SBMWD prior to installation.

The existing 18-inch and 21-inch sewer lines that traverse the Project site would be retained in place if their alignment does not conflict with the proposed retaining wall (see Section E, *Earthwork and Grading*, below). The construction contractor would verify in the field during construction if the sewer lines can be retained in their existing alignment. If the existing sewer lines would conflict with the design of the proposed retaining wall, then the sewer lines would be re-located on-site to the south.

E. Drainage Plan

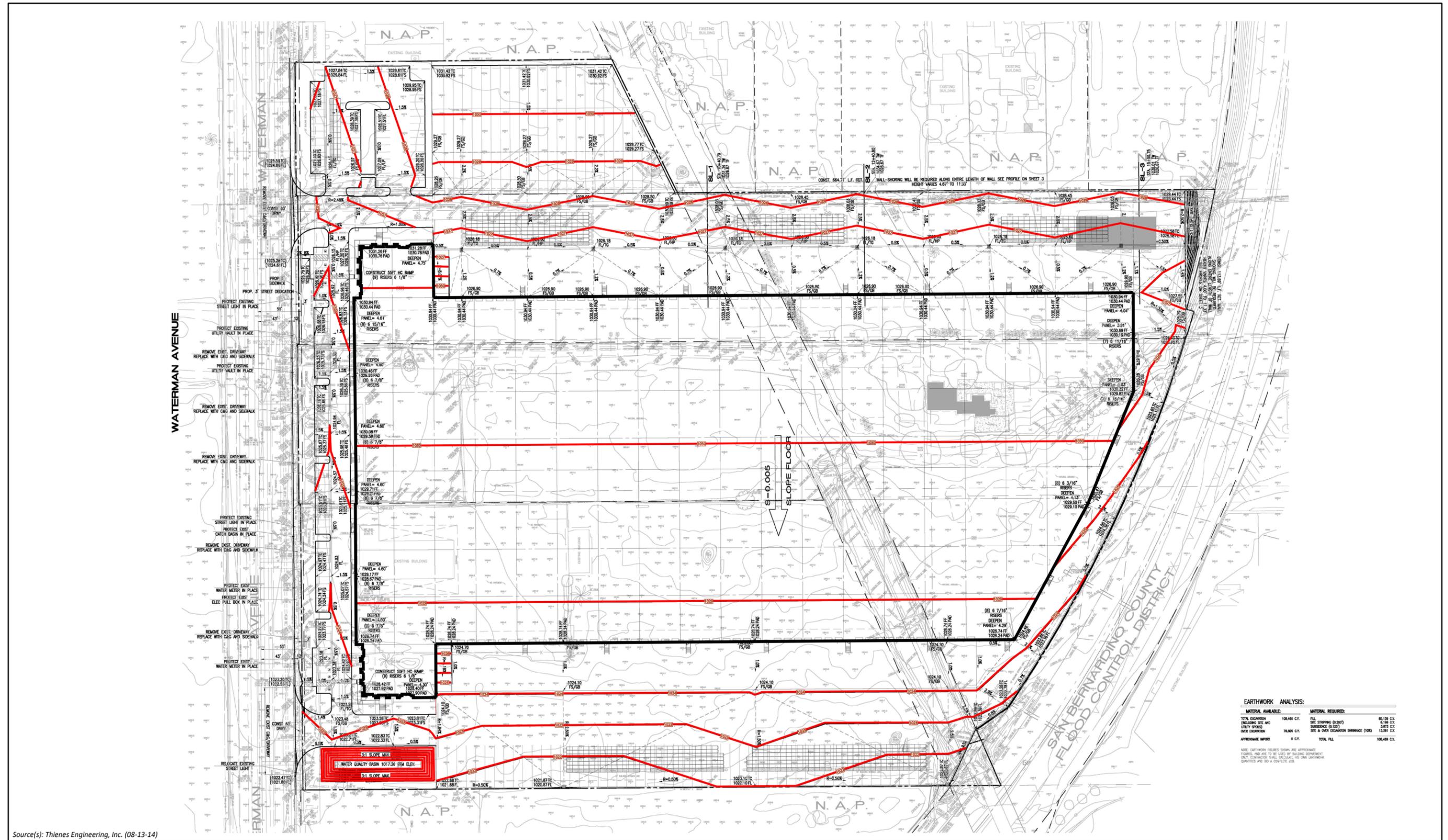
The drainage system proposed to serve the proposed Project also is depicted in Figure 3-4. The proposed Project's drainage system would consist of underground storm drain pipes and six (6) Storm-Tech SC-740 Underground Infiltration Chamber systems, as well as one (1) on-site water quality/detention basin. The system is designed to collect, treat, and store stormwater runoff before discharging treated flows. Flows would be discharged at two (2) locations: into an existing 36-inch storm drain installed beneath South Waterman Avenue and 2) into the Twin Creek Channel located to the east of the Project site.

A majority of the stormwater flows generated on-site would be captured and routed to an underground infiltration chamber system located beneath the site. Five (5) underground chambers are proposed, including three (3) chambers located beneath a proposed access road on the northern side of the proposed warehouse building and two (2) chambers located beneath the proposed truck parking stalls on the south side of the proposed building. The proposed Storm-Tech system would provide runoff storage and filtration to maximize on-site infiltration and minimize off-site water discharge. From each of these five (5) chamber systems, flows would be routed off-site into the Twin Creek Channel located along the eastern boundary of the Project site. The Twin Creek Channel is fully improved and has more capacity for runoff than the existing facilities within South Waterman Avenue (Thienes, 2014b).

Stormwater flows from the western portions of the Project would be discharged into the existing 36-inch storm drain installed beneath South Waterman Avenue. Flows from the southwestern portion of the Project site would be routed into a proposed on-site water quality/detention basin. Flows from the northwestern portion of the Project site would be routed to a proposed underground infiltration chamber located beneath a proposed employee/guest automobile parking lot. Flows collected within both of these areas would be routed via two (2) 24-inch storm drains to the storm drain line in South Waterman Avenue.

F. Earthwork and Grading

As shown on Figure 3-5, *Conceptual Grading Plan*, earthwork and grading would occur over the entire 19.65-acre Project site. No area of the site would be left undisturbed. Proposed earthwork and grading activities would occur in one phase and would result in approximately 108,469 cubic yards (c.y.) of cut and 108,469 c.y. of fill. Earthwork activities on-site would balance and no additional import or export of material would be required. When grading is complete, the Project site would have a slight, north-to-



Source(s): Thienes Engineering, Inc. (08-13-14)

south gradient; the highest point of the site would be approximately 1,030 feet above mean sea level (amsl) at the northern portion of the site and would slope downward to an elevation of approximately 1,022 amsl in the southern portion of the site.

The Project site is relatively flat and proposed grading would not create manufactured slopes except around the proposed water/quality detention basin in the southwestern corner of the site, where proposed slopes would have a maximum incline of 3:1, and in the northeastern corner of the site, adjacent to the Twin Creek Channel, where proposed slopes would have a maximum incline of 2:1, bordered by a retaining wall comprised of black vinyl fencing with a height between approximately 4.5 and 11.5 feet.

3.1.4 Development Permit/Site Plan (DP-D14-05)

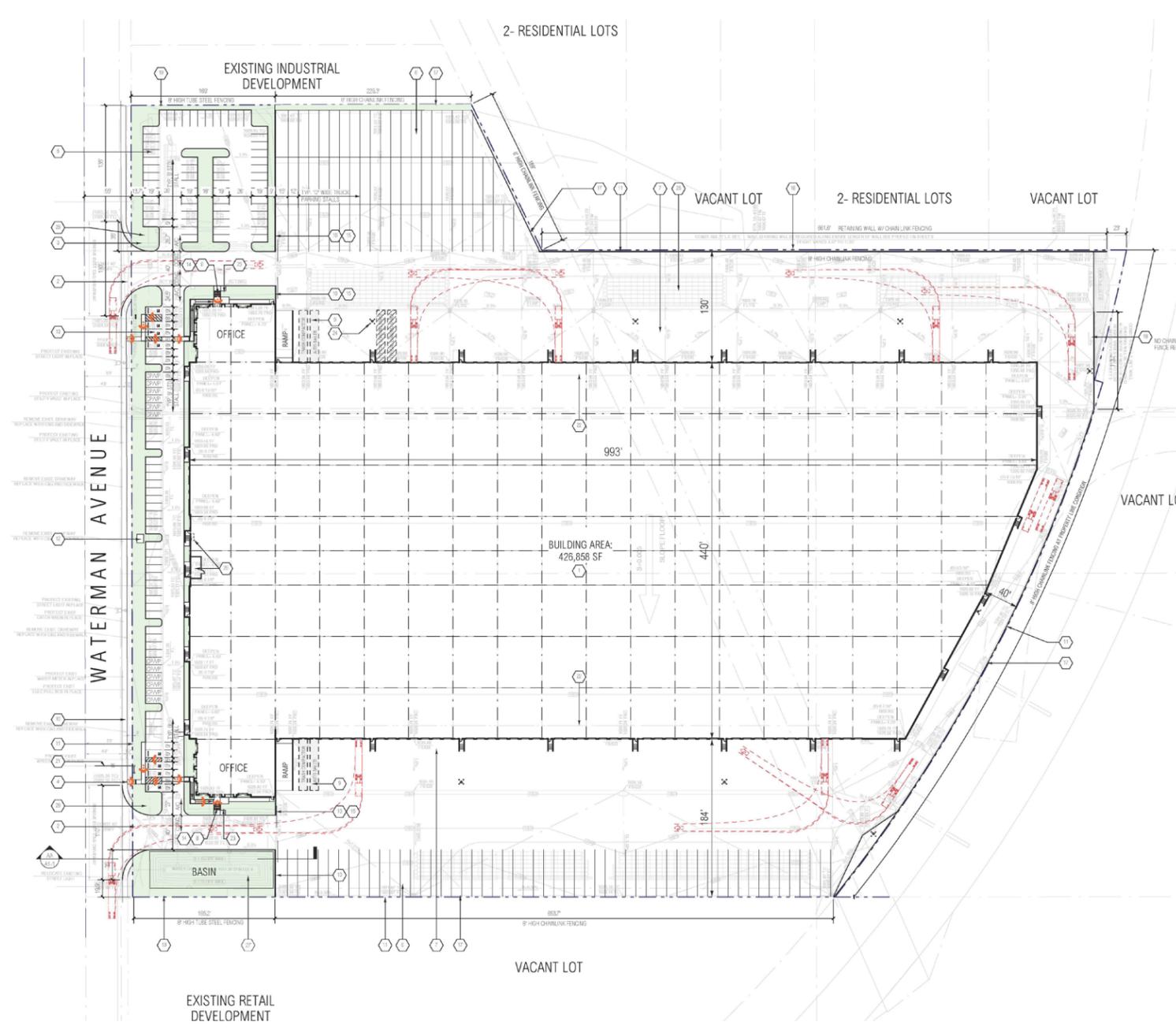
As shown on Figure 3-6, *Development Permit/Site Plan (DP-D14-05)*, the Project Applicant proposes to construct one (1) logistics warehouse building on the subject property. The proposed building would contain 426,856 square feet (s.f.) of building area. The office spaces would be located in the northwest and southwest corners of the building. At the time this MND was prepared, the future tenant(s) of the proposed Project's building is unknown. The building is designed to accommodate a warehouse distribution, e-logistics, fulfillment center, or light-industrial operator(s).

Vehicular access to the Project site would be provided by two (2) proposed driveways connecting to South Waterman Avenue. These driveways would provide direct access to automobile parking areas, loading areas, and truck parking areas. Proposed truck check-in points and driveways are positioned interior to the Project site to create interior queuing to minimize the potential for trucks to stack onto public streets when entering the Project site. Traffic exiting from each of the two (2) access points would be able to make both left and right-hand turns onto South Waterman Avenue.

A. Architecture, Walls, and Fences

Figure 3-7, *Conceptual Elevations*, depicts the conceptual architecture elevations proposed by the Project. The proposed industrial warehouse building would be constructed to a height of approximately 45 feet above finished grade, with architectural projections reaching up to 49 feet. The building would be constructed with painted concrete tilt-up panels and blue-glazed glass. Articulated building elements are proposed to be provided as decorative elements. The exterior color palette for the proposed building is comprised of various mild, earth-toned colors, including shades of beige and white.

Painted concrete 14-foot tall tilt-up screen walls, complete with 8-foot tall black rolling wrought iron access gates, would be provided on the north and south sides of the building, facing South Waterman Avenue, to screen the loading bays and truck parking areas from public view. Eight (8)-foot tall tube steel fencing is proposed for the southwestern corner of site, adjacent to the detention basin, and for the northwestern corner of the site, adjacent the automobile parking area. In addition, 4-foot tall wrought iron fencing would be provided around the perimeter of the detention basin. The portion of the Project's northeastern boundary that abuts off-site residential land uses would be screened by an eight (8)-foot tall solid masonry wall. Eight (8)-foot high chain-link fencing is proposed along the northern, eastern, and southern boundaries of the site.



- KEYNOTES:**
1. NEW DOCK-HIGH CONCRETE TILT-UP 8" CLEAR BUILDING. SEE FLOOR PLANS AND ELEVATIONS.
 2. PROPOSED DRIVEWAY / CURB CUT PER CITY STANDARDS. SEE CIVIL DRAWINGS FOR EXISTING DRIVEWAYS TO BE REMOVED.
 3. FULLY MITIGATED LANDSCAPE AREA BOUNDED BY 6" CONCRETE CURB - SEE CONCEPT LANDSCAPE PLAN TO BE PERMANENTLY PROVIDED WITH AUTOMATED SPRINKLER SYSTEM.
 4. DASHED LINE INDICATES 18" WIDE SURFACE WALK ACCESSIBLE PATH OF TRAVEL FROM PUBLIC SIDEWALK & PARKING STALLS TO PRIMARY BUILDING ENTRANCE. CONSTRUCT NEW CONCRETE SIDEWALK. MAX SLOPE OF SURFACE WALK IN THE DIRECTION OF TRAVEL 4.0% MAX. CROSS SLOPE 2%.
 5. TYPICAL PARKING STALL - 9' X 18'. MAY BE REDUCED TO 9' X 16' OR 7' X 24' OVERHANG. STRIPING PER CITY STANDARDS.
 6. 12' X 50' TRUCK TRAILER PARKING AREA.
 7. TRUCK YARD W/ DOCK-HIGH AND GRADE LEVEL TRUCK DOORS.
 8. TYPICAL BUILDING ENTRANCE W/ DECORATIVE CONCRETE ENTRY WALK.
 9. PROPOSED LOCATION FOR TRASH COMPACTOR / AUTO BALEN.
 10. FINISH CONCRETE TILT-UP TRUCK COURT SCREENWALL. SEE PLAN FOR HEIGHT.
 11. PROPERTY LINES.
 12. PROPOSED TRANSFORMER LOCATION. TRANSFORMERS ARE TO BE SCREENED W/ 6" RUBBER. SEE LANDSCAPE DRAWINGS.
 13. NEW ADA ACCESSIBLE PARKING STALLS 7' X 10'.
 14. MAIN BUILDING ENTRY ADJACENT TO HANDICAP PARKING STALLS.
 15. BLACK ROLL-UP W/OUT FROM 8'-0" HIGH-GATE AT TRUCK COURT ENTRIES WITH APPROVED FIRE DEPT. KICK BOX.
 16. EXISTING 8'-0" WIDE PUBLIC SIDEWALK PER CITY STANDARD PLATE. MODIFY FOR DRIVEWAY ENTRANCES SEE CIVIL PLAN.
 17. NEW 8'-0" HT. CHAINLINK FENCE. (PROPOSED BLACK VINYL FENCING).
 18. NEW RETAINING WALL W/ 8'-0" HT. CHAINLINK FENCE. (PROPOSED BLACK VINYL FENCING).
 19. NEW 8'-0" HT. W/OUT FROM FENCE. NOTE PROVIDE 4" HT. FENCING ARCHING PERIMETER OF WATER QUALITY CONTROL BASIN.
 20. INDICATED EXISTING PUBLIC HYDRANT.
 21. PROPOSED LOCATION FOR DOMESTIC WATER METER AND 2" SUPPLY LINE INTO BUILDING.
 22. PROPOSED GUYER LATERAL FROM EXISTING EASEMENT INTO NEW BUILDING.
 23. BIKE RACK TO ACCOMMODATE 8 BICYCLES. + 3 LONG TERM BICYCLE STALL LOCATED INSIDE OF BUILDING.
 24. PROPOSED ONSITE FIRE HYDRANT LOCATIONS.
 25. PROPOSED UNDERGROUND STORAGE BMP TREATMENT.
 26. PROPOSED ELECTRICAL ROOM AND HOOP ACCESS LADDER FOR EQUIPMENT MAINTENANCE.
 27. PROPOSED RETENTION BASIN. SEE CIVIL DRAWINGS.
 28. PROPOSED LOCATION FOR FUTURE 12" W X 8' L X 4' HT. CONCRETE TILT UP MONUMENT SIGN.

PROJECT DATA

GROSS SITE AREA:	855,999 SF / 19.85 AC
BUILDING AREA:	426,858 SF
CVERAGE:	49.87%
PARKING REQUIRED: WAREHOUSE 74% 10% OFFICE INCIDENTAL USE:	
0 - 3000 SF @ 1000 SF	10 STALLS
3000 - 5000 SF @ 1400 SF	4 STALLS
5000 - 10000 SF @ 1700 SF	7 STALLS
10000 - 20000 SF @ 1700 SF	45 STALLS
20000.00 - 100000.00 SF	300 STALLS
TOTAL REQUIRED:	363 STALLS
PARKING PROVIDED:	
WAREHOUSE / OFFICE PARKING STALLS:	97 STALLS
HANDICAP STALLS:	8 STALLS
CARPOOL / HOV 3+ (FOR GREATER THAN 10% TOTAL MOTORIZED VEHICLES)	13 STALLS
TOTAL STALLS PROVIDED AT THIS SITE:	118 STALLS
DEFICIENT STALLS:	245 STALLS
TOTAL STALLS:	363 STALLS
BICYCLES PARKING:	
BICYCLE STALLS (SHORT TERM) 5% OF TOTAL MOTORIZED VEHICLES	6 STALLS
BICYCLE STALLS (LONG TERM) 5% OF TOTAL MOTORIZED VEHICLES	6 STALLS
LOADING DOCKS:	103 DOCKS
TRAILER STALLS 12' X 50'	117 STALLS
LANDSCAPE REQUIRED: 10% ADDED PARKING AREA	
ADDED PARKING AREA:	35,577 SF
LANDSCAPE AREA REQUIRED:	3,067 SF
LANDSCAPE PROVIDED:	31,871 SF / 74%

- SITE LEGEND:**
- PROPOSED LANDSCAPE AREA
 - PROPOSED LIGHT POLE LOCATIONS
 - PROPOSED WALL MOUNTED LIGHTS
 - EXISTING STREET LIGHTS

PROJECT SUMMARY:

LAND USE: WAREHOUSE
 EXISTING ALLOWABLE LAND USE: OFFICE INDUSTRIAL PARK (OIP), MULTIFAMILY (MFH)
 PROPOSED ZONING: COMMERCIAL LIGHT INDUSTRIAL (C-LI)
 EXISTING GENERAL PLAN: INDUSTRIAL AND RESIDENTIAL INDUSTRIAL

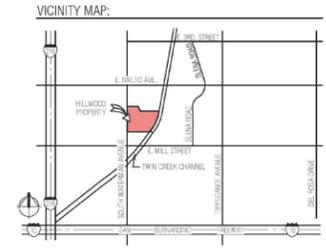
PROJECT DATA:

ASSESSORS PARCEL NUMBERS: APN 0079-201-04, 0079-201-47, 0079-201-48
 APN 0079-201-14, 0079-201-15
 APN 0036-311-04, 0036-311-02

APPLICANT: RGA ARCHITECTS
 1020 ALTA PARKWAY, SUITE 100
 IRVINE, CA 92618
 CONTACT: MARK BULL
 T: 949-341-1302
 F: 949-341-1302

OWNER: HILLWOOD INVESTMENT PROPERTIES
 200 WEST HOSPITALITY LANE, SUITE 100
 SAN BERNARDINO, CA 92410
 CONTACT: CHRIS SCHWARTZ
 T: 909-386-7252
 F: 909-386-0073

- NOTES:**
1. THERE ARE DELETED REVENUE AGREEMENTS ON THE PROPERTY.
 2. ALL UTILITIES TO BE SHOWN ON THESE LOTS EXIST.
 3. NO PROTECTED OR ENGINEERED TREES EXIST.
 4. LOT LINE ADJUSTMENT WILL BE SUBMITTED PRIOR TO CONSTRUCTION.
 5. TRUCK COURT GATES ARE TO BE BUILT WITH A KICK BOX WITH ALARM PER COUNTY FIRE DEPARTMENT STANDARDS.
 6. CONTOUR LINES SHOWN ON DRAWING GRADES ONSITE AS EXIST TODAY FOR ALTA SURVEY.

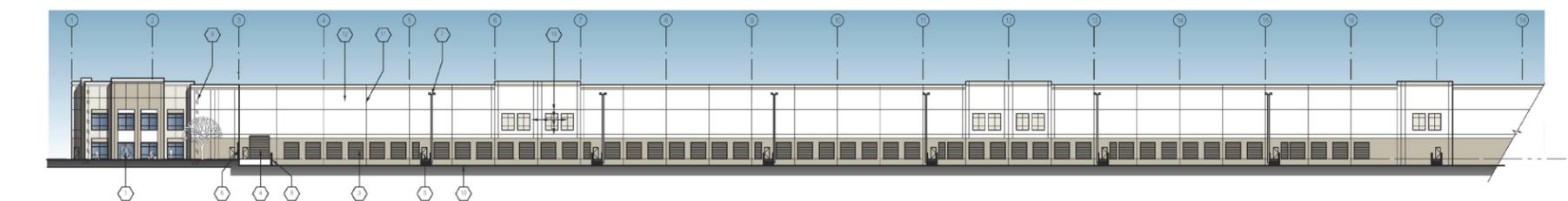


Source(s): RGA (07-23-14)

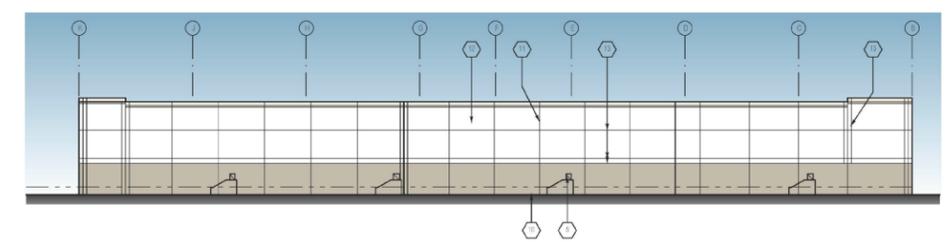
Figure 3-6
DEVELOPMENT PERMIT/SITE PLAN (DP-D14-05)



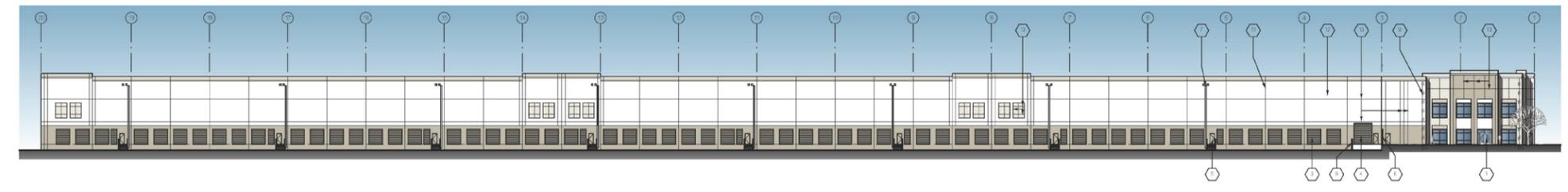
WEST ELEVATION - WATERMAN AVENUE
 SCALE: 1" = 30'-0"



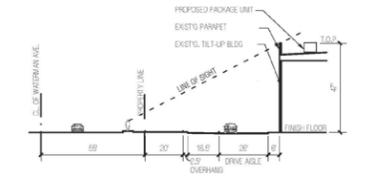
SOUTH ELEVATION
 SCALE: 1" = 30'-0"



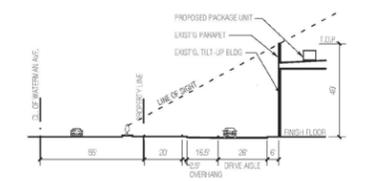
EAST ELEVATION
 SCALE: 1" = 30'-0"



NORTH ELEVATION
 SCALE: 1" = 30'-0"



TYPICAL EQUIPMENT SCREEN LINE OF SIGHT
 SCALE: 1" = 30'-0"
 NOTE: LINE OF SIGHT TAKEN FROM 6'-0" ABOVE FINISH GRADE



TYPICAL EQUIPMENT SCREEN LINE OF SIGHT
 SCALE: 1" = 30'-0"
 NOTE: LINE OF SIGHT TAKEN FROM 6'-0" ABOVE FINISH GRADE

- KEYNOTES**
1. PRIMARY ACCESSIBLE BUILDING ENTRY
 2. BLUE GLAZING IN CLEAR ANODIZED ALUMINUM STOREFRONT.
 3. PAINTED 8' x 10' VERTICAL LIFT DOOR HIGH TRUCK LOADING DOOR.
 4. PAINTED 12' x 14' VERTICAL LIFT DOOR LEVEL TRUCK LOADING DOOR.
 5. 3' x 7' PAINTED METAL MAIN DOOR.
 6. PAINTED 14'-0" HT. CONCRETE SCREEN WALL WITH STONE CLAD FILASTERS PER MERIDIAN DESIGN GUIDELINES.
 7. DOWNSPOUTS ON NORTH AND SOUTH ELEVATIONS SHALL BE EXTERNAL.
 8. INTERIOR ROOF DRAINS AND OVERFLOW DRAINS SHALL BE INTERNAL.
 9. 4" HIGH CONCRETE RAMP WALL.
 10. APPROXIMATE FINISH GRADE.
 11. PANEL JOINT.
 12. PAINTED CONCRETE TILT-UP WALL CONSTRUCTION.
 13. 2" WIDE x 3/4" DEEP HORIZONTAL METAL FINGER.
 14. 4' x 10' PAINTED LOUVER TO MATCH THE BUILDING.

FINISH SCHEDULE

1. FIELD COLOR: SHERWIN WILLIAMS SW 7014 ELDER WHITE
2. FIELD COLOR: SHERWIN WILLIAMS SW 7015 REPOSE GRAY
3. ACCENT COLOR: SHERWIN WILLIAMS 7016 MINDFUL GRAY
4. BASE FIELD ACCENT COLOR: SHERWIN WILLIAMS SW 7018 CONETAL
5. GLAZING: MONOLITHIC 1/4" MONOLITHIC 1/4" PPO SOLARCOOL PACIFICA REFLECTIVE 40 IN CLEAR ANODIZED ALUMINUM STOREFRONT. THE MAXIMUM ALLOWABLE REFLECTANCE OF GLASS SHALL BE 20%.

Source(s): RGA (07-23-14)

Figure 3-7

B. Parking and Loading

Figure 3-6 depicts the number and location of parking spaces (including passenger car and truck trailer parking) and loading bays for the structure. The Project would include 234 total parking spaces: 97 automobile spaces, eight (8) handicap-accessible spaces, 12 carpool/vanpool spaces, and 117 truck trailer spaces. The Project provides six (6) short term bicycle stalls and six (6) long term bicycle stalls in compliance with the City of San Bernardino Development Code Section 19.20.030(26.A), which requires bicycle parking to be provided at a minimum rate of one (1) per thirty (30) parking spaces. An additional 245 automobile parking stalls may be provided in the future, if required by the tenant(s) that would eventually occupy the structure.

As part of the proposed Project, 103 loading docks would be used for the loading, unloading, and short-term parking of trucks. The loading docks are designed to be distributed at the exterior of the structure as follows: 58 docks on the north side of the building and 45 docks on the south side of the building. At a warehouse building, loading docks (also called “bays”) are used for the receiving of goods and the shipment of goods. Quite often, these docks are on different sides of the building. The proposed Project’s building has been designed in this manner, with one side of the building primarily for the receiving of goods and the other side primarily for the shipment of goods. Although all of the loading bays are rarely used simultaneously, most warehouse tenants like to have as many bays as possible to facilitate operations inside the structure, where goods are sorted and stored. When trucks have the option to dock close to the area where their cargo is sorted and stored inside the structure, workers inside the building have a shorter distance to cover when moving goods from the truck to the inside storage area and vice versa.

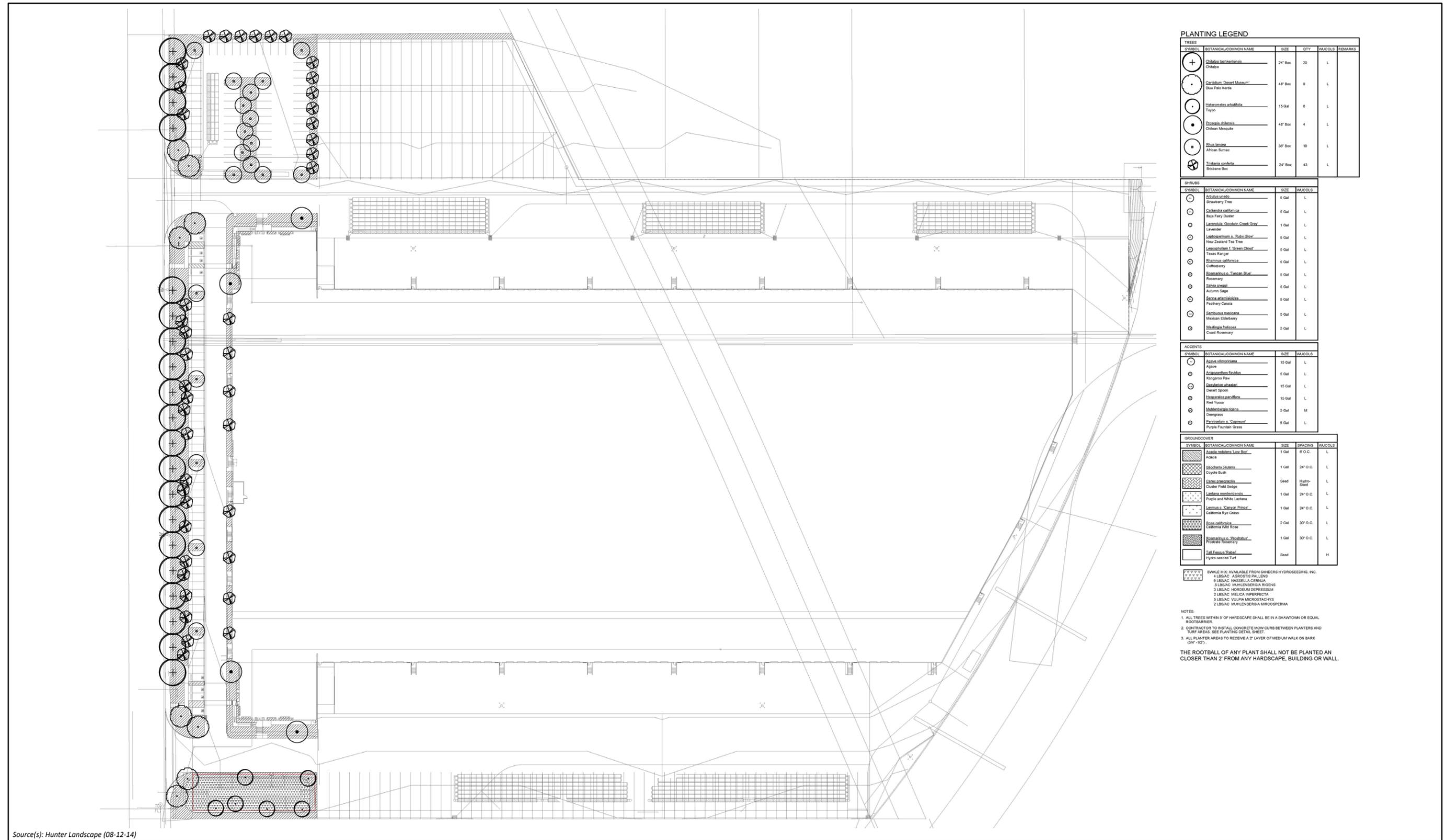
C. Conceptual Landscape Plan

The conceptual landscape plan prepared for the Project is depicted in Figure 3-8, *Conceptual Landscape Plan*. Proposed landscaping would be ornamental in nature and would feature trees, shrubs, and drought-tolerant accent plants in addition to a variety of groundcovers. The landscape plan indicates that trees and groundcover are proposed along the site’s frontage with South Waterman Avenue (including landscaping within the public right-of-way). Trees would be planted at regular intervals adjacent to the right-of-way with overlapping canopies. At building entries and driveways a variety of trees and groundcover would be used to partially shade the structure and parking areas. The water quality detention basin on the southwestern corner of the site would be landscaped with trees and groundcover, with the bottom surface hydroseeded with a swale mix. Prior to the issuance of a building permit for the proposed industrial warehouse building, construction documents pertaining to the planting and irrigation of the Project site would be required to be submitted to the City of San Bernardino for review and approval. The planting and irrigation plans would be required to comply with Development Code Section 19.28 which establishes requirements for landscape design, automatic irrigation system design, and water-use efficiency.

3.2 PROJECT CONSTRUCTION AND OPERATIONAL CHARACTERISTICS

3.2.1 Construction Characteristics

The proposed Project would be constructed over the course of approximately nine (9) months. Construction activities would commence with site preparation and the demolition of the existing



PLANTING LEGEND

TREES

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	M/COLS	REMARKS
+	<i>Chilodactylus</i> Chilodactylus	24" Box	20	L	
•	<i>Carolinia 'Desert Museum'</i> Blue Palo Verde	48" Box	8	L	
•	<i>Heteromeles arbutifolia</i> Toyon	15 Gal	6	L	
•	<i>Prosopis juliflora</i> Chilean Mesquite	48" Box	4	L	
•	<i>Shorea robusta</i> African Baobab	30" Box	19	L	
•	<i>Tillandsia cordata</i> Bridal Veil	24" Box	43	L	

SHRUBS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	M/COLS
○	<i>Adiantum</i> Bridal Veil	5 Gal	L
○	<i>Callitriche</i> Blue Fairy Duster	5 Gal	L
○	<i>Leucantheum 'Woodstock Creek Gray'</i> Lavender	5 Gal	L
○	<i>Leucantheum 'Tulay Olney'</i> New Zealand Tea Tree	5 Gal	L
○	<i>Leucantheum 'Green Cloud'</i> Texas Ranger	5 Gal	L
○	<i>Rosa californica</i> Coffeeberry	5 Gal	L
○	<i>Rosemarinus 'Tuscan Blue'</i> Rosemary	5 Gal	L
○	<i>Sida acuta</i> Adam's Glove	5 Gal	L
○	<i>Sida acuta</i> Feathery Cassia	5 Gal	L
○	<i>Bambusa nana</i> Mexican Elderberry	5 Gal	L
○	<i>Walteria filiformis</i> Coral Rosemary	5 Gal	L

ACCENTS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	M/COLS
○	<i>Asplenium platyneuron</i> Aspen	15 Gal	L
○	<i>Asplenium platyneuron</i> Kangaroo Paw	5 Gal	L
○	<i>Asplenium platyneuron</i> Sweet Spoon	15 Gal	L
○	<i>Hesperaloe parviflora</i> Red Yucca	15 Gal	L
○	<i>Malvastrum coccineum</i> Deergrass	5 Gal	M
○	<i>Panicum s. 'Crown'</i> Purple Fountain Grass	5 Gal	L

GROUNDCOVER

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	M/COLS
■	<i>Asplenium platyneuron</i> Aspen	1 Gal	8" O.C.	L
■	<i>Baccharis pilularis</i> Coyote Bush	1 Gal	24" O.C.	L
■	<i>Carex rostrata</i> Cluster Field Sedge	Seed	Hydro-Seed	L
■	<i>Lantana montealemana</i> Purple and White Lantana	1 Gal	24" O.C.	L
■	<i>Lepidosiphon 'Canyon Prince'</i> California Rye Grass	1 Gal	24" O.C.	L
■	<i>Rosa californica</i> California Wild Rose	2 Gal	30" O.C.	L
■	<i>Rosemarinus s. 'Prostratus'</i> Prostrate Rosemary	1 Gal	30" O.C.	L
■	<i>Tillandsia cordata</i> Bridal Veil	Seed		H

SWALE MIX AVAILABLE FROM SANDERS HYDROSEEDING, INC.
 4 LBS/AC AGROSTIS PALLENIS
 5 LBS/AC NASSELLA CERNUA
 3 LBS/AC MAHLENBERGIA ROBURA
 3 LBS/AC HORDEUM DEPRESSUM
 2 LBS/AC MELICA IMPERFECTA
 5 LBS/AC VALPURA MICROSTACHYS
 2 LBS/AC MAHLENBERGIA MICROSPERMA

- NOTES:**
1. ALL TREES WITHIN 9' OF HARDSCAPE SHALL BE IN A SHAWTOWN OR EQUAL ROOTBARRIER.
 2. CONTRACTOR TO INSTALL CONCRETE MONO CURB BETWEEN WALKERS AND TURF AREAS. SEE PLANTING DETAIL SHEET.
 3. ALL PLANTER AREAS TO RECEIVE A 2" LAYER OF MEDIUM WALK ON BARK (3/4" - 1 1/2").
- THE ROOTBALL OF ANY PLANT SHALL NOT BE PLANTED ANY CLOSER THAN 2' FROM ANY HARDSCAPE, BUILDING OR WALL.

Source(s): Hunter Landscape (08-12-14)

structures. It is expected that approximately 4,900 tons of demolition debris would be generated on-site, of which approximately 90% (approximately 4,400 tons) would be recycled. (Camacho, Joe, 2014) After demolition, the property would be mass-graded and underground infrastructure would be installed. As part of construction of Project site infrastructure, two (2) existing above ground Southern California Edison power lines located in the northern portion of the Project site would be either undergrounded or removed. Next, surface materials would be poured and the building would be erected, connected to the underground utility system, and painted. Lastly, landscaping, fencing/walls and other site improvements would be installed and fine grading would occur.

Construction equipment is expected to operate on the Project site eight (8) hours per day, five (5) days per week during the construction phase. The types and numbers of heavy equipment expected to be used during construction activities are listed in Table 3-1, *Construction Equipment Assumptions*. For purposes of evaluation in this MND, it is assumed that the building would be operational in the Year 2015.

Off-site construction activities would be limited to the removal of an obsolete railroad bridge over the Twin Creek Channel. To remove the bridge, the wood deck would be manually removed with hand-operated power tools. Once the wood framing has been removed, a boom lift would access the underside of the bridge and torch cut any fastening points. The bridge beams spanning the channel would then be rigged and hoisted from one side of the bank outside of the Channel and placed in a staging area to await removal off-site. The concrete abutment that is an integral part of the of the Channel would remain in place.

3.2.2 Operational Characteristics

At the time this MND was prepared, the future tenant(s) of the proposed Project's building is unknown. The Project Applicant expects that the building would be primarily occupied by a warehouse distribution, e-logistics, fulfillment center, or light-industrial operator(s). For the purpose of analysis in this document, the future tenant types are assumed to be any of those uses permitted by the City of San Bernardino Development Code's "Industrial Light" designation as described in City of San Bernardino Development Code Chapter 19.08. Furthermore, this MND assumes the proposed building would be operational 24 hours per day, with exterior areas lit at night. Lighting would be subject to compliance with Development Code Chapter 19.20.030.14, which states that exterior lighting shall be energy-efficient, shielded or recessed, and directed downward and away from adjoining properties. The building is designed such that business operations would be conducted within the enclosed building, with the exception of traffic movement, parking, and the loading and unloading of tractor trailers at designated loading bays. Based on calculations utilized in the Project's traffic impact analysis (*Technical Appendix K* to this MND), the Project would generate 575 passenger car trips and 148 truck trips on a daily basis (Urban Crossroads, 2014d, p. 27).

Because the building's tenant is not yet known, the number of jobs that the Project would generate cannot be precisely determined; therefore, for purposes of analysis within this MND, employment estimates have been calculated using the Project Applicant's understanding and experience from projects that are of comparable size and intended usage (Schaefer, 2014). Using an employment generation rate of 1 employee per 2,000 s.f. of building area, the proposed Project is expected to create approximately 213 new, recurring jobs.

Based on calculations utilized in the Project’s greenhouse gas analysis (*Technical Appendix F* to this MND), the Project is expected to result in a demand for approximately 305 acre-feet of potable water per year (Urban Crossroads, 2014a, Appendix 3.1). The Project is also estimated to result in an average daily demand of 19,650 gallons per day of wastewater treatment capacity (based on the City of San Bernardino’s wastewater generation factor of 1,000 gallons per day per acre for light industrial land uses) (Psomas, 2002, Table 4-3). Energy use is estimated at approximately 1,616,312 kilowatt-hours (kWh) per year, and natural gas usage is estimated at approximately 769,700 thousand British thermal units per year (kBTU/yr) (Urban Crossroads, 2014a, Appendix 3.1).

Table 3-1 Construction Equipment Assumptions

Activity	Equipment	Number	Hours Per Day
Demolition	Concrete/Industrial Saws	1	8
	Crushing/Proc. Equipment	1	8
	Excavators	2	8
	Rubber Tired Dozers	2	8
Site Preparation	Water Trucks	2	8
	Rubber Tired Dozers	4	8
	Tractors/Loaders/Backhoes	2	8
	Excavators	4	8
Grading	Water Trucks	3	8
	Scrapers	6	8
	Graders	4	8
	Rubber Tired Dozers	2	8
	Tractors/Loaders/Backhoes	2	8
	Excavator	1	8
Building Construction	Tractors/Loaders/Backhoes	4	8
	Forklifts	3	8
	Generator Sets	2	8
	Cranes	1	8
	Welders	2	8
Architectural Coatings	Air Compressors	4	8
Paving	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8

Source: (Urban Crossroads, 2014a, Table 3-3)

3.3 STANDARD REQUIREMENTS AND CONDITIONS OF APPROVAL

The proposed General Plan Amendment, Zoning Map Amendment, Tentative Parcel Map, and Development Permit/Site Plan and their technical aspects have been reviewed in detail by the City of San Bernardino. Various City departments and divisions are responsible for reviewing land use applications for compliance with City codes and regulations. These departments and divisions also were responsible for reviewing this MND for technical accuracy and compliance with CEQA. The City of San Bernardino departments and divisions responsible for technical review include:

- City Attorney's Office
- Community Development Department, Planning Division
- Community Development Department, Land Development Division
- Fire Department
- Public Works Department, Engineering Division

Review of the proposed General Plan Amendment, Zoning Map Amendment, Tentative Parcel Map, and Development Permit/Site Plan will result in the production of a comprehensive set of draft Conditions of Approval that will be available for public review prior to consideration of the proposed Project for approval by the City of San Bernardino. These conditions will be considered by the City's Planning Commission and City Council in conjunction with their deliberations on and consideration of the Project. If approved, the Project would be required to comply with all imposed Conditions of Approval.

Conditions of Approval and other applicable regulations, codes, and requirements that the Project is required to comply with and that result in the reduction or avoidance of an environmental impact are specified throughout the analysis presented in this MND.

3.4 SUMMARY OF REQUESTED ACTIONS

The City of San Bernardino has primary approval responsibility for the proposed Project. As such, the City is serving as the Lead Agency for this MND pursuant to CEQA Guidelines §15050. The City's Planning Commission will consider the Project's requested discretionary permit applications and make advisory recommendations to the City Council. The City Council will have authority over approval, approval with changes, or denial of the requested actions that are within the City's jurisdiction. The City will consider the information contained in this MND and this MND's Administrative Record in its decision-making processes. Upon approval of the Project and certification of this MND, the City would conduct administrative reviews and grant ministerial permits and approvals to implement the Project. A list of the primary actions under City jurisdiction and the jurisdiction of other agencies is provided in Table 3-2, *Matrix of Project Approvals/Permits*. This MND covers all federal, state, local government and quasi-government approvals which may be needed to construct or implement the Project, whether or not they are explicitly listed in Table 3-2, or elsewhere in this MND (CEQA Guidelines § 15124(d)).

Table 3-2 Matrix of Project Approvals/Permits

Public Agency	Approvals and Decisions
City of San Bernardino	
Development/Environmental Review Committee (D/ERC)	<ul style="list-style-type: none"> • Provide recommendations to the San Bernardino Planning Commission whether to approve General Plan Amendment No. GPA 14-08, Zoning Map Amendment No. ZMA 14-16, Tentative Parcel Map No. 19573 (SUB 14-11) and Development Permit/Site Plan No. DP-D14-05. • Provide recommendation to the City of San Bernardino Planning Commission regarding approval of this MND.
Planning Commission	<ul style="list-style-type: none"> • Provide recommendations to the San Bernardino City Council whether to approve the following: General Plan Amendment No. GPA 14-08, Zoning Map Amendment No. ZMA 14-16, Tentative Parcel Map No. 19573 (SUB 14-11) and Development Permit/Site Plan No. DP-D14-05. • Provide recommendation to the City of San Bernardino City Council regarding approval of this MND.
City Council	<ul style="list-style-type: none"> • Approve, conditionally approve, or deny General Plan Amendment No. GPA 14-08, Zoning Map Amendment No. ZMA 14-16, Tentative Parcel Map No. 19573 (SUB 14-11) and Development Permit/Site Plan No. DP-D14-05. • Reject or approve this MND along with appropriate CEQA Findings.
Subsequent City of San Bernardino Discretionary and Ministerial Approvals	
City of San Bernardino Subsequent Implementing Approvals	<ul style="list-style-type: none"> • Approve final maps, parcel mergers, lot line adjustments, or parcel consolidations, as may be appropriate. • Approvals for water, sewer, and storm drain infrastructure. • Issue grading permits. • Issue building permits. • Approve road improvement plans. • Issue encroachment permits. • Accept public right-of-way dedications.
Other Agencies – Subsequent Approvals and Permits	
Santa Ana Regional Water Quality Control Board	<ul style="list-style-type: none"> • Issue a Construction Activity General Construction Permit. • Issue a National Pollutant Discharge Elimination System Permit.
California Department of Fish and Wildlife	<ul style="list-style-type: none"> • Section 1602 Streambed Alteration Agreement
Southern California Edison	<ul style="list-style-type: none"> • Approve the undergrounding or removal of existing above ground power lines.
San Bernardino County Flood Control District	<ul style="list-style-type: none"> • Issue a permit to tie on-site storm drain directly into sidewall of the Twin Creek Channel. • Issue a permit to remove railroad bridge from over the Twin Creek Channel.

4.0 INITIAL STUDY CHECKLIST

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

**CITY OF SAN BERNARDINO
INITIAL STUDY**

WATERMAN LOGISTICS CENTER

Project Description and Location:

The proposed Project involves the redevelopment of 19.65-acre property located east of South Waterman Avenue, west of the Twin Creek Channel, north of East Mill Street, and south of East Rialto Avenue in the south-central portion of the City of San Bernardino, San Bernardino County, California. The Project proposes to construct and operate one (1) logistics warehouse building having 426,858 square feet of interior building space and 103 loading bays. The Project Applicant is pursuing the Project on a speculative basis, meaning that the building's future tenant(s) is not yet identified. Under existing conditions, the Project site is occupied by three (3) commercial buildings, one (1) industrial building, and one (1) residence, with a large portion of the site left undeveloped. Off-site improvements include the removal of an abandoned railroad bridge over the Twin Creek Channel adjacent to the site. Mailing addresses associated with the subject property are 225, 237, and 291 South Waterman Avenue. The Project site includes San Bernardino County Assessor Parcels 0279-321-14, -24, -44, -47, -48, -59, and -63, 0136-311-24 and 0136-311-32.

December 10, 2014

CEQA LEAD AGENCY:

City of San Bernardino
Community Development Department, Planning Division
300 North "D" Street
San Bernardino, CA 92418

PROJECT APPLICANT:

Hillwood Investment Properties
901 Via Piemonte, Suite 175
Ontario, CA 91764

CEQA CONSULTANT:

T&B Planning, Inc.
17542 East 17th Street, Suite 100
Tustin, CA 92780

REVIEWED BY:

Independently reviewed, analyzed, and exercised judgment in making the determination, by the City of San Bernardino Development/Environmental Review Committee on December 4, 2014, pursuant to Section 21082 of the California Environmental Quality Act (CEQA).

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

The California Environmental Quality Act (CEQA) requires the preparation of an Initial Study when a Project must obtain discretionary approval from a governmental agency and is not exempt from CEQA. The purpose of the Initial Study is to determine the most appropriate CEQA compliance document for the proposed action, either a Negative Declaration/Mitigated Negative Declaration (ND/MND) or an Environmental Impact Report (EIR). If a previous EIR has been prepared for a project, then an Initial Study can be used to determine if an Addendum to the previous ND/MND or EIR can be prepared, or whether a more extensive Supplemental or Subsequent EIR must be prepared.

1. **Project Title:** Waterman Logistics Center
2. **Lead Agency Name:** City of San Bernardino
Address: 300 North “D” Street, San Bernardino, CA 92418
Contact Person: Aron Liang
City of San Bernardino
Planning Division
3. **Phone Number:** 909-384-5057
4. **Project Location (Address/Nearest cross-streets):** The Project site is located in San Bernardino County, in the City of San Bernardino, east of South Waterman Avenue, west of the Twin Creek Channel, north of East Mill Street, and south of East Rialto Avenue. The Project site comprises San Bernardino County Assessor Parcels 0279-321-14, -24, -44, -47, -48, -59, and -63, 0136-311-24 and 0136-311-32 and site addresses associated with the subject property are 225, 237, and 291 South Waterman Avenue.
5. **Project Sponsor:** Hillwood Investment Properties
6. **Sponsor Address:** Hillwood Investment Properties: 901 Via Piemonte, Suite 175, Ontario, CA 91764
7. **General Plan Designation:** Office Industrial Park (OIP), Residential Medium High (RMH)
8. **Zoning Designation:** Office Industrial Park (OIP)
9. **Description of Project (Describe the whole action involved, including, but not limited to, later phases of the project and any secondary, support, or off-site feature necessary for its implementation. Attach additional sheets, if necessary):**

The proposed Project consists of applications for a General Plan Amendment (GPA 14-08), Zoning Map Amendment (ZMA 14-16), Tentative Parcel Map (TPM No. 19573, SUB 14-11) and a Development Permit/Site Plan (DP-P14-05). A detailed description of the proposed Project is provided in Section 3.0, *Project Description*, of the Mitigated Negative Declaration.

10. **Other agencies whose approval is required (e.g., permits, finance approval, or participation agreement):**
 - Santa Ana Regional Water Quality Control Board (approval of Construction Activity General Construction Permit; NPDES Permit)
 - California Department of Fish and Wildlife (Section 1602 Streambed Alteration Agreement)
 - Southern California Edison (approval to underground or remove existing above ground power lines)
 - San Bernardino County Flood Control District (Permits to tie storm drain directly into sidewall of Twin Creek Channel and to remove railroad bridge)

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

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 & Forestry 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/Circulation | <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

On the basis of this initial evaluation, the City of San Bernardino, Environmental Review Committee finds:

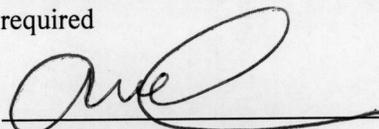
That the proposed project COULD NOT have significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

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.

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

That the proposed project MAY have a "potential 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.

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



Signature

December 9, 2014
Date

Aron Liang
Printed Name

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

I. AESTHETICS – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<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 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 daytime or nighttime view of the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

a) Have a substantial adverse effect on a scenic vista?

Finding: Less-than-Significant Impact

Source: (San Bernardino, 2005b, Chapter 5.1; San Bernardino, 2005a, Chapter 12; On-site Inspection (2014))

Under existing conditions the Project site is entirely disturbed/developed, containing a single-story commercial development (operational bail bonds business), a vacant commercial building with an associated vacant outbuilding, a detached single-family residence, a commercial building (operational truck repair business), billboards, and sparse vegetation; the Project site does not contain any scenic qualities that contribute to a scenic vista. The surrounding area is comprised of similarly developed urban land that does not contribute to the City’s scenic vistas. Site photos illustrating the existing conditions of the Project site are provided in Figure 2, *Site Photos 1 & 2* and Figure 3, *Site Photos 3 & 4* with the locations of the photos mapped on Figure 1, *Site Photo Key* and described below:

Site Photo 1 (Figure 2): This photograph was taken from the Project site’s northwestern corner, looking southeast across the property. The right-hand side of the photograph displays South Waterman Avenue, looking to the south. Although partially obscured by smog and intervening development, in the background of the right-hand portion of the photograph, the Box Spring Mountains/Reche Canyon area is visible. The left-hand side of the photograph shows the commercial development to the north of the Project site, extending east. Above the trees in the midground of the left-hand side of the photograph, the portion of the San Bernardino Mountains located to east of the Project site is slightly visible through the smog and on-site vegetation.

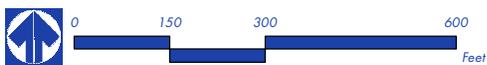
Site Photo 2 (Figure 2): This photograph was taken along the Project site’s frontage with South Waterman Avenue, approximately 330 feet to the south of the property’s northern boundary, looking east across the Project site. The right-hand side of the photograph shows South Waterman Avenue

CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY



Figure 1

SITE PHOTO KEY MAP



CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY

North



South

Site Photo 1: Northwest corner of Project site, looking southeast

North



South

Site Photo 2: Western edge of Project site boundary, looking east



CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY



Site Photo 3: Western Project site boundary, looking east



Site Photo 4: Southwest corner of Project site, looking northeast



**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

extending to the south with distant views of the Box Spring Mountains in the distance. Views of the Box Springs Mountains across the Project site to the south are not available due to the intervening commercial building, billboards, and trees that abut South Waterman Avenue. The left-hand side of the photograph shows South Waterman Avenue extending to the north, with the San Bernardino Mountains visible above the exiting development. The views of the San Bernardino Mountains extend from the left-hand side of the photograph to the center, although partially obscured by trees and smog.

Site Photo 3 (Figure 3): This photograph was taken along the Project site's frontage with South Waterman Avenue, approximately 290 feet north of the Project's southern boundary, looking east across the Project site. The right-hand side of the photograph looks south, along the site's frontage with South Waterman Avenue. From this vantage point, the Box Spring Mountains are mostly obscured by smog, with a small portion visible looking off-site. Billboards, trees, and existing development completely obscure all views of the Box Spring Mountains across the Project site. The left-hand side of the photograph shows South Waterman Avenue extending to the north, affording views of the San Bernardino Mountains in the distance. Views of the San Bernardino Mountains looking northeast across the Project site are obscured by the existing development on-site. From this vantage point, the vacant commercial building in the center of the photograph blocks all views of the horizon.

Site Photo 4 (Figure 3): This photograph was taken at the property's southwestern corner, looking northeast across the Project site. The right-hand side of the photograph looks east along the site's southern boundary. The tops of the San Bernardino Mountains to the east of the Project site are visible through smog above the existing development on the site. The views of the San Bernardino Mountains above the existing development and trees on-site extend across the photograph to the left-hand side, which shows South Waterman Avenue looking to the north.

The City of San Bernardino lies within a relatively flat valley floor that is bounded to the north, south, and east by rugged hills and mountains. Scenic resources within the City of San Bernardino are defined by the San Bernardino Mountains to the north and east, Box Springs Mountains to the south, and Reche Canyon to the south (San Bernardino, 2005b pp. 5.1-7 - 5.1-8). The San Bernardino Mountains are located approximately 7.0-miles north and 11.5-miles east of the Project site, and Box Spring Mountains are located approximately 5.8-miles south of the Project site. Additionally, the City of San Bernardino General Plan identifies East Twin Creeks Wash as a visual resource. (San Bernardino, 2005a, p. 12-22) The portion of the Twin Creek Channel that abuts the Project site's eastern boundary is concrete lined, and does not contain any features that would qualify it as a scenic resource.

The proposed Project would redevelop the property with a logistics warehouse building. Scenic vistas available to the public to the north and the south would not be affected by this proposed development due to the orientation of South Waterman Avenue. Implementation of the proposed Project would result in a minor obstruction of public views of the San Bernardino Mountains to the east. As discussed above, under existing conditions the development and vegetation on-site partially obscure the views of the mountains from the public viewing locations along South Waterman Avenue. The proposed logistics warehouse building would similarly and partially obscure the mountains, representing a negligible alteration of the scenic vista. Due to the distance from the mountains (approximately 11.5-miles looking east) and the prominence of the mountain features, views of the scenic resources would still be afforded above the proposed development. Accordingly, implementation of the proposed Project would not have a substantial adverse effect on a scenic vista, and impacts would be less-than-significant.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?

Finding: No Impact

Source: (Caltrans, 2013; San Bernardino, 2005a; San Bernardino, 2005b; Google Earth, 2014; On-site Inspection, 2014)

The Project site is not located within or adjacent to a scenic highway corridor and does not contain scenic resources, such as trees of scenic value, rock outcroppings, or historic buildings. Although the Project site does contain several buildings under existing conditions, none of these buildings qualify as a historic resource (refer to response to Item V(a), below). Furthermore, there are no State-designated scenic highways within the City of San Bernardino, or in the vicinity of the Project site, under existing conditions (Caltrans, 2013). The nearest State-eligible scenic highways are State Route (SR) 30 (located approximately 4.3 miles east of the Project site) and SR 38 (located approximately 5.75 miles to the southeast of the Project site) (Caltrans, 2013). The Project's proposed physical features (one logistics warehouse building with loading bays, screen walls, parking lots, truck yards, landscaping, etc.) would not be visible from either highway due to intervening development and distance. Because the Project site is not visible from a state scenic highway and contains no scenic resources under existing conditions, the proposed Project would not adversely impact the viewshed within a scenic highway corridor and would not damage important scenic resources within a scenic highway corridor, including trees, rock outcroppings, and historic buildings. No impact would occur.

c) Substantially degrade the existing visual character of the site and its surroundings?

Finding: Less-than-Significant Impact

Source: (Google Earth, 2014; On-site Inspection, 2014)

The Project site and the surrounding area consist entirely of developed and disturbed land. The area immediately to the west of the Project site contains a large, disturbed but undeveloped, field with a nonconforming detached single family residence. To the northwest of the Project site, there is an elementary school, an auto repair business, a bail bonds business and an additional detached single family residence. To the southwest of the Project site is a construction equipment rental business and a large storage yard. Immediately to the south of the Project site is a used car sales lot, with additional commercial land uses to the south, including another storage lot. To the southeast of the site, is a large distribution warehouse, similar in character to the proposed Project. East of the Project site, across the Twin Creek Channel is an auto parts distribution/sales building, with additional commercial development in the vicinity. To the north of the Project site, abutting South Waterman Avenue, there is a commercial development. Also to the north of the Project site, there is a combination of detached single family residences and apartment/condominium developments.

Based on the existing conditions on-site and the surrounding land uses, the visual character of the site and its surroundings would be described primarily as commercial and developed lands, with portions of highly-disturbed lands that are undeveloped. Under existing conditions, the residential land uses in the vicinity of the Project site are located adjacent to, or in the close vicinity of, commercial/industrial land uses. Implementation of the proposed Project would develop the site with a logistics warehouse building very similar in character to the existing development located to the southeast of the Project site. The Project site is entirely disturbed or developed, and the construction/operation of a logistics warehouse building would transfer the character of the underutilized property to one uniform, contemporary development. The demolition and construction portion of

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

the Project would be conducted over approximately nine (9) months. All Project-related construction activities would be temporary in nature and all construction equipment would be removed from the Project site following completion of the Project's construction activities. Project-related changes to local visual character would be less than significant during near-term construction activities because construction activity is common in the City and would be temporary in nature. At the completion of construction, the logistics warehouse building would contain visual features that would ensure a high-quality visual character for the site from public viewing areas based on the Project's architecture and landscape plans. Therefore, based on the foregoing analysis, implementation of the proposed Project would not result in any significant adverse impacts to the on-site visual character.

The portion of the City of San Bernardino in the vicinity of the Project site consists primarily of commercial development, with pockets of residential land uses. The development proposed by the Project is similar in nature to the distribution warehouses and commercial land uses to the south and to the east of the Project site. Furthermore, under existing conditions, the residential land uses surrounding the Project site are located adjacent to, or in the close vicinity of, commercial and/or industrial developments. The Project would be similar in character to other buildings in the area. Therefore, while the proposed Project would alter the visual character of the site and its surroundings, due to its likeness to the existing character of other large buildings in the surrounding area, such an alteration would not represent a substantial degradation. Impacts would be less than significant.

d) Create a new source of substantial light or glare, which would adversely affect daytime or nighttime view of the area?

Finding: Less-than-Significant Impact

Source: (San Bernardino, 2013, Section 19.20.030; Project Application Materials)

The Project would include the installation of exterior lighting, which would be subject to all applicable provisions of the City of San Bernardino Development Code, specifically Section 19.20.030 which includes the following standards for lighting:

Exterior lighting shall be energy-efficient and shielded or recessed so that direct glare and reflections are contained within the boundaries of the parcel, and shall be directed downward and away from adjoining properties and public rights-of-way. No lighting shall blink, flash, or be of unusually high intensity or brightness. All lighting fixtures shall be appropriate in scale, intensity, and height to the use it is serving. Security lighting shall be provided at all entrances/exits.

The Project is designed to adhere to City of San Bernardino Development Code Section 19.20.030, and future implementing projects (i.e., building permits) would be required to demonstrate compliance with these standards. Compliance with Development Code Section 19.20.030 would ensure that the proposed Project does not produce substantial amounts of light or glare that could result in off-site light spillage or affect nighttime views in the area.

With respect to daytime glare impacts that could result from reflective building materials, the proposed Project would involve the construction and operation of one logistics warehouse building. The majority of the exterior building surfaces would consist of tilt-up concrete construction that does not include any properties that would

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

produce substantial amounts of glare. The northeast and northwest corners of the proposed building, as well as five (5) windows at the approximate midpoint of the building's frontage with South Waterman Avenue, contain blue, low-reflective-glazed glass. While glazing has a potential to result in glare effects, such effects would not adversely affect the daytime views of any surrounding properties, including motorists along South Waterman Avenue because the glass would not be mirrored and would have a maximum allowable reflectance of 25%, which would not produce substantial glare. Additionally, such glazing would be partially screened from public view by the landscaping proposed along the Project's perimeter. Accordingly, a less-than-significant daytime glare impact would occur. There is no potential for the Project to result in nighttime glare because a proposed perimeter wall and landscaping would shield vehicle headlights from cars using South Waterman Avenue from shining onto any of the proposed warehouse building's windows. No other proposed building surfaces would have reflective properties.

In conclusion, the proposed Project would not create a new source of substantial light or glare and would not adversely affect daytime or nighttime views of the area. Impacts would be less than significant.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

II. AGRICULTURE AND FORESTRY RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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 the 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"/>

Impact Analysis

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?

Finding: No Impact

Source: (CDC, 2011)

According to mapping information available from the California Department of Conservation, the Project site contains lands classified as “Urban and Built-Up Land.” The Project site does not contain any soils mapped by the Department of Conservation as “Prime Farmland,” “Unique Farmland,” or “Farmland of Statewide Importance.” As such, the Project would not convert important farmland to a non-agricultural use. No impact would occur.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?

Finding: No Impact

Source: (CDC, 2013; San Bernardino, 2005a, Figure LU-2; San Bernardino, 2005b, Volume II, Appendix A)

Under existing conditions, the subject property is zoned by the City of San Bernardino for “Office Industrial Park” and “Residential Medium High” land uses. There are no properties zoned for agricultural land uses in the Project vicinity. Therefore, implementation of the Project has no potential to conflict with existing zoning for agricultural use. No impact would occur.

As disclosed in the City of San Bernardino General Plan EIR (and supported by mapping information from the California Department of Conservation), no land within the City is under a Williamson Act Contract (CDC, 2013). As such, the Project has no potential to conflict with a Williamson Act contract because none exist on the Project site or in the vicinity of the site. No impact would occur.

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))?

Finding: No Impact

Source: (San Bernardino, 2005a)

No portion of the proposed Project site or surrounding area is zoned for forest land or timberland. Accordingly, the Project has no potential to conflict with, or cause rezoning of, forest land. No impact would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

Finding: No Impact

Source: (RBF, 2014)

Based on a biological survey conducted on the proposed Project site by RBF Consulting, three (3) distinct vegetation/land use types are present on the Project site, including ruderal, disturbed, and developed – none of which are forest land. Furthermore, the biological survey did not identify any forest land adjacent to the Project site. (RBF, 2014, pp. 11-13) Because forest land is not present on the property or in the Project site’s immediate vicinity, the Project has no potential to result in the loss of forest land or convert forest land to a non-forest use. No impact would occur.

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?

Finding: No Impact

Source: (CDC, 2011; San Bernardino, 2005a, Figure LU-2; RBF, 2014; Project Application Materials)

“Farmland” is defined in Section II (a) of Appendix G of the State CEQA Guidelines to mean “Prime Farmland,” “Unique Farmland” or “Farmland of Statewide Importance.” As described above in the response to

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

Item II(a), implementation of the Project would not result in the conversion of Farmland to non-agricultural use. Additionally, as for the reasons noted above under the responses for to Items II(c) and II(d), the Project has no potential to result in the conversion of forest land to non-forest use. Therefore, no impact would occur.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

III. AIR QUALITY – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<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 projected air quality violation?	<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 that 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

a) Conflict with or obstruct implementation of the applicable air quality plan?

Finding: Less-than-Significant Impact

Source: (SCAQMD, 2013; Urban Crossroads, 2014a; San Bernardino, 2005a)

The Project site is located within the South Coast Air Basin (SCAB or “Basin”). The SCAB encompasses approximately 6,745 square miles and includes Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. The SCAB is bound by the Pacific Ocean to the west; the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, respectively; and the San Diego County line to the south. In these areas, the SCAQMD is principally responsible for air pollution control, and works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, as well as state and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards.

Currently, these state and federal air quality standards are exceeded in most parts of the Basin. In response, the SCAQMD has adopted a series of Air Quality Management Plans (AQMPs) to meet the state and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy. The current AQMP was adopted by SCAQMD in December 2012. The 2012 AQMP incorporates the latest scientific and technological information and planning assumptions, including SCAG’s 2012 Regional Transportation Plan/Sustainable Communities Strategy and updated emission inventory methodologies for various source categories. The proposed Project’s consistency with the 2012 AQMP is discussed as follows:

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's CEQA Air Quality Handbook (1993). The Project's consistency with these criteria is discussed below.

Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Consistency Criterion No. 1 refers to violations of the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). As evaluated under Issues III(b), (c), and (d), below, the Project would not exceed regional or localized significance thresholds for any criteria pollutant during construction or during long-term operation with the application of mandatory regulatory requirements and required mitigation measures. Accordingly, the Project's regional and localized emissions would not contribute substantially to an existing or potential future air quality violation or delay the attainment of air quality standards.

Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the AQMP or increments based on the years of project build-out phase.

The growth forecasts used in the AQMP to project future emissions levels are based on the projections of the Regional Transportation Model utilized by SCAG, which incorporates land use data provided by lead agency general plan documents, as well as assumptions regarding population number, location of population growth, and a regional housing needs assessment. The City of San Bernardino General Plan designates the Project site for the ultimate development of up to 675,615 square feet of "Office Industrial Park (OIP)" land uses and up to 99 attached dwelling units, which would generate approximately 3,384 vehicle trips per day based on the Institute of Transportation Engineers' traffic generation rates of 195.11 daily trips per acre for office park land uses and 6.65 daily trips for an attached dwelling unit. The Project proposes to develop the subject property with a 426,858 square-foot logistics warehouse building and associated site improvements, which would generate 722 vehicle trips per day (actual vehicles, refer to *Technical Appendix K*). Because the Project would substantially reduce building area on the Project site (thereby shortening the construction phase) and would substantially reduce daily vehicle traffic trips to/from the site (vehicle traffic trips are the primary source of air pollutant emissions in the SCAB), as compared to the land uses planned by the General Plan and anticipated by the AQMP, the Project would not exceed the assumptions in the AQMP.

For the reasons stated above, the proposed Project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. Furthermore, the Project would not exceed the growth assumptions in the AQMP. As such, the Project would be consistent with the AQMP and impacts would be less than significant.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

b) Violate any air quality standard or contribute substantially to an existing projected air quality violation?

Finding: Less-than-Significant Impact with Mitigation Incorporated

Source: (SCAQMD, 2013; Urban Crossroads, 2014a; Urban Crossroads, 2014b)

As with any new development project, the proposed Project has the potential to generate substantial pollutant concentrations during both construction activities and long-term operation. The following provides an analysis based on the applicable significance thresholds established by the SCAQMD and Federal and State air quality standards. This analysis assumes that the proposed Project would comply with applicable, mandatory regional air quality standards, including: SCAQMD Rule 403, “Fugitive Dust;” SCAQMD Rule 431.2, “Sulfur Content of Liquid Fuels;” SCAQMD Rule 1113, “Architectural Coatings;” SCAQMD Rule 1186, “PM₁₀ Emissions from Paved and Unpaved Roads, and Livestock Operations;” SCAQMD Rule 1186.1, “Less-Polluting Street Sweepers,” and Title 13, Chapter 10, Section 2485, Division 3 of the California Code of Regulations “Airborne Toxic Control Measure.” For a detailed description of the health effects of air pollutants refer to Section 2.6 of the Project’s Air Quality Report (*Technical Appendix A*).

Impact Analysis for Construction Emissions

For purposes of this analysis, it is assumed that construction of the Project would occur from January 2015 to September 2015. If construction activities actually occur at a later date than assumed in this analysis, emissions associated with construction vehicle exhaust would be less than disclosed below due to the application of more restrictive regulatory requirements for construction equipment and the ongoing replacement of older construction fleet equipment with newer, less-polluting equipment by construction contractors, as contained in the CalEEMod model. The Project’s construction characteristics and construction equipment fleet assumptions used in the analysis were previously described in Section 3.0, *Project Description*.

The calculated maximum daily emissions associated with the construction of the Project are presented in Table 1.

Table 1 Summary of Construction-Related Emissions

Year	Emissions (pounds per day)					
	VOC	NOx	CO	SOx	PM10	PM2.5
2015	105.41	222.06	132.57	0.17	17.06	12.29
Maximum Daily Emissions	105.41	222.06	132.57	0.17	17.06	12.29
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	YES	YES	NO	NO	NO	NO

Note: Refer to Appendix A of the Air Quality Impact Analysis (*Technical Appendix A*) for the CalEEMod™ output files and additional hand calculations for the estimated emissions.

Source: (Urban Crossroads, 2014a, Table 3-4)

As shown in Table 1, the Project-related construction emissions of carbon monoxide (CO), sulfur oxides (SO_x), and particulate matter (PM₁₀ and PM_{2.5}) would not exceed SCAQMD regional criteria thresholds. Accordingly, the Project would not emit substantial concentrations of these pollutants during construction and would not contribute to an existing or projected air quality violation, on a direct or cumulatively considerable basis.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

Impacts associated with construction-related emissions of CO, SO_x, PM₁₀ and PM_{2.5} would be less than significant and mitigation is not required.

The Project is projected to exceed the SCAQMD regional criteria pollutant threshold for emissions of Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NO_x) during construction. The SCAB does not attain the State standard for NO_x concentrations. Furthermore, both VOCs and NO_x are precursors for ozone, a pollutant for which the SCAB does not attain Federal or State standards. Accordingly, the Project’s emissions of VOCs and NO_x during construction would violate the SCAQMD regional threshold for these pollutants and would result in a considerable net increase of criteria pollutants for which the Project region is in nonattainment. This impact is significant and mitigation is required.

Implementation of Mitigation Measures MM-AQ-1 and MM-AQ-2 would reduce Project emissions of NO_x and VOCs during construction by requiring the usage of Zero-Volatile Organic Compound paints and/or the application of paints with “High Pressure Low Volume (HPLV)” applications, as well as placing limitations on the construction/grading activities that can take place on the Project site. As shown in Table 2, *Summary of Construction-Related Emissions (With Mitigation)*, implementation of these mitigation measures would reduce the Project’s construction-related VOC and NO_x emissions below the SCAQMD significance thresholds. Accordingly, with implementation of Mitigation Measures MM-AQ-1 and MM-AQ-2, the Project would not violate or contribute substantially to an existing or projected air quality violation, and construction-related impacts associated with VOCs and NO_x emissions would be reduced to less than significant.

Table 2 Summary of Construction-Related Emissions (With Mitigation)

Year	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2015	64.25	98.44	97.47	0.17	12.15	7.56
Maximum Daily Emissions	64.25	98.44	97.47	0.17	12.15	7.56
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Note: Refer to Appendix A of the Air Quality Impact Analysis (*Technical Appendix A*) for the CalEEMod™ output files and additional hand calculations for the estimated emissions.

Source: (Urban Crossroads, 2014a, Table 3-5)

Mitigation for Construction-Related Emissions

MM AQ-1 Prior to building permit issuance, the City shall verify that the following note is specified on all building plans. Project contractors shall be required to comply with these notes and maintain written records of such compliance that can be inspected by the City of San Bernardino upon request. This note shall also be specified in bid documents issued to prospective construction contractors.

- a) All surface coatings shall consist of Zero-Volatile Organic Compound paints (no more than 150 gram/liter of VOC) and/or be applied with High Pressure Low Volume (HPLV) applications consistent with SCAQMD Rule 1113.

MM AQ-2 Prior to grading permit and building permit issuance, the City shall verify that the following notes are specified on all grading and building plans. Project contractors shall be required to comply

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

with these notes and permit periodic inspection of the construction site by City of San Bernardino staff to confirm compliance. These notes shall also be specified in bid documents issued to prospective construction contractors.

- a) The construction contractor shall utilize off-road diesel-powered construction equipment (greater than or equal to 150 horsepower) certified California Air Resources Board Tier 3 or better.
- b) The construction contractor shall assure that no more than 10 acres (surface area) of land or topsoil is actively disturbed on any given day.
- c) During grading activities, the construction contractor shall maintain a list of diesel powered construction equipment used on-site, including type/engine year of equipment, number of equipment, and equipment horsepower. The construction contractor shall also maintain a log of the daily operating hours of each piece of diesel-powered equipment during the grading phase by horsepower-hours. The construction contractor shall assure that the usage of diesel powered construction equipment does not exceed 34,360 horsepower-hours per day during grading activities.
- d) Temporary signs shall be placed on the construction site at equipment staging areas indicating that heavy duty trucks and diesel powered construction equipment are prohibited from idling for more than five (5) minutes. The signs shall be installed before construction activities commence and remain in place during the duration of construction activities at all loading, unloading, and equipment staging areas.
- e) The construction contractor shall provide temporary traffic controls in conformance with the applicable requirements of the California Manual on Uniform Traffic Control Devices, such as a flag person, during all phases of construction to facilitate traffic flow along Waterman Avenue.
- f) The construction contractor shall assure that all delivery trucks utilize the most direct route between the Project site and Interstate 10 via Waterman Avenue and/or Interstate 215 via Mill Street to Waterman Avenue.

Although the Project's construction emissions of particulate matter (PM₁₀ and PM_{2.5}) would be less than significant, the following mitigation measures are recommended to further reduce the Project's less-than-significant impact.

MM AQ-3 The Project shall comply with the provisions of South Coast Air Quality Management District Rule 403, "Fugitive Dust." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving, grading, and equipment travel on unpaved roads. Prior to grading permit issuance, the City of San Bernardino shall verify that the following notes are specified on the grading plan. Project construction contractors shall be required to ensure compliance with the notes and permit periodic inspection of the construction site by City of San Bernardino staff or its designee to confirm compliance. These notes shall also be specified in bid documents issued to prospective construction contractors.

- a) All clearing, grading, earth-moving, and excavation activities shall cease when winds exceed 25 miles per hour.
- b) During grading and ground-disturbing construction activities, the construction contractor shall ensure that all unpaved roads, active soil stockpiles, and areas undergoing active

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

ground disturbance within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas by water truck, sprinkler system, or other comparable means, shall occur in the mid-morning, afternoon, and after work is done for the day.

- c) Temporary signs shall be installed on the construction site along all unpaved roads indicating a maximum speed limit of 15 miles per hour (MPH). The signs shall be installed before construction activities commence and remain in place for the duration of construction activities that include vehicle activities on unpaved roads.
- d) The cargo area of all vehicles hauling soil, sand, or other loose earth materials shall be covered.

MM AQ-4 The Project shall comply with the provisions of South Coast Air Quality Management District Rule 1186 “PM10 Emissions from Paved and Unpaved Roads and Livestock Operations” and Rule 1186.1, “Less-Polluting Street Sweepers” by complying with the following requirements. To ensure and enforce compliance with these requirements and reduce the release of criteria pollutant emissions into the atmosphere during construction, prior to grading and building permit issuance, the City of San Bernardino shall verify that the following notes are included on the grading and building plans. Project construction contractors shall be required to ensure compliance with the notes and permit periodic inspection of the construction site by City of San Bernardino staff or its designee to confirm compliance. The notes also shall be specified in bid documents issued to prospective construction contractors.

- a) If visible dirt or accumulated dust is carried onto paved roads during construction, the contractor shall remove such dirt and dust at the end of each work day by street cleaning.
- b) Street sweepers shall be certified by the South Coast Air Quality Management District as meeting the Rule 1186 sweeper certification procedures and requirements for PM10-efficient sweepers. All street sweepers having a gross vehicle weight of 14,000 pounds or more shall be powered with alternative (non-diesel) fuel or otherwise comply with South Coast Air Quality Management District Rule 1186.1.

Impact Analysis for Operational Emissions

The proposed Project would be operated as a logistics warehouse facility. Operational activities at logistics centers generate air pollutant emissions from vehicular travel, usage of cargo handling equipment, landscape maintenance, application of architectural coatings, and the use of electricity and natural gas. Long term operational emissions associated with the Project are presented in Table 3, *Summary of Peak Operational Emissions*.

As summarized in Table 3, Project-related operational emissions of VOC, NO_x, CO, SO_x, PM₁₀ and PM_{2.5} would not exceed SCAQMD regional criteria thresholds. Accordingly, the Project would not emit substantial concentrations of these pollutants during long-term operation and would not contribute to an existing or projected air quality violation. Impacts associated with long-term emissions of VOC, NO_x, CO, SO_x, PM₁₀ and PM_{2.5} would be less than significant and mitigation is not required.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

Table 3 Summary of Peak Operational Emissions

Operational Activities – Summer Scenario	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Source	19.44	4.50e-4	0.05	--	1.70e-4	1.70e-4
Energy Source	0.02	0.21	0.17	1.24e-3	0.02	0.02
Mobile (Trucks)	2.48	39.18	24.94	0.10	3.58	1.45
Mobile (Passenger Cars)	1.70	1.72	25.24	0.06	5.18	1.39
On-Site Equipment	0.45	6.58	1.89	6.68e-3	0.21	0.20
Maximum Daily Emissions	24.09	47.69	52.29	0.17	8.99	3.06
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Operational Activities – Winter Scenario	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Source	19.44	4.50e-4	0.05	--	1.70e-4	1.70e-4
Energy Source	0.02	0.21	0.17	1.24e-3	0.02	0.02
Mobile (Trucks)	2.56	40.76	26.96	0.10	3.58	1.45
Mobile (Passenger Cars)	1.58	1.83	21.58	0.05	5.18	1.39
On-Site Equipment	0.45	6.58	1.89	6.68e-3	0.21	0.20
Maximum Daily Emissions	24.05	49.38	50.65	0.16	8.99	3.06
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: (Urban Crossroads, 2014a, Table 3-6)

Mitigation for Operational-Related Emissions

Although the Project’s construction emissions of NO_x would be less than significant, the following mitigation measures are recommended to further reduce the Project’s less-than-significant impact.

MM AQ-5 Legible, durable, weather-proof signs shall be placed at truck access gates, loading areas, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than five (5) minutes; and 3) telephone numbers of the building facilities manager and the CARB to report violations. Prior to occupancy permit issuance, the City of San Bernardino shall conduct a site inspection to ensure that the signs are in place.

MM AQ-6 Prior to the issuance of building permits, the City of San Bernardino shall verify that the parking lot striping and security gating plan allows for adequate truck stacking at gates to prevent queuing of trucks outside the property.

MM AQ-7 Prior to the issuance of occupancy permits, the City of San Bernardino shall verify that a sign has been installed at each exit driveway, providing directional information to the City’s truck route. Text on the sign shall read “To Truck Route” with a directional arrow.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

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- 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 that exceed quantitative thresholds for ozone precursors)?**
-

Finding: Less-than-Significant Impact with Mitigation Incorporated

Source: (SCAQMD, 2013; Urban Crossroads, 2014a; Urban Crossroads, 2014b)

The Project area is located in the SCAB, which is designated as a non-attainment area for ozone and PM₁₀ and PM_{2.5}. The evaluation of Project-specific air pollutant emissions presented in the preceding analysis under Issue III(b) demonstrates that the Project would not exceed any applicable thresholds that are designed to assist the region in attaining the applicable state and national ambient air quality standards, with the application of required mitigation measures. Furthermore, as described under the response to Issue III(b), the Project would comply with the mandatory requirements of SCAQMD's Rule 403 (fugitive dust control) during construction, as well as all other adopted AQMP emissions control measures. The Project also would be required to comply with California Code of Regulations Title 13, Division 3, and specifically its Chapter 1, Article 4.5, Section 2025, "Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants, from In-Use Heavy-Duty Diesel-Fueled Vehicles" and its Chapter 10, Article 1, Section 2485, "Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling." Compliance with all these measures, which are imposed on all development projects in the SCAB, would minimize emissions of ozone precursors and PM₁₀ and PM_{2.5}.

SCAQMD considers all individual project air pollutant emissions that exceed the SCAQMD regional thresholds to also be cumulatively considerable. Conversely, if a project does not exceed the SCAQMD regional thresholds, then SCAQMD considers that project's air pollutant emissions to be less than cumulatively considerable. As described above under the response to Issue III(b), the Project would not exceed SCAQMD regional thresholds for any criteria pollutant, including air pollutants for which the Project region is in non-attainment of applicable Federal and State standards (i.e., ozone and its precursors, PM₁₀ and PM_{2.5}), after the application of required mitigation. Therefore, the Project's operational air emissions would be less than cumulatively considerable.

Mitigation

Mitigation Measures MM AQ-1 and MM AQ-2 shall apply.

-
- d) **Expose sensitive receptors to substantial pollutant concentrations?**
-

Finding: Less-than-Significant Impact with Mitigation Incorporated

Source: (SCAQMD, 2013; Urban Crossroads, 2014a; Urban Crossroads, 2014b; Urban Crossroads, 2014c)

The following provides an analysis of the Project's potential to expose sensitive receptors in the immediate vicinity of the Project site to substantial pollutant concentrations during Project construction and long-term operation. For a detailed description of the health effects of air pollutants refer to Section 2.6 of the Project's Air Quality Report (*Technical Appendix A*). The following analysis is based on the applicable significance thresholds established by the SCAQMD. This analysis assumes that the proposed Project would comply with applicable, mandatory regional air quality standards, including: SCAQMD Rule 403, "Fugitive Dust;" SCAQMD Rule 431.2, "Sulfur Content of Liquid Fuels;" SCAQMD Rule 1113, "Architectural Coatings;" SCAQMD Rule 1186, "PM10 Emissions from Paved and Unpaved Roads, and Livestock Operations;"

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

SCAQMD Rule 1186.1, “Less-Polluting Street Sweepers,” and Title 13, Chapter 10, Section 2485, Division 3 of the California Code of Regulations “Airborne Toxic Control Measure.”

Impacts Analysis for Construction Localized Emissions

Sensitive receptors in the immediate vicinity of the Project site, including but not limited to the residential land use located immediately to the north of the Project site, would be exposed to localized emissions (e.g. construction tailpipe emissions, dust) during Project construction. The most intensive construction activities on-site would occur during site preparation and grading. Table 4 and Table 6 summarize the estimated localized air pollutant emission concentrations associated with proposed preparation and grading of the Project site, respectively.

As summarized in Table 4, the Project would exceed the SCAQMD’s localized significant threshold for PM₁₀ emissions during the site preparation phase of construction, but site preparation activities would not exceed the applicable localized significance thresholds for NO_x, CO, or PM_{2.5}. Implementation of Mitigation Measures MM AQ-1 and MM AQ-2 would reduce localized emissions of PM₁₀ during site preparation construction activities to less-than-significant levels (refer to Table 5, *Localized Emissions for Site Preparation (With Mitigation)*).

As summarized in Table 6, the Project’s emissions of NO_x, CO, PM₁₀, and PM_{2.5} would not exceed the SCAQMD’s significance thresholds during the grading phase of construction. Accordingly, proposed construction of the Project would not expose sensitive receptors in the vicinity of the Project site to substantial pollutant concentrations. Impacts would be less than significant.

Mitigation for Construction Localized Emissions

Mitigation Measures MM AQ-1 and MM AQ-2 shall apply.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

Table 4 Localized Emissions for Site Preparation

Site Preparation	CO		NO ₂	PM ₁₀	PM _{2.5}
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours (Construction)	
Peak Day Localized Emissions	0.526	0.381	0.020	10.90	7.39
Background Concentration ^A	4.80	1.70	0.072		
Total Concentration	5.33	2.08	0.09	10.90	7.39
SCAQMD Localized Significance Threshold	20	9	0.18	10.4	10.4
Threshold Exceeded?	NO	NO	NO	YES	NO

Note: Refer to Appendix A of the Air Quality Impact Analysis (*Technical Appendix A*) for the CalEEMod™ output files and additional hand calculations for the estimated emissions. Source: (Urban Crossroads, 2014a, Table 3-8)

Table 5 Localized Emissions for Site Preparation (With Mitigation)

Site Preparation	CO		NO ₂	PM ₁₀	PM _{2.5}
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours (Construction)	
Peak Day Localized Emissions	0.351	0.255	0.010	9.00	5.70
Background Concentration ^A	4.80	1.70	0.072		
Total Concentration	5.15	1.96	0.08	9.00	5.70
SCAQMD Localized Significance Threshold	20	9	0.18	10.4	10.4
Threshold Exceeded?	NO	NO	NO	NO	NO

Note: Refer to Appendix A of the Air Quality Impact Analysis (*Technical Appendix A*) for the CalEEMod™ output files and additional hand calculations for the estimated emissions. Source: (Urban Crossroads, 2014a, Table 3-10)

Table 6 Localized Emissions for Grading

Grading	CO		NO ₂	PM ₁₀	PM _{2.5}
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours (Construction)	
Peak Day Localized Emissions	0.490	0.355	0.026	5.56	7.10
Background Concentration ^A	4.80	1.70	0.072		
Total Concentration	5.29	2.06	0.10	5.56	7.10
SCAQMD Localized Significance Threshold	20	9	0.18	10.4	10.4
Threshold Exceeded?	NO	NO	NO	NO	NO

Note: Refer to Appendix A of the Air Quality Impact Analysis (*Technical Appendix A*) for the CalEEMod™ output files and additional hand calculations for the estimated emissions. Source: (Urban Crossroads, 2014a, Table 3-9)

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

Impact Analysis for Operational Localized Emissions

The Project’s estimated operational localized emissions are presented in Table 7, *Summary of Operational Localized Emissions*. As shown, estimated Project-related long-term operational emissions would not exceed the localized thresholds established by the SCAMQD. Accordingly, long-term operation of the Project would not result in the exposure of any sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant and no mitigation would be required.

Table 7 Summary of Operational Localized Emissions

Operational Activity	Emissions (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	8.92	4.62	0.67	0.36
SCAQMD Localized Threshold	270	1,746	4	2
Threshold Exceeded?	NO	NO	NO	NO

Note: Refer to Appendix A of the Air Quality Impact Analysis (*Technical Appendix A*) for the CalEEMod™ output files and additional hand calculations for the estimated emissions.

Source: (Urban Crossroads, 2014a, Table 3-12)

CO “Hot Spot”

Localized areas where ambient CO concentrations exceed the CAAQS and/or NAAQS are termed CO “hot spots.” Emissions of CO are produced in greatest quantities from motor vehicle combustion and are usually concentrated at or near ground level because they do not readily disperse into the atmosphere, particularly under cool, stable (i.e., low or no wind) atmospheric conditions. Consequently, the highest CO concentrations are generally found within close proximity to congested intersection locations.

Carbon monoxide decreased dramatically in the SCAB with the introduction of the catalytic converter in 1975. No CO concentrations in excess of the CAAQS and/or NAAQS have been recorded at monitoring stations in the SCAB for at least the last three (3) years and the SCAB is currently designated as a CO attainment area for both the CAAQS and NAAQS. Table 2-3 of the Air Quality Impact Analysis (*Technical Appendix A*) indicates that the maximum CO levels over the last three (3) years are 4.8 parts per million (ppm) (1-hour average) and 1.7 ppm (8-hour average) as compared to the CAAQS threshold of 20 ppm (1-hour average) and 9.0 ppm (8-hour average) and the NAAQS threshold of 35 ppm (1-hour average) and 9.0 ppm (8-hour average) (Urban Crossroads, 2014a, p. 14). Based on the Project’s estimated CO emission levels during construction activities and long-term operation, CO levels at intersections that would receive Project-related traffic would not rise to such a degree so as to exceed the CAAQS and/or NAAQS thresholds.

Regardless, for purposes of providing a conservative, worst-case impact analysis, the potential for the proposed Project to cause or contribute to CO hotspots was evaluated by comparing the study area intersections that would receive Project traffic (both intersection geometry and traffic volumes) with prior studies conducted by the SCAQMD in support of their AQMPs. In the 2003 AQMP, the SCAQMD evaluated CO concentrations at four (4) busy intersections in the City of Los Angeles that were determined to be the most congested intersections in the SCAB. Each of the evaluated intersections were primary thoroughfares, some of which were located near major freeway on/off ramps, and experienced traffic volumes of approximately 100,000 vehicles per day. The SCAQMD’s hot spot analysis at these busy intersections did not predict any violation of CO

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

standards. Based on an analysis of the intersections in the Project's study area, Urban Crossroads determined that none of the intersections in the Project's study area would be subject to the extreme traffic volumes and vehicle congestion of the intersections modeled by the SCAQMD in the 2003 AQMP (Urban Crossroads, 2014a, p. 44). Furthermore, a study prepared by the Bay Area Air Quality Management District (BAAQMD) determined that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO "Hot Spot" impact. The proposed Project would only generate 722 total vehicle trips over an entire day (976 Passenger Car Equivalent trips) and would not remotely approach the volume of hourly traffic required to generate a CO "Hot Spot" (Urban Crossroads, 2014a, p. 44). Therefore, Project-related vehicular emissions would not create a CO "hot spot" and would not substantially contribute to an existing or projected CO "hot spot". Impacts would be less than significant and mitigation is not required.

Diesel Particulate Emissions

The Project's operational activities would generate/attract diesel-fueled trucks. Diesel trucks produce diesel particulate matter (DPM), which is known to be associated with health hazards, including cancer. To evaluate the Project's potential to expose nearby sensitive receptors to substantial amounts of DPM during long-term operation, a Mobile Source Health Risk Assessment was prepared for the proposed Project (*Technical Appendix B*).

Project-related DPM health risks were evaluated under three (3) receptor scenarios, which are described below. Detailed air dispersion model outputs and risk calculations are presented in Appendices 5.1 and 5.2, respectively, of *Technical Appendix B*.

At the maximally exposed individual receptor (MEIR) (the residential land use immediately to the north of the Project site), the maximum cancer risk attributable to the proposed Project's DPM emissions is calculated to be 1.51 in one million (assuming that the resident(s) at this property would stay at their home 24 hours per day, seven (7) days per week, 365 days per year, for 70 years). A cancer risk of 1.51 in one million would not exceed the SCAQMD cancer risk threshold of 10 in one million (Urban Crossroads, 2014c, p. 7). At this same location, the non-cancer health risk index attributable to the proposed Project would be 0.001, which would not exceed the SCAQMD non-cancer health risk index of 1.0 (Urban Crossroads, 2014c, p. 7). Accordingly, long-term operations at the Project site would not directly cause or contribute in a cumulatively considerable manner to the exposure of residential receptors to substantial DPM emissions. Therefore, the Project would result in less-than-significant impacts and no mitigation is required.

At the maximally exposed individual worker (MEIW), modeled at the intersection of Mill Street and South Waterman Avenue 0.25-mile to the southwest of the Project site, the maximum cancer risk attributable to the proposed Project's DPM emissions is calculated to be 0.32 in one million, which would not exceed the SCAQMD cancer risk threshold of 10 in one million (Urban Crossroads, 2014c, p. 7). The MEIW analysis assumes the employees would work in the Project area for 40 years. At this same location, the non-cancer health risk index attributable to the proposed Project would be 0.001, which would not exceed the SCAQMD non-cancer health risk index of 1.0 (Urban Crossroads, 2014c, pp. 7-8). Accordingly, long-term operations at the Project site would not directly cause or contribute in a cumulatively considerable manner to the exposure of nearby workers to substantial DPM emissions. Therefore, the Project would result in less-than-significant impacts and no mitigation is required.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

At the maximally exposed individual school child (MEISC), the maximum cancer risk attributable to the proposed Project's DPM emissions is calculated to be 0.139 in one million and the non-cancer health risk index attributable to the proposed Project's DPM emissions would be 0.00069 (Urban Crossroads, 2014c, p. 8). Both the estimated cancer risk and non-cancer health risk index would not exceed SCAQMD thresholds of significance (10 in one million and 1.0, respectively). Accordingly, long-term operations at the Project site would not directly cause or contribute in a cumulatively considerable manner to the exposure of nearby school child receptors to substantial DPM emissions. Therefore, the Project would result in less-than-significant impacts and no mitigation is required.

Conclusion

As indicated in the above analysis, the Project would not expose sensitive receptors to substantial localized emissions during construction of operation. Impacts would be less than significant and no mitigation is required.

e) Create objectionable odors affecting a substantial number of people?

Finding: Less-than-Significant Impact

Source: (Urban Crossroads, 2014a)

The Project could produce odors during proposed construction activities resulting from construction equipment exhaust, application of asphalt, and/or the application of architectural coatings; however, standard construction practices would minimize the odor emissions and their associated impacts. Furthermore, any odors emitted during construction would be temporary, short-term, and intermittent in nature, and would cease upon the completion of the respective phase of construction. In addition, construction activities on the Project site would be required to comply with SCAQMD Rule 402, which prohibits the discharge of odorous emissions that would create a public nuisance. Accordingly, the proposed Project would not create objectionable odors affecting a substantial number of people during construction, and short-term impacts would be less than significant.

During long-term operation, the proposed Project would include warehouse distribution land uses, which are not typically associated with objectionable odors. The temporary storage of refuse associated with the proposed Project's long-term operational use could be a potential source of odor; however, Project-generated refuse is required to be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations, thereby precluding any significant odor impact. Furthermore, the proposed Project would be required to comply with SCAQMD Rule 402, which prohibits the discharge of odorous emissions that would create a public nuisance, during long-term operation. As such, long-term operation of the proposed Project would not create objectionable odors affecting a substantial number of people.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

IV. BIOLOGICAL RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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, regulations, or by the California Department of Fish and Wildlife or U.S. 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 checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis

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 Wildlife or U.S. Fish and Wildlife Service?

Finding: Less-than-Significant Impact

Source: (RBF, 2014; RBF 2015)

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

No special-status species plant or animal species were observed on the Project site during a field survey conducted by RBF on July 24, 2014. Because of historic (dating to approximately 1901) and on-going development and disturbance on the Project site, the Project site does not contain suitable habitat for sensitive biological resources and has a low potential to support sensitive plant or animal species known to occur within the general area, including the burrowing owl (RBF, 2014, pp. 16-19; RBF, 2015, n.p.). Refer to Threshold IVd. (below) for further discussion of potential impacts to the burrowing owl. Accordingly, the Project would not have a substantial adverse effect on any species identified as a candidate, sensitive, or special status species. Impacts would be less-than-significant and no mitigation is required.

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 Wildlife or U.S. Fish and Wildlife Service?

Finding: Less-than-Significant Impact

Source: (RBF, 2014)

RBF observed three (3) distinct vegetative/habitat types on the Project site during a field survey conducted on July 24, 2014: Ruderal, Disturbed, and Developed (RBF, 2014, p. 11). None of the observed on-site vegetation types are considered riparian habitats, nor are any of the habitats on the Project site identified as sensitive natural communities in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Service (USFWS).

The Project would construct an off-site storm drain outlet within the Twin Creek Channel. The Twin Creek Channel qualifies as both “Waters of the U.S.” and “Waters of the State,” and, therefore, falls under the jurisdictional authority of the United States Army Corps of Engineers (Corps), Regional Water Quality Control Board (RWQCB), and the CDFW. The storm drain outlet would be installed above the Ordinary High Water Mark of the Channel and, therefore, would be exempt from having to obtain regulatory approvals from the Corps and RWQCB. However, the storm drain outlet would be installed within an area under the jurisdictional authority of the CDFW and would require CDFW approval of a Section 1602 Streambed Alteration Agreement pursuant to State law. The Project’s mandatory compliance with the Section 1602 Streambed Alteration Agreement would ensure that construction of the proposed storm drain outlet would not result in a substantial, adverse effect to the Channel or its downstream areas. Furthermore, the proposed storm drain outlet would only receive water during rain events and is not expected to result in any appreciable increase in discharge into the downstream Santa Ana River that could adversely affect downstream natural habitats (RBF, 2014, pp. 15-16). No temporary or permanent impacts to the Twin Creek Channel would occur from the proposed removal of a railroad bridge that spans the channel because no physical disturbance would occur to the Channel associated with bridge removal. The majority of the bridge removal work would be performed from the bridge deck spanning the Channel. The deck is proposed to be removed working from one side of the bridge back toward the other side to allow for the bridge deck to serve as a working platform. Once the wood framing has been removed, fastening points would be cut and the bridge beams spanning the Channel would be rigged and hoisted to a staging area alongside the Channel to await transport off-site. The concrete abutment that is an integral part of the Channel will remain in place and there would be no affect to any riparian habitat. Accordingly, implementation of the Project would not result in a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CFFW or USFWS. The Project would result in a less-than-significant impact.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

Mitigation

Although the Project's impacts to sensitive communities protected by CDFW policies and regulations would be less than significant, Mitigation Measure MM BI-1 is recommended to ensure that compliance with applicable regulations occurs prior to construction.

MM BI-1 The Project Applicant shall obtain a Section 1602 Streambed Alteration Agreement from the California Department of Fish and Wildlife (CDFW) for the installation of a drainage outlet within the Twin Creek Channel. Prior to the issuance of permits for improvements within the Twin Creek Channel, the Project Applicant shall provide evidence to the City of San Bernardino Community Development Department that a Section 1602 Streambed Alteration Agreement has been issued for the Project.

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?**

Finding: Less-than-Significant Impact

Source: (RBF, 2014)

The Project site does not contain any federally protected aquatic resources, including marshes, vernal pools, or coast line (RBF, 2014, pp. 11-13). The Project would construct an off-site storm drain outlet within the Twin Creek Channel, which meets the criteria for "Waters of the U.S." and, therefore, falls under the jurisdictional authority of the United States Army Corps of Engineers (Corps). However, the storm drain outlet would be installed above the Ordinary High Water Mark of the Channel and, therefore, would be exempt from having to obtain regulatory approvals from the Corps. Furthermore, the proposed storm drain outlet would only receive water during rain events and is not expected to result in any appreciable increase in discharge into the downstream Santa Ana River that could adversely affect downstream natural habitats. (RBF, 2014, pp. 15-16) No temporary or permanent impacts to the Twin Creek Channel would occur from the proposed removal of a railroad bridge that spans the channel because no physical disturbance would occur to the Channel associated with bridge removal. The concrete abutment that is an integral part of the Channel will remain in place and there would be no affect to any federally protected wetlands. Accordingly, the Project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act. Impacts would be less than significant.

d) **Interfere substantially with the movement of any native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

Finding: Less-than-Significant Impact with Mitigation Incorporated

Source: (RBF, 2014; RBF 2015)

The Project site is highly disturbed, is partially developed under existing conditions, and does not support a diversity of native vegetation or wildlife. Developed areas surrounding the Project site block any terrestrial wildlife movement from the north, south, east or west. The Twin Creek Channel is located adjacent to the Project's eastern/southeastern boundary; however, the Channel is completely improved under existing conditions (i.e., concrete-lined) and does not support natural habitat or serve as a wildlife movement corridor. Accordingly, the Project would not disrupt wildlife movement in the Project area.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

The proposed Project would result in the removal of vegetation (i.e., trees and shrubs) on a portion of the Project site with the potential to support nesting migratory birds that are protected by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code. The Project's potential to impact nesting migratory birds is a significant direct impact for which mitigation is required.

RBF did not observe the burrowing owl on the Project site during a site survey on July 24, 2014 (RBF, 2014, p. 14). RBF also did not observe any burrowing owl burrows or signs of burrowing owl use of the property (i.e., direct observation, aural detection, pellets, white wash, feathers, or prey remains) during a site survey conducted on January 8, 2015. Because of on-going human activities on the Project site (including operation of commercial and industrial businesses, a residence, and routine diking of undeveloped areas), the burrowing owl is presumed absent from the Project site (RBF, 2015, n.p). Regardless, out of an abundance of caution, this MND recommends mitigation to preclude potential impacts to the burrowing owl and ensure compliance with the MBTA and California Fish and Game Code.

Mitigation

MM BI-2 No sooner than 30 days prior to and no later than 14 days prior to grading activities, a qualified biologist shall conduct a survey of the Project's proposed impact footprint and make a determination regarding the presence or absence of the burrowing owl. A second survey shall be conducted within 24 hours prior to ground disturbing activities. The determination shall be documented in a report and shall be submitted, reviewed, and accepted by the City of San Bernardino Community Development Department prior to the issuance of a grading permit and subject to the following provisions:

- a) In the event that the pre-construction survey identifies no burrowing owls in the impact area, a grading permit may be issued without restriction.
- b) In the event that the pre-construction survey indicates the Project's proposed impact footprint is occupied by burrowing owl, then prior to the issuance of a grading permit and prior to the commencement of ground-disturbing activities on the property, a qualified biologist shall develop a mitigation strategy in accordance with the California Department of Fish and Wildlife *Staff Report on Burrowing Owl Mitigation* (dated March 7, 2012), which may include passive or active relocation of burrowing owls. Passive relocation, including the required use of one-way doors to exclude owls from the site and the collapsing of burrows, will occur if the biologist determines that the proximity and availability of alternate habitat is suitable for successful passive relocation. Passive relocation shall follow CDFW relocation protocol and shall only occur between September 15 and February 1. If proximate alternate habitat is not present as determined by the biologist, active relocation shall follow CDFW relocation protocol. The biologist shall confirm in writing that the species has fledged the site or been relocated prior to the issuance of a grading permit.

MM BI-3 Prior to the issuance of grading permits, a nesting migratory bird survey shall be completed in accordance with the following requirements:

- a) A migratory nesting bird survey of the Project's impact footprint shall be conducted by a qualified biologist within three (3) days prior to initiating vegetation clearing or ground disturbance.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

- b) A copy of the migratory nesting bird survey results report shall be provided to the City of San Bernardino Community Development Department. If the survey identifies the presence of active nests, then the qualified biologist shall provide the Community Development Department with a copy of maps showing the location of all nests and an appropriate buffer zone around each nest sufficient to protect the nest from direct and indirect impact. The size and location of all buffer zones, if required, shall be subject to review and approval by the Community Development Department and shall be no less than a 300-foot radius around the nest for non-raptors and a 500-foot radius around the nest for raptors. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist verifies that the nests are no longer occupied and the juvenile birds can survive independently from the nests.

e) **Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

Finding: Less-than-Significant Impact

Source: (San Bernardino, 2009; RBF, 2014)

City of San Bernardino Ordinance MC-1027 and MC-682 (Municipal Code, Title 15, Chapter 15.34) prohibits the removal and/or destruction of more than five (5) trees from a development site within a 36-month period without first being issued a tree removal permit by the City. Per the Municipal Code, a written application must be filed with the City prior to the destruction or removal of the trees and the City will issue a permit to allow the removal of the trees if the City can make findings that the trees can be removed without detriment to the environment and welfare of the community. The Project site contains ornamental landscaping associated with the existing commercial, industrial, and residential uses on the site, including more than five (5) trees. Prior to removal of these trees from the site, the Project Applicant would be required to comply with the provisions of Chapter 15.34 of the City of San Bernardino Municipal Code. Mandatory compliance with the requirements of the Municipal Code would ensure the Project would not conflict with the City of San Bernardino's ordinances regarding tree removal. As such, a less than significant impact would occur.

The City of San Bernardino Municipal Code also contains hillside development management provisions to ensure that development does not adversely affect the natural and topographic character of existing hillsides and also preserves native plant materials and natural hydrology (Municipal Code, Title 19, Chapter 19.17). The Project site is relatively flat and located in a low-lying portion of the City. The Project site is not located on or near any hillside or ridgeline and is not located within the City's Hillside Management Overlay District. Accordingly, implementation of the Project has no potential to conflict with the City of San Bernardino's ordinances and policies related to hillside development

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Finding: No Impact

Source: (RBF, 2014)

The Project site is not located within the boundaries of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, no impact would occur.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

V. CULTURAL RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) 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"/>
d) Disturb any human remains, including those interred outside formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Section 15064.5?

Finding: Less-than-Significant Impact

Source: (BCR Consulting, 2014)

Based on a review of aerial photography, the Project site has been sporadically used for agriculture, residential, and commercial land uses, often with a combination of concurrent uses, since 1901. The Project site also contains a portion of the former alignment of the Pacific Electric railroad (although all tracks have been removed from the subject property). The use of the property prior to 1901 is not known. Under existing conditions, the Project site contains a vacant commercial building and storage area (formerly operated by a building materials supply company), a commercial building and storage yard occupied by an active truck repair business, a commercial building occupied by an active bail bond business, and one residence. The remainder of the Project site is undeveloped and subject to routine disturbance as part of maintenance activities (i.e., discing). The Project’s off-site improvement area features a bridge structure that was historically utilized by the Pacific Electric railroad.

A cultural resources assessment of the Project site was conducted by BCR Consulting in September 2014. Based on the site assessment, BCR Consulting determined that three (3) historic-period resources are present on the Project site and the Project’s off-site impact area: the historic segment of the Pacific Electric Railway (including the off-site bridge structure), the commercial building at 237 South Waterman Avenue, and the residential building at 225 South Waterman Avenue. However, BCR concluded that the all of the observed historic features on the Project site and off-site improvement area are not eligible for inclusion on the California Register of Historical Resources because: 1) they are not associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; 2) they are not associated with the lives of persons important to local, California or national history; 3) they do not embody the distinctive characteristics of

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

a type, period, region or method of construction or represent the work of a master or possess high artistic values; and 4) they have not yielded, nor do they have the potential to yield, information important to the prehistory or history of the local area, California, or the nation. As such, there are no structures or features present that could be considered a historical resource pursuant to CEQA Guidelines §15064.5(a). (BCR Consulting, 2014, pp. 11-12) Based on the foregoing analysis, the proposed Project would result in a less-than-significant impact to historic resources as defined by CEQA Guidelines §15064.5(a) and mitigation is not required.

b) Cause a substantial adverse change in the significance of an archaeological resource as defined in CEQA Section 15064.5?

Finding: Less-than-Significant Impact with Mitigation Incorporated

Source: (BCR Consulting, 2014)

Based on the results of a field survey and records search conducted by BCR Consulting, the Project site does not contain any recorded or known archaeological resources (BCR Consulting, 2014, p. 9). Furthermore, due to the Project site's partially developed condition and the past and on-going disturbances on the undeveloped portions of the site (i.e., discing for weed abatement), the potential for subsurface archaeological deposits to be present at the Project site is considered low (BCR Consulting, 2014, p. 13). Regardless, there is a remote potential to uncover archaeological resources during excavation and/or grading activities on the Project site. If significant resources as defined in California Code of Regulations §15064.5 are unearthed, they could be significantly impacted if not appropriately treated. The Project's potential to impact previously undiscovered prehistoric archaeological resources, which could result in an adverse change in the significance of the resources pursuant to California Code of Regulations § 15064.5, is a significant impact for which mitigation is required.

Implementation of MM CR-1 and MM CR-2 would ensure that an archaeological monitoring program is implemented during ground disturbing activities, and would ensure that any archaeological resources that may be uncovered are appropriately treated as recommended by a qualified archaeologist. With implementation of the required mitigation, the Project's potential impact to archaeological resources would be reduced to the maximum extent feasible and would be less than significant.

Mitigation

MM CR-1 Prior to the issuance of a grading permit, the Project Applicant or construction contractor shall provide evidence to the City of San Bernardino Community Development Department that the construction site supervisors and crew members involved with grading and trenching operations are trained to recognize archaeological resources should such resources be unearthed during ground-disturbing construction activities. If a suspected archaeological resource is identified on the property, the construction supervisor shall be required by his contract to immediately halt and redirect grading operations in a 100-foot radius around the find and seek identification and evaluation of the suspected resource by a professional archaeologist. This requirement shall be noted on all grading plans and the construction contractor shall be obligated to comply with the note. The archaeologist shall evaluate the suspected resource and make a determination of significance pursuant to California Public Resources Code Section 21083.2. If the resource is significant, Mitigation Measure MM-CR-2 shall apply.

MM CR-2 If a significant archaeological resource(s) is discovered on the property, ground disturbing activities shall be suspended 100 feet around the resource(s). The archaeological monitor and a

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

representative of the appropriate Native American Tribe(s), the Project Applicant, and the City of San Bernardino Community Development Department shall confer regarding mitigation of the discovered resource(s). A treatment plan shall be prepared and implemented by the archaeologist to protect the identified archaeological resource(s) from damage and destruction. A final report containing the significance and treatment findings shall be prepared by the archaeologist and submitted to the City of San Bernardino Community Development Department and the San Bernardino Archaeological Information Center.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Finding: Less-than-Significant Impact with Mitigation Incorporated

Source: (BCR Consulting, 2014)

The Project site does not contain any known unique geologic features, and no paleontological resources or sites were observed by the Project archaeologist during field investigations (BCR Consulting, 2014, p. 9). However, the Project site may be underlain at depth (i.e., 10 feet or more beneath the existing ground surface) with Pleistocene-age alluvium soils, which are documented as having a high potential to contain significant non-renewable paleontologic resources, depending upon its lithology and depositional context. It cannot be determined from available geologic mapping at what depths such Pleistocene-era sediments might be encountered, if present beneath the Project site; however, Pleistocene-era sediments have been encountered on other properties in the Project vicinity at depths of 10 feet below the ground surface. (BCR Consulting, 2014, Appendix B) In the event that Pleistocene-age alluvium soils are present below the ground surface within the Project impact footprint and in the event that excavations associated with the Project disturb Pleistocene-age soils, the Project could result in impacts to paleontological resources that may exist below the ground surface if they are unearthed and not properly treated. The Project's potential to directly or indirectly destroy unique paleontological resources buried beneath the ground surface is therefore a significant impact and mitigation is required.

Mitigation Measures MM CR-3 and MM CR-4 would ensure the proper identification and subsequent treatment of any paleontological resources encountered during ground-disturbing activities associated with implementation of the proposed Project. Therefore, with implementation of Mitigation Measures MM CR-3 and MM CR-4, the Project's potential impacts related to paleontological resources would be reduced to less-than-significant.

Mitigation

MM CR-3 Prior to the issuance of a grading permit, the Project Applicant or construction contractor shall provide evidence to the City of San Bernardino Community Development Department that the construction site supervisors and crew members involved with grading and trenching operations are trained to recognize paleontological resources (fossils) should such resources be unearthed during ground-disturbing construction activities. If a suspected paleontological resource is identified, the construction supervisor shall be required by his contract to immediately halt and redirect grading operations in a 100-foot radius around the find and seek identification and evaluation of the suspected resource by a qualified paleontologist meeting the definition of a qualified vertebrate paleontologist given in the County of San Bernardino Development Code Section 82.20.040. This requirement shall be noted on all grading plans and the construction contractor shall be obligated to comply with the note. The significance of the discovered

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

resources shall be determined by the paleontologist. If the resource is significant, Mitigation Measure MM-CR-4 shall apply.

MM CR-4 If a significant paleontological resource is discovered on the property, discovered fossils or samples of such fossils shall be collected and identified by a qualified paleontologist meeting the definition of a qualified vertebrate paleontologist given in the County of San Bernardino Development Code Section 82.20.040. Significant specimens recovered shall be properly recorded, treated, and donated to the San Bernardino County Museum, Division of Geological Sciences, or other repository with permanent retrievable paleontologic storage. A final report shall be prepared and submitted to the City of San Bernardino that itemizes any fossils recovered, with maps to accurately record the original location of recovered fossils, and contains evidence that the resources were curated by an established museum repository.

d) Disturb any human remains, including those interred outside formal cemeteries?

Finding: Less-than-Significant Impact

Source: (BCR Consulting, 2014)

The Project site does not contain a cemetery and no known formal cemeteries are located within the immediate site vicinity. Field surveys conducted on the Project site did not identify the presence of any human remains and no human remains are known to exist beneath the surface of the site. (BCR Consulting, 2014, p. 9) Nevertheless, the remote potential exists that human remains may be unearthed during grading and excavation activities associated with Project construction.

If human remains are unearthed during Project construction, the construction contractor would be required by law to comply with California Health and Safety Code, Section 7050.5 “Disturbance of Human Remains.” According to Section 7050.5(b) and (c), if human remains are discovered, the County Coroner must be contacted and if the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, the Coroner is required to contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC). Pursuant to California Public Resources Code Section 5097.98, whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner, the NAHC is required to immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code Section 5097.94(k), the NAHC is authorized to mediate disputes arising between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials.

With mandatory compliance to California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, any potential impacts to human remains, including human remains of Native American descent, would be reduced to less than significant and mitigation is not required.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

VI. GEOLOGY AND SOILS – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

Impact Analysis

-
- a)(i) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?**
-

Finding: No Impact

Source: (Southern California Geotechnical, 2014a)

The Project site is not located within any Alquist-Priolo Earthquake Fault Zone, and no known faults underlie the site (Southern California Geotechnical, 2014a, p. 10). Because there are no known faults located on the Project site, there is no potential for the Project to expose people or structures to substantial adverse effects related to ground rupture. No impact would occur.

-
- a)(ii) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?**
-

Finding: Less-than-Significant Impact

Source: (CBC, 2013; San Bernardino, 2009, Title 15; Southern California Geotechnical, 2014a)

The Project site is located in a seismically active area of Southern California and is expected to experience moderate to severe ground shaking during the lifetime of the Project. This risk is not considered substantially different than that of other similar properties in the Southern California area. As a mandatory condition of Project approval, the Project would be required to construct the proposed warehouse building in accordance with the California Building Standards Code (CBSC), also known as California Code of Regulations (CCR), Title 24 (Part 2), and the City of San Bernardino Building Code, which is based on the CBSC with local amendments. The CBSC and City of San Bernardino Building Code provide standards that must be met to safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures, and have been specifically tailored for California earthquake conditions. In addition, the CBSC (Chapter 18) and the City of San Bernardino Building Code (Title 15) require development projects to prepare geologic engineering reports to identify site-specific geologic and seismic conditions and provide site-specific recommendations to preclude adverse effects involving unstable soils and strong seismic ground-shaking, including, but not limited to, recommendations related to ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems. The Project has prepared such a report, which is included at *Technical Appendix E* to this Initial Study, and the City would condition the Project to comply with the site-specific ground preparation and construction recommendations contained in this report. With mandatory compliance with these standard and site-specific design and construction measures, potential impacts related to seismic ground shaking would be less than significant. As such, the Project would not expose people or structures to substantial adverse effects, including loss, injury or death, involving seismic ground shaking. Impacts would be less-than-significant.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

a)(iii) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?

Finding: Less-than-Significant Impact

Source: (San Bernardino, 2005a, Figure S-5; San Bernardino, 2005b, Figure 5.5-6; Southern California Geotechnical, 2014a)

Liquefaction and seismically induced settlement typically occur in loose granular and low-plastic silt and clay soils with groundwater near the ground surface. The City of San Bernardino General Plan (Figure S-5) and General Plan EIR (Figure 5.5-6) identify the Project site as being located within an area with a “high” susceptibility for liquefaction. Southern California Geotechnical conducted a site-specific liquefaction analysis of the Project site and determined that the Project site contains potentially liquefiable soils at various depths ranging between 8 and 47 feet below the ground surface (Southern California Geotechnical, 2014a, p. 12). Laboratory testing conducted on Project site soils determined that liquefaction could cause up to 3.5 inches of settlement on the subject property, which is within the structural tolerances of a typical building constructed to the specifications of the Project (Southern California Geotechnical, 2014a, p. 13).

Regardless, as noted above under the response to Item VI(a)(2), the Project would be designed and constructed in accordance with the latest applicable seismic safety guidelines, including the standard requirements of the CBSC and City of San Bernardino Building Code. Furthermore, the Project would be required to comply with the site-specific grading and construction recommendations contained within the Project’s geotechnical report (*Technical Appendix E*), which the City would impose as conditions of Project approval, to further reduce the risk of seismic-related ground failure due to liquefaction. As such, implementation of the Project would result in less-than-significant impacts associated with seismic-related ground failure and/or liquefaction hazards.

a)(iv) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?

Finding: No Impact

Source: (San Bernardino, 2005a, Figure S-7; San Bernardino, 2005b, Figure 5.5-2; Southern California Geotechnical, 2014a)

The Project site is relatively flat, as is the surrounding area. There are no hillsides or steep slopes on the Project site or in the immediate vicinity of the site. According to the City of San Bernardino General Plan (Figure S-7) and the General Plan EIR (Figure 5.5-2), the Project site is located within an area of the City with no potential for landslides.

Overall topographic relief on the site is approximately 16 feet, or less than two percent (Southern California Geotechnical, 2014a, p. 5). The Project would not result in the creation of any new slopes on-site, with exception of the approximately 5-foot tall manufactured slopes around the perimeter of the proposed water quality/detention basin with a maximum slope gradient of 3:1, which would be engineered to maximize stability so as to not pose a threat to future site workers or the proposed warehouse building. Additionally, the Project would construct a retaining wall along a portion of the northern property boundary, which would be designed to accommodate projected loads, to maximize the stability of site soils and preclude landslides. No potential landslide risk to the Twin Creek Channel would occur from the proposed removal of a railroad bridge that spans the channel because the channel is concrete lined. Accordingly, development on the subject property would not

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

be exposed landslide risks, and the Project would not pose a landslide risk to surrounding properties. No impact would occur.

b) Result in substantial erosion or the loss of topsoil?

Finding: Less-than-Significant Impact

Source: (SCAQMD, 2005; Thienes, 2014a; Thienes, 2014b)

Implementation of the proposed Project has the potential to result in soil erosion. The analysis below summarizes the likelihood of the Project to result in substantial soil erosion during temporary construction activities and/or long-term operation.

Impact Analysis for Temporary Construction-Related Activities

Under existing conditions, the Project site is partially developed with a detached single family home, a truck repair business, a bail bonds business, and a vacant commercial building with an associated outbuilding. The undeveloped portions have been subject to routine maintenance activities (i.e., discing) and other activities (i.e., vehicle traffic to the developments in the interior of the site) which regularly disturbs on-site soils and subjects them to erosion. Proposed demolition, grading, and construction activities would expose underlying soils beneath the developed portions of the site and would continue to temporarily expose underlying soils on the undeveloped portions of the Project site. Exposed soils would be subject to erosion during rainfall events or high winds due to the removal of stabilizing vegetation and exposure of these erodible materials to wind and water.

Pursuant to the requirements of the State Water Resources Control Board, the Project Applicant is required to obtain a National Pollutant Discharge Elimination System (NPDES) permit for construction activities, including proposed grading. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation, that disturb at least one (1) acre of total land area. The City's Municipal Separate Storm Sewer System (MS4) NPDES Permit requires the Project Applicant to prepare and submit to the City for approval a Project-specific Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would identify a combination of erosion control and sediment control measures (i.e., Best Management Practices) to reduce or eliminate sediment discharge to surface water from storm water and non-storm water discharges during construction. In addition, the Project would be required to comply with SCAQMD Rule 403, which would reduce the amount of particulate matter in the air and minimize the potential for wind erosion. With mandatory compliance to the requirements noted in the Project's SWPPP, as well as applicable regulatory requirements, the potential for water and/or wind erosion impacts during Project construction would be less than significant and mitigation is not required.

Long-Term Operational Activities

Following construction, wind and water erosion on the Project site would be minimized, as the areas disturbed during construction would be landscaped or covered with impervious surfaces and drainage would be controlled through a storm drain system. Implementation of the Project would result in less long-term erosion and loss of topsoil than occurs under the site's existing conditions.

The City's MS4 NPDES Permit requires the Project Applicant to prepare and submit to the City for approval a Water Quality Management Plan (WQMP). The WQMP identifies an effective combination of erosion control and sediment control measures (i.e., Best Management Practices) to reduce or eliminate sediment discharge to

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

surface water from storm water and non-storm water discharges. The WQMP for the Project prepared by Thienes Engineering (included as *Technical Appendix H* to this Initial Study) incorporates a water quality/detention basin and underground infiltration chambers. These design features would be effective at removing silt and sediment from stormwater runoff, and the WQMP requires post-construction maintenance and operational measures to ensure on-going erosion protection. Compliance with the WQMP would be required as a condition of Project approval and long-term maintenance of on-site water quality features is required. Therefore, implementation of the proposed Project would not result in substantial erosion or loss of top soil during long-term operation. The Project's impact would be less than significant.

-
- c) **Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?**
-

Finding: Less-than-Significant Impact

Source: (San Bernardino, 2005a, Figure S-7; Southern California Geotechnical, 2014a)

The Project site is relatively flat and contains no substantial natural or man-made slopes. There is no evidence of landslides on or near the Project site, nor are there any exposed boulders that could result in rock fall hazards (San Bernardino, 2005a, Figure S-7). The proposed Project would not result in the creation of any new slopes on-site, with exception of the 5-foot tall slopes around the perimeter of the water quality/detention basin. The Project also would construct a retaining wall along a portion of the northern property boundary. Both the proposed manufactured slopes and the proposed retaining wall would be engineered for long-term stability and would be required to be constructed in accordance with the site-specific recommendations contained within the Project's geotechnical report prepared by Southern California Geotechnical (*Technical Appendix E*). Accordingly, the Project would result in less-than-significant impacts associated with landslides and rock fall hazards.

Based on laboratory testing of subsurface soils from the Project site, Southern California Geotechnical determined that near surface soils at the Project site have potential for shrinkage/subsidence and collapse (Southern California Geotechnical, 2014a, pp. 13-14). However, the Project's geotechnical report (*Technical Appendix E*) indicates that the site's shrinkage/subsidence and settlement potential would be attenuated through the proposed removal of near surface soils down to competent materials and replacement with properly compacted fill, which is included as a recommendation in the Project's geotechnical report (Southern California Geotechnical, 2014a, pp. 15-17). Through standard conditions of approval, the proposed Project would be required by the City to incorporate the recommendations contained within the Project geotechnical report into the grading plan for the Project. As such, implementation of the Project would result in less-than-significant impacts associated with soil shrinkage/subsidence and collapse.

Lateral spreading is primarily associated with liquefaction hazards. As noted above under the response to Item VI(a)(iii), the potential for liquefaction at the Project site would be low following the implementation of standard building requirements and the site-specific grading and construction recommendations contained within the Project's geotechnical report. Accordingly, with mandatory compliance with standard building requirements and the site-specific grading and construction recommendations contained within the Project's geotechnical report (*Technical Appendix E*), impacts associated with lateral spreading would be less than significant.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

d) Be located on expansive soil, creating substantial risks to life or property?

Finding: Less-than-Significant Impact

Source: (Southern California Geotechnical, 2014a)

Southern California Geotechnical conducted laboratory testing to evaluate the expansive characteristics of on-site soils. As described in the Project's geotechnical report, Southern California Geotechnical determined that on-site soils have a "very low" expansion potential (Southern California Geotechnical, 2014a, p. 14). Accordingly, the Project would not create substantial risks to life or property from exposure to expansive soils. Impacts would be less than significant.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

Finding: No Impact

Source: (Project Application Materials)

The Project does not propose the use of septic tanks or alternative waste water disposal systems. The Project would install domestic sewer infrastructure and connect to the City of San Bernardino Municipal Water Department (SBMWD) existing sewer conveyance and treatment system. Accordingly, no impact associated with septic tanks or alternative waste water systems would occur with implementation of the Project.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

VII. GREENHOUSE GAS EMISSIONS – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

In September 2006, Governor Schwarzenegger signed Assembly Bill (AB) 32, the California Climate Solutions Act of 2006. AB 32 requires that statewide greenhouse gas (GHG) emissions be reduced to 1990 levels by the year 2020. To reach that goal, AB 32 directed the California Air Resources Board (CARB) to develop and implement regulations to reduce statewide GHG emissions from stationary sources.

Because AB 32 is the primary plan, policy or regulation adopted in California to reduce GHG emissions, the proposed Project would have a significant impact if it does not comply with the regulations developed under AB 32. A numerical threshold for determining the significance of greenhouse gas emissions in the SCAB has not been established by the SCAQMD for projects where it is not the lead agency. Likewise, the City of San Bernardino has not adopted a threshold of significance for GHG emissions. As such, a screening threshold of 10,000 metric tons of carbon dioxide equivalent (MTCO_{2e}) per year for industrial land uses is utilized by City of San Bernardino to determine if an industrial project has the potential to generate substantial GHG emissions. This threshold is a widely accepted screening threshold used by the City and numerous jurisdictions in the SCAB, and is based on SCAQMD’s proposed GHG screening thresholds for industrial projects (Urban Crossroads, 2014b, p. 28). Based on guidance from the SCAQMD, if an industrial project would emit less than 10,000 MTCO_{2e} of GHGs per year, the project would not be considered a substantial GHG emitter, and no mitigation or additional analysis would be required. On the other hand, if an industrial project’s GHG emissions would exceed 10,000 MTCO_{2e} per year, the project would be considered a substantial source of GHG emissions and further quantitative analysis is required to analyze the project’s GHG impacts. (Urban Crossroads, 2014b, p. 30)

Because global climate change is the result of GHG emissions, and GHGs are emitted by innumerable sources worldwide, the proposed Project would not result in a direct impact to global climate change; rather, Project-related impacts to global climate change only could be significant on a cumulative basis. Therefore, the analysis below focuses on the Project’s potential to contribute to global climate change in a cumulatively considerable way.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Finding: Less-than-Significant Impact

Source: (Urban Crossroads, 2014b)

GHG emissions associated with the proposed Project would be primarily associated with vehicular traffic during long-term operation. In addition, Project’s construction activities, energy consumption, water consumption, solid waste generation, and equipment usage during long-term operation also would contribute to the Project’s overall generation of GHG emissions. The Project’s annual GHG emissions, including amortized construction emissions, are summarized in Table 8, *Total Annual Project Greenhouse Gas Emissions*. The methodology used to calculate the Project’s GHG emissions is described in detail in *Technical Appendix F*.

Table 8 Total Annual Project Greenhouse Gas Emissions

Emission Source	Emissions (metric tons per year)			
	CO ₂	CH ₄	N ₂ O	Total CO ₂ E
Annual construction-related emissions amortized over 30 years	23.88	0.004	--	23.97
Area	0.01	3.00e-5	--	0.01
Energy	445.25	0.02	5.15w-3	447.31
Mobile Sources (Trucks)	1,608.07	0.01	--	1,608.38
Mobile Sources (Passenger Cars)	741.90	0.04	--	742.66
On-site Equipment	82.68	0.02	--	83.20
Waste	82.05	4.85	--	183.88
Water Usage	355.32	3.26	0.08	448.53
Total CO₂E (All Sources)	3,537.94			

Source: CalEEMod™ model output, See Appendix 3.1 for detailed model outputs.
Note: Totals obtained from CalEEMod™ and may not total 100% due to rounding.

Table results include scientific notation. e is used to represent *times ten raised to the power of* (which would be written as x 10ⁿⁿ) and is followed by the value of the exponent

Source: (Urban Crossroads, 2014b, Table 3-1)

As shown in Table 8, the Project is estimated to generate approximately 3,537.94 MTCO₂e annually, which is less than the screening threshold of 10,000 MTCO₂e. As such, the Project would not generate substantial GHG emissions – either directly or indirectly – that would have a significant impact on the environment. Impacts would be less than significant and less than cumulatively considerable and no mitigation is required.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Finding: Less-than-Significant Impact

Source: (Urban Crossroads, 2014b)

AB 32 is the State of California's primary GHG emissions regulation. The SCAQMD GHG screening threshold was designed to ensure compliance with AB 32 emissions reductions requirements in the SCAB. Therefore, if a proposed project emits below the screening threshold, it can be assumed to comply with AB 32 within the SCAQMD's jurisdiction. Because the proposed Project would emit less than 10,000 MTCO_{2e} per year, the Project would not conflict with the State's ability to achieve the reduction targets defined in AB 32 (refer to response to Issue VII(a), above).

The Project also would comply with a number of regulations that would further reduce GHG emissions, including the following regulations that are particularly applicable to the Project and that would assist in the reduction of GHG emissions:

- Global Warming Solutions Act of 2006 (AB32)
- Regional GHG Emissions Reduction Targets/Sustainable Communities Strategies (SB 375)
- Pavely Fuel Efficiency Standards (AB1493). Establishes fuel efficiency ratings for new vehicles.
- Title 24 California Code of Regulations (California Building Standards Code). Establishes energy efficiency requirements for new construction.
- Title 20 California Code of Regulations (Appliance Energy Efficiency Standards). Establishes energy efficiency requirements for appliances.
- Title 17 California Code of Regulations (Low Carbon Fuel Standard). Requires carbon content of fuel sold in California to be 10% less by 2020.
- California Water Conservation in Landscaping Act of 2006 (AB1881). Requires local agencies to adopt the Department of Water Resources updated Water Efficient Landscape Ordinance or equivalent to ensure efficient landscapes in new development and reduced water waste in existing landscapes.
- Statewide Retail Provider Emissions Performance Standards (SB 1368). Requires energy generators to achieve performance standards for GHG emissions.
- Renewable Portfolio Standards (SB 1078). Requires electric corporations to increase the amount of energy obtained from eligible renewable energy resources to 20 percent by 2010 and 33 percent by 2020.

There are no other plans, policies, or regulations that have been adopted for the purpose of reducing the emissions of GHGs that are applicable to the proposed Project.

As such, and because the Project would emit less than 10,000 MTCO_{2e} per year, the proposed Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and impacts would be less-than-significant.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous material into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, 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"/>
g) Impair implementation of or physically interfere with an emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) 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 checked="" type="checkbox"/>	<input type="checkbox"/>

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

Impact Analysis

-
- a) **Create significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials?**
-

Finding: Less-than-Significant Impact

Source: (San Bernardino, 2009; CHJ, 2014; Project Application Materials)

Impact Analysis for Existing Site Conditions

A Phase 1 Environmental Site Assessment was prepared for the Project site by CHJ Consultants in 2014 (included as *Technical Appendix I* to this Initial Study). Based on a review of aerial photography, the Project site has been sporadically used for agriculture, residential, and commercial land uses, often with a combination of concurrent uses, since 1901. The Project site also contains a portion of the former alignment Pacific Electric railroad (although all tracks have been removed). The use of the property prior to 1901 is not known. (CHJ, 2014, pp. 1, 20-21) Under existing conditions, the Project site contains a vacant commercial building and storage area (formerly operated by a building materials supply company), a commercial building and storage yard occupied by an active truck repair business, a commercial building occupied by an active bail bond business, and one residence. The remainder of the Project site is undeveloped.

Based on a review of historic regulatory agency hazardous materials databases, historic site aerial photographs, interviews with current property owners, and a reconnaissance of the Project site, CHJ determined that the Project site does not contain any recognized environmental conditions. (CHJ, 2014, p. 28) A recognized environmental condition is defined as “the presence or likely presence of any hazardous substances or petroleum products in, on, or at property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a materials threat of a future release to the environment” (CHJ, 2014, p. 2). All agricultural activities ceased on the Project site by the early 1940s – prior to the use of pesticides with high persistence, like DDT – therefore pesticide residue is not a substantial risk on the Project site (CHJ, 2014, p. 21). The Project site formerly contained stockpiles of construction materials/debris and two (2) underground storage tanks; however, all such stockpiles have been removed from the subject property and the underground storage tanks also were removed in 2002 under the oversight of the County of San Bernardino Fire Department, Hazardous Materials Division (CHJ, 2014, pp. 12-13, 24). Above-ground storage tanks, partially filled drums of waste oil and grease/lubricant, and small quantities of other chemicals were observed at the active truck repair operation and at the vacant commercial building on-site in 2014; however, these substances were not stored in an unsafe manner and would be required to be disposed of in accordance with applicable local hazardous materials regulations to preclude potential health and safety standards. Therefore, the presence of these substances on the Project site does not pose a substantial safety hazard. (CHJ, 2014, pp. 22-23) Stained pavement and soils were observed at the active truck repair operation and at the vacant commercial building on-site (leakage of automotive fluids); however, the stains were minor and not considered a substantial hazard (CHJ, 2014, pp. 23-24). Regardless, all stained soils would be required to be removed from the site, handled, and disposed of in accordance with applicable local regulations to preclude potential public health and safety hazards.

Based upon information provided by existing property owners and tenants, it is not anticipated that asbestos-containing materials or other hazardous materials are present in the existing structures on-site; however, the Project site contains multiple structures that were constructed between the 1950s-1970s (CHJ, 2014, p. 21). The use of asbestos containing materials (ACM, a known carcinogen) and lead paint (a known toxic) was common in

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

building construction prior to 1978. Accordingly, there is the potential of ACMs to be present in one or more of the on-site structures that would be demolished as part of the Project, thereby potentially exposing construction workers and nearby sensitive receptors to a substantial safety hazard during the Project's construction process.

Asbestos is a carcinogen and is categorized as a hazardous air pollutant by the federal Environmental Protection Agency (EPA). Federal asbestos requirements are found in National Emission Standards for Hazardous Air Pollutants (NESHAP) within the Code of Federal Regulations (CFR) Title 40, Part 61, Subpart M, and are enforced in the Project area by the SCAQMD. In conformance with the NESHAP, SCAQMD Rule 1403 establishes survey requirements, notification, and work practice requirements to prevent asbestos emissions from emanating during building renovation and demolition activities. In the event that ACMs are present in the existing structures located on the property, then Rule 1403 requires notification of the SCAQMD prior to commencing any demolition or renovation activities. Rule 1403 also sets forth specific procedures for the removal of asbestos, and requires that an onsite representative trained in the requirements of Rule 1403 be present during the stripping, removing, handling, or disturbing of ACM. Mandatory compliance with the provisions of Rule 1403 would ensure that construction-related grading, clearing and demolition activities do not expose construction workers or nearby sensitive receptors to significant health risks associated with ACMs. Because the Project would be required to comply with AQMD Rule 1403 during demolition activities, impacts due to the potential presence of asbestos would be less than significant.

One or more of the existing on-site structures also could contain lead based paint (LBP). Title 17, California Code of Regulations (CCR), Division 1, Chapter 8: Accreditation, Certification and Work Practices for Lead-Based Paint and Lead Hazards, defines and regulates lead-based paint. Any detectable amount of lead is regulated. During demolition of the existing buildings, there is a potential for exposing construction workers to health hazards associated with lead. The Project would be required to comply with Title 17, California Code of Regulations (CCR), Division 1, Chapter 8, which includes requirements such as employer provided training, air monitoring, protective clothing, respirators, and hand washing facilities. Mandatory compliance with these mandatory requirements would ensure that construction workers are not exposed to significant LBP health hazards during demolition, and would reduce impacts to a level below significant.

Based on the foregoing analysis, the Project site's existing conditions would not create significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials. A less-than-significant impact would occur.

Impact Analysis for Temporary Construction-Related Activities

Heavy equipment (e.g., dozers, excavators, tractors) would be operated on the subject property during construction of the Project. This heavy equipment would likely be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which is considered hazardous if improperly stored or handled. In addition, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be located on the Project site during construction. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the proposed Project than would occur on any other similar construction site. Construction contractors would be required to comply with all applicable federal, state, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited requirements imposed by the Environmental Protection Agency (EPA), California Department of Toxic Substances Control (DTSC), South Coast Air Quality

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

Management District (SCAQMD), Santa Ana Regional Water Quality Control Board (RWQCB). With mandatory compliance with applicable hazardous materials regulations, the Project would not create significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase. A less-than-significant impact would occur.

Impact Analysis for Long-Term Operational Activities

The future tenant(s) that would occupy the Project site are not yet identified. Future uses on-site are assumed to be any of those uses permitted by the City of San Bernardino's "Industrial Light" zoning designation. It is anticipated that the Project would be utilized as an industrial warehouse/distribution center. Uses permitted in the "Industrial Light" zoning designation include a wide variety of industrial and manufacturing services and commercial uses. A complete list of permitted and conditionally permitted uses can be found in Chapter 19.08 of the City of San Bernardino's Municipal Code (San Bernardino, 2009, Section 19.08-3).

Based on the list of permitted uses contained in the City's "Industrial Light" zone, it is possible that hazardous materials could be used during the course of a future tenant's daily operations. State and Federal Community-Right-to-Know laws allow the public access to information about the amounts and types of chemicals in use at local businesses. Laws also are in place that require businesses to plan and prepare for possible chemical emergencies. Any business that occupies a building on the Project site and that handles hazardous materials (as defined in Section 25500 of California Health and Safety Code, Division 20, Chapter 6.95) will require a permit from the San Bernardino County Fire Department Hazardous Materials Division in order to register the business as a hazardous materials handler. Such businesses also are required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the County of San Bernardino Fire Department and the State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business. In addition, any business handling at any one time, greater than 500 pounds of solid, 55 gallons of liquid, or 200 cubic feet of gaseous hazardous material, is required, under Assembly Bill 2185 (AB 2185), to file a Hazardous Materials Business Emergency Plan (HMBEP). A HMBEP is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material. The intent of the HMBEP is to satisfy federal and state Community Right-To-Know laws and to provide detailed information for use by emergency responders.

If businesses that use or store hazardous materials occupy the Project, the business owners and operators would be required to comply with all applicable federal, state, and local regulations to ensure proper use, storage, use, emission, and disposal of hazardous substances (as described above). With mandatory regulatory compliance, the Project is not expected to pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials, nor would the Project increase the potential for accident conditions which could result in the release of hazardous materials into the environment. In addition, the Project would be required to comply with City of San Bernardino Municipal Code §19.20.12, which establishes development and performance standards, as well as reporting and permitting requirements for the use, handling, storage, and transportation of hazardous materials.

With mandatory regulatory compliance, along with mandatory compliance with the City of San Bernardino Municipal Code, potential hazardous materials impacts associated with long-term operation of the Project are regarded as less than significant and mitigation is not required.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

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- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous material into the environment?**
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Finding: Less-than-Significant Impact

Source: (San Bernardino, 2009; Project Application Materials)

Accidents involving hazardous materials that could pose a significant hazard to the public or the environment would be highly unlikely during the construction and long-term operation of the Project and are not reasonably foreseeable. As discussed above under Issue VIII (a), the transport, use and handling of hazardous materials on the Project site during construction is a standard risk on all construction sites, and there would be no greater risk for upset and accidents than would occur on any other similar construction site. Upon buildout, the Project site would operate as an industrial warehouse/distribution center facility, under the City's "Industrial Light" land use designation. Based on the list of permitted uses contained in the City's "Industrial Light" zone, it is possible that hazardous materials could be used during the course of a future tenant's daily operations (San Bernardino, 2009, Section 19.08-3). However, as discussed above under Issue VIII(a), the Project would be required to comply with all applicable local, State, and National regulations related to the transport, handling, and usage of hazardous material. Accordingly, impacts associated with the accidental release of hazardous materials would be less than significant during both construction and long-term operation of the Project and mitigation would not be required.

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- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**
-

Finding: Less-than-Significant Impact

Source: (San Bernardino, 2009; On-site Inspection, 2014)

The H. Frank Dominguez Elementary School is located approximately 0.06-mile to the northwest of the Project site (or 320 feet, as measured from the Project site to the school site perimeter). No other schools are located within 0.25-mile of the Project site. The potential for the Project to emit or handle hazardous or acutely hazardous materials is addressed above under the response to Issue VIII (a). As noted, existing site conditions do not pose a substantial risk to public health and safety and all hazardous or potentially hazardous materials would be removed from the site during construction in accordance with applicable federal, state, and local regulations. Also, although there is the potential for hazardous materials to be stored on the Project site during temporary construction activities, the construction contractor would be required to comply with all applicable hazardous materials regulations to ensure that no hazardous materials are released into the environment. Further, any business that occupies the Project site and handles hazardous materials would be required to comply with all local, state and federal regulations, including but not limited to, obtaining a permit from San Bernardino County Fire Department Hazardous Materials Division, reporting procedures as outlined by California's Hazardous Materials Release Response Plans and Inventory Law, and preparation of a Hazardous Materials Business Emergency Plan as required by Assembly Bill 2185 (AB 2185). Mandatory compliance with all applicable regulations relating to hazardous materials ensures that the Project's potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school would be less than significant. Refer to Issue III(d) for a detailed analysis of health risks to school children related to DPM emissions, which is calculated to be less than significant.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

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- 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?**
-

Finding: No Impact

Source: (CalEPA, 2012; SWRCB, 2014; CDTSC, 2014; CHJ, 2014)

The Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (CDTSC, 2014) (CalEPA, 2012) (CHJ, 2014, pp. 5-13). Accordingly, no impact would occur.

-
- 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?**
-

Finding: Less-Than-Significant Impact

Source: (Caltrans, 2011; Google Earth, 2014)

The Project site is located approximately 1.19 miles northwest of the San Bernardino International Airport (formerly Norton Air Force Base). No airport land use compatibility plan has been prepared for the San Bernardino International Airport. According to Caltrans' "Airport Land Use Planning Handbook," the largest number of accidents related to airport operations "occur along the extended runway centerline" (Caltrans, 2011, p. xi). The Airport's runways are oriented southwest to northeast, whereas the Project site is located to the northwest of the airport and is not located within the approach or take-off areas at either end of the runway. Additionally, the warehouse building proposed by the Project would be less than 49 feet tall and does not include an air travel component (e.g., runway, helipad) and, therefore, would not interfere with flight operations at the San Bernardino International Airport. Because the Project is not located within an area with the highest risk of airport safety hazards (i.e., at either end of the runway) and would not interfere with San Bernardino International Airport operations, the Project would not result in safety hazards for people residing or working in the Project area. Impacts would be less than significant and mitigation is not required.

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- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**
-

Finding: No Impact

Source: (Google Earth, 2014)

There are no private airfields or airstrips in the vicinity of the Project site. As such, implementation of the Project would not expose on-site workers to safety hazards associated with private airfields or airstrips. No impact would occur.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

g) Impair implementation of or physically interfere with an emergency response plan or emergency evacuation plan?

Finding: No Impact

Source: (San Bernardino, 2005a)

The Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route, so there is no potential for the Project to adversely affect an emergency response or evacuation plan (San Bernardino, 2005a, Chapter 10). During construction and at Project buildout, the proposed Project would be required to maintain adequate emergency access for emergency vehicles. As part of the City's discretionary review process, the City of San Bernardino reviewed the Project to ensure that appropriate emergency ingress and egress would be available to-and-from the proposed warehouse building for public safety, and determined that the Project would not substantially impede emergency response times in the local area. Accordingly, implementation of the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and no impact would occur.

h) 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?

Finding: Less-than-Significant Impact

Source: (San Bernardino, 2005a, Figure S-9; RBF, 2014; Google Earth, 2014; On-site Inspection, 2014)

Pursuant to Figure S-9, *Fire Hazard Areas*, of the City of San Bernardino General Plan, the proposed Project is not located within a high wildfire hazard area (San Bernardino, 2005a, Figure S-9). The closest wildland fire hazard area is located approximately four (4) miles north of the Project site. The Project site is buffered from this wildland fire hazard area by substantial urban development, including residential, commercial, and industrial uses. The entire Project site has been heavily disturbed and/or is developed under existing conditions and does not support substantial vegetation that would be subject to risks associated with wildland fires. (RBF, 2014, pp. 11-13) The Project site is bordered on the east and southeast by the Twin Creek Channel, which is constructed on concrete and does not contain vegetation, and therefore would not facilitate wildfire movement. The surrounding area is comprised of developed urban land and does not contain substantial vegetation that would provide adequate fuel to sustain a wildland fire. Accordingly, the proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

IX. HYDROLOGY AND WATER QUALITY – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 or a stream or river, in a manner which would result in substantial erosion or siltation on-site 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Hazard Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

IX. HYDROLOGY AND WATER QUALITY – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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) Expose people or property to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis

a) Violate any water quality standards or waste discharge requirements?

Finding: Less-than-Significant Impact

Source: (SARWQCB, 2011; SAWPA, 2014; Thienes, 2014a)

The California Porter-Cologne Water Quality Control Act (Section 13000 (“Water Quality”) et seq., of the California Water Code), and the Federal Water Pollution Control Act Amendment of 1972 (also referred to as the Clean Water Act (CWA)) require that comprehensive water quality control plans be developed for all waters within the State of California. The Project site is located within the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB). Water quality information for the Santa Ana River is contained in the Santa Ana RWQCB’s *Santa Ana River Basin Water Quality Control Plan* (updated June 2011) and the *Integrated Regional Water Management Plan (IRWMP) for the Santa Ana River Watershed* (also referred to as “One Water One Watershed,” dated February 4, 2014), prepared by the Santa Ana Watershed Project Authority. These documents are herein incorporated by reference and are available for public review at the Santa Ana RWQCB office located at 3737 Main Street, Suite 500, Riverside, CA 92501.

The CWA requires all states to conduct water quality assessments of their water resources to identify water bodies that do not meet water quality standards. Water bodies that do not meet water quality standards are placed on a list of impaired waters pursuant to the requirements of Section 303(d) of the CWA. The Project site is located within the Santa Ana River Watershed. Receiving waters for the property’s drainage are the Twin Creek Channel, the Prado Dam, and Santa Ana River Reaches 1, 2, 3, 4, and 5, which discharge into the Pacific Ocean. The Santa Ana River Reach 4 is 303(d) impaired by pathogens, Reach 3 is impaired by copper, pathogens, and lead, and Reach 2 is impaired by indicator bacteria. Twin Creek Channel, Prado Dam, Santa Ana River Reaches 1 and 5, and the Pacific Ocean do not have 303(d) listed impairments. (Thienes, 2014a, p. 3-3)

A specific provision of the CWA applicable to the proposed Project is CWA Section 402, which authorizes the National Pollutant Discharge Elimination System (NPDES) permit program that covers point sources of pollution discharging to a water body. The NPDES program also requires operators of construction sites one acre or larger to prepare a Stormwater Pollution Prevention Plan (SWPPP) and obtain authorization to discharge stormwater under an NPDES construction stormwater permit.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

Temporary Construction-Related Activities

Construction of the proposed Project would involve demolition, clearing, grading, paving, utility installation, building construction, and landscaping activities, as well as the removal of an off-site abandoned railroad bridge that spans the Twin Creek Channel. Construction activities would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints, and solvents, and other chemicals with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during construction of the Project in the absence of any protective or avoidance measures.

Pursuant to the requirements of the Santa Ana RWQCB and the City of San Bernardino, the Project would be required to obtain a NPDES Municipal Stormwater Permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, soil stockpiling, grading, and/or excavation that disturb at least one (1) acre of total land area. In addition, the Project would be required to comply with the Santa Ana RWQCB's *Santa Ana River Basin Water Quality Control Program*. Compliance with the NPDES permit and the *Santa Ana River Basin Water Quality Control Program* involves the preparation and implementation of a SWPPP for construction-related activities, including grading. The SWPPP will specify the Best Management Practices (BMPs) that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Mandatory compliance with the SWPPP would ensure that the proposed Project does not violate any water quality standards or waste discharge requirements during construction activities. Therefore, water quality impacts associated with construction activities would be less than significant and no mitigation measures would be required.

Post Development Water Quality Impacts

Storm water pollutants commonly associated with the land uses proposed by the Project (i.e., light industrial warehouse) include pathogens (bacterial/virus), phosphorous, nitrogen, sediment, metals, oils and grease, trash/debris, pesticides/herbicides, and organic compounds (Thienes, 2014a, p. 2-2). Based on current receiving water impairments (pursuant to the CWA's Section 303(d) list), the Project's pollutants of concern are pathogens (bacterial/virus), nitrogen, and metals. To address potential pollutants, the Project would be required to implement a Water Quality Management Plan (WQMP), pursuant to the requirements of the City's NPDES permit. The WQMP is a post-construction management program that ensures the on-going protection of the watershed basin by requiring development projects to implement structural and programmatic water quality controls. The Project's WQMP is included as *Technical Appendix H*. The WQMP identifies structural controls (including water quality/detention basins, underground infiltration chambers, and storm drain filter inserts) and programmatic controls (including, but not limited to, educational materials for future tenants, and operational and maintenance best management practices) that would be implemented by the Project to minimize, prevent, and/or otherwise appropriately treat storm water runoff flows before they are discharged from the site. Mandatory compliance with the WQMP would ensure that the Project does not violate any water quality standards or waste discharge requirements during long-term operation.

In addition to the WQMP, the NPDES program also requires certain land uses (e.g., industrial uses) to prepare a SWPPP for operational activities and to implement a long-term water quality sampling and monitoring program, unless an exemption has been granted. On April 1, 2014, the California State Water Resources Control Board adopted an updated new NPDES permit for storm water discharge associated with industrial activities (referred to as the "Industrial General Permit"). The new Industrial General Permit, which is more stringent than the existing Industrial General Permit, becomes effective on July 1, 2015. Once the new NPDES Industrial General

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

Permit becomes effective on July 1, 2015, the Project would be required to prepare a SWPPP for operational activities and implement a long-term water quality sampling and monitoring program or receive an exemption. The Project's mandatory compliance with the pending Industrial General Permit would further reduce potential water quality impacts during long-term operation.

Based on the foregoing analysis, the Project would not violate any water quality standards or waste discharge requirements during long-term operation. Impacts would be less than significant.

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- 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)?**
-

Finding: Less-than-Significant Impact

Source: (San Bernardino, 2005b; Project Application Materials)

No potable groundwater wells are proposed as part of the Project; therefore, the Project would not deplete groundwater supplies. The City relies on groundwater from the Upper Santa Ana Valley Groundwater Basin, specifically from the Bunker Hill sub-basin, as a primary source. Development of Project would increase impervious surface coverage on the vacant portions of the site, which would in turn reduce the amount of direct infiltration of runoff into the ground. However, and as noted in the City's General Plan EIR, conversion of undeveloped areas in the City to impervious surfaces would result in minimal, non-significant impacts to groundwater recharge (San Bernardino, 2005b, p. 5.7-19). A majority of the groundwater recharge in the Bunker Hill sub-basin occurs within the Santa Ana River and percolation basins established by the City of San Bernardino along its northern boundary. The Project would not physically impact any of these major groundwater recharge features within the City and would therefore not adversely affect local groundwater levels. Further, the Project proposes six (6) underground infiltration chambers to maximize the percolation of on-site stormwater runoff into the groundwater basin. Thus, buildout of the Project would not interfere substantially with groundwater recharge.

For the reasons stated above, the Project would neither substantially deplete groundwater supplies nor 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. Impacts would be less than significant.

-
- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course or a stream or river, in a manner which would result in substantial erosion or siltation on- site or off-site?**
-

Finding: Less-Than-Significant Impact

Source: (Thienes, 2014a; Thienes, 2014b)

Under existing conditions, the northern and western portions of the Project site drain from east to west as sheet flow, ultimately discharging to South Waterman Avenue. Storm water runoff flows discharged to South Waterman Avenue are captured by an existing storm drain system installed within South Waterman Avenue and conveyed to Twin Creek downstream of the Project site. The remaining, southeastern portion of the Project site drains to the southeast, discharging directly to the concrete-lined Twin Creek Channel. (Thienes, 2014b, n.p.)

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

The Project would demolish the existing structures on-site, mass grade the entire property, and construct one warehouse building and associated improvements, which would change the site's existing ground contours, thereby altering the site's existing drainage patterns. Upon buildout of the Project, the western and southwestern portions of the Project site would drain to existing storm drain facilities within South Waterman Avenue. Storm water runoff flows that would be directed to South Waterman Avenue under post-development conditions represent a small percentage of the Project's runoff flows (approximately 14%). The remaining portions of the Project site, representing a majority of the site's post-development runoff (approximately 86%), would discharge directly into the Twin Creek Channel via a new storm drain outlet.

Although the Project would alter the subject property's internal drainage patterns, such changes would not result in substantial erosion or siltation on- or off-site. Under post-development conditions, a majority of the site would be covered with impervious surfaces and, therefore, the amount of exposed soils on the Project site would be minimal. Also, as discussed under Issue IX(a), the Project would construct an integrated storm drain system on-site with BMPs to minimize the amount of water-borne pollutants carried from the Project site. The BMPs proposed by the Project, including a water quality/detention basin, six (6) underground infiltration chambers, and storm drain inlet filters, are highly effective at removing sediment from storm water runoff flows (Thienes, 2014a, Attachment E); therefore, storm water runoff flows leaving the Project site would not carry substantial amounts of sediment. Once storm water runoff leaves the Project site, it would be discharged to either South Waterman Avenue or the Twin Creek Channel. Under existing conditions, South Waterman Avenue is developed at the Project's discharge points and completely covered with impervious surfaces and does not contain exposed soils. Similarly, the Twin Creek Channel is fully lined with concrete at the Project's discharge point and does not contain any exposed soils. Because there are no exposed soils within either South Waterman Avenue or the Twin Creek Channel at the Project's discharge points, there is no potential for the Project's storm water runoff to result in erosion. Accordingly, the Project would not result in substantial erosion or siltation on-site or off-site, and a less-than-significant impact would occur.

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?

Finding: Less-than-Significant Impact

Source: (Thienes, 2014b)

As described above under Item VIII(c), proposed grading and earthwork activities on the Project site would alter the existing drainage patterns of the site.

Under existing conditions, peak stormwater runoff flows on the subject property are 55.4 cubic feet per second (cfs) during the 100-year storm event. Under long-term development conditions, the Project would discharge approximately 69.7 cfs of stormwater runoff from the site during the 100-year storm event, an increase of 14.3 cfs as compared to existing conditions (Thienes, 2014b, pp. 4-5). The majority of the stormwater runoff discharged from the site (60.0 cfs) would be conveyed to the southeast corner of the site and then discharged directly into the Twin Creek Channel. The remaining stormwater (9.7 cfs) would be conveyed to the existing storm drain installed beneath South Waterman Avenue, which ultimately discharges downstream into the Twin Creek Channel (Thienes, 2014b, p. 6). Under long-term development conditions, the Project would not be required to attenuate peak on-site runoff flow volumes to pre-development levels due to the proximity of the subject property to the Twin Creek Channel. The detention basin proposed in the southwestern corner of the

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

Project site only collects runoff that would be tabled to the existing storm drain installed beneath South Waterman Avenue, and does not delay discharge to the Twin Creek Channel. Additional detention basins that would collect runoff which would otherwise be directed to the Twin Creek Channel would delay the ultimate discharge of stormwater flows into the Twin Creek Channel during peak storm events, which is not desirable because if detention were proposed, stormwater flows would be discharged into the Twin Creek Channel closer to its peak flow rate, thereby potentially exposing areas on the Project site and properties downstream to an increased risk of flooding. Accordingly, the design of the proposed Project would minimize the risk of on- and off-site flooding during long-term development conditions, and alterations to the drainage characteristics of the Project site (i.e., drainage pattern and flow rate) are less than significant.

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?

Finding: Less-than-Significant Impact

Source: (Thienes, 2014a; Thienes, 2014b)

On-site stormwater runoff associated with the Project is engineered to be conveyed through a proposed on-site storm drain system that would include six (6) infiltration basins and one (1) detention basins, before discharging off-site. Approximately 86% of the Project's stormwater would be discharged directly to the Twin Creek Channel and the other 14% would be discharged to the existing storm drain system installed beneath South Waterman Avenue, which would ultimately be discharged to the Twin Creek Channel downstream (Thienes, 2014b, p. 6). The Project site is tabled to South Waterman Avenue per the County's Master Plan of Drainage. Under existing conditions, the site would discharge approximately 30.5 cfs of stormwater runoff to storm drains installed beneath South Waterman Avenue during the 100-year storm event. With implementation of the proposed Project, the site would discharge approximately 9.7 cfs of stormwater runoff to storm drains installed beneath South Waterman Avenue during the 100-year storm event. (Thienes, 2014b, pp. 5-6) Accordingly, implementation of the proposed Project would represent a reduction in runoff tabled to South Waterman Avenue compared to both existing conditions and the County's Master Plan of Drainage. The remainder of the storm water runoff would discharge to the Twin Creek Channel, a fully improved, concrete lined flood control channel that has the capacity to accommodate 100-year peak flows. Because the Twin Creek Channel would receive the majority of the site's runoff water (approximately 86%), and it has the capacity to accommodate the runoff, implementation of the proposed Project would not exceed the capacity of existing or planned drainage systems and impacts would be less than significant.

As discussed under the analysis of Issue IX(a), the proposed Project would be required to comply with a future SWPPP and the Project's WQMP (*Technical Appendix H*), which would identify BMPs to be incorporated into the Project to ensure that near-term construction activities and long-term post-development activities of the proposed Project would not result in substantial amounts of polluted runoff. Therefore, with mandatory compliance with the Project's SWPPP and WQMP, the proposed Project would not create or contribute substantial additional sources of polluted runoff, and impacts would be less than significant.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

f) Otherwise substantially degrade water quality?

Finding: Less-Than-Significant Impact with Mitigation Incorporated

Source: (Project Application Materials)

The Project proposes to remove an abandoned railroad bridge that spans the Twin Creek Channel adjacent to the Project site. The majority of the bridge removal work is proposed to be performed from the bridge deck spanning the Channel. The wood deck would be removed manually with hand operated power tools by working from one side of the bridge back toward the other side to allow for the bridge deck to serve as a working platform. Once the wood framing has been removed leaving only the steel beams in place, a boom lift would access the underside of the bridge to allow for the cutting of fastening points. The bridge beams spanning the channel would then be rigged and hoisted to one side of the Channel and placed in a staging area awaiting transport off-site. During the bridge removal process, there is a potential that construction debris could fall into the Twin Creek Channel and have an adverse effect on water quality if the debris is not promptly removed. The impact is potentially significant and mitigation would be required.

Mitigation for Bridge Removal

MM WQ-1 Prior to the issuance of permits to allow for the removal of the railroad bridge, the City shall verify that the following notes are specified on construction documents. Project contractors shall be required to comply with these notes and maintain written records of such compliance that can be inspected by the City of San Bernardino upon request. This note shall also be specified in bid documents issued to prospective construction contractors.

- a) Bridge removal activities shall occur on days that are forecast to have 0% chance of rain.
- b) Prior to the start of bridge removal, polyethylene sheeting or other comparable material shall be attached to the underside of the bridge or within the Twin Creek Channel to collect any falling debris. Debris that falls onto the sheeting shall be removed at the end of each work day and placed into a disposal container. Debris shall not be allowed to accumulate on the sheeting or within the Channel.
- c) If any debris falls into the Twin Creek Channel, the contractor shall immediately collect the debris, remove it from the Channel, and place it into a disposal container.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Hazard Insurance Rate Map or other flood hazard delineation map?

Finding: No Impact

Source: (Project Application Materials)

The proposed Project does not include housing. Therefore, there is no potential for the Project to place housing within a 100-year flood hazard area. No impact would occur as a result of the Project.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

Finding: No Impact

Source: (FEMA, 2008; Thienes, 2014b)

According to FEMA's Flood Insurance Rate Map No. 06071C8682H, the portions of the Project site located immediately adjacent to the Twin Creek Channel are located within FEMA "Flood Zone A," which corresponds to areas subject to inundation under 100-year flood conditions. The Project does not propose to construct any structures within the portions of the subject property that are located within a 100-year flood hazard area (a drive aisle is proposed). Therefore, implementation of the proposed Project would not place structures within a 100-year flood hazard area that would impede or redirect flood flows. No impact would occur.

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?

Finding: Less-than-Significant Impact

Source: (San Bernardino, 2005a; San Bernardino, 2005b)

There are no levees in the vicinity of the Project site; however, according to the City of San Bernardino General Plan, the Project site is located within the inundation area of the Seven Oaks Dam, which is located approximately 10.4 miles to the east of the site (San Bernardino, 2005a, p. 10-15). Accordingly, the Project site has the potential to be exposed to flooding as a result of the failure of the Seven Oaks Dam (associated with the Santa Ana River upstream), but this hazard risk would be no different than the risk posed to nearby properties and the site under existing conditions. Furthermore, the City of San Bernardino General Plan EIR concludes that the development of industrial land uses within the dam inundation area (like those proposed by the Project) would not expose people or structures to a significant risk of loss, injury, or death due to flooding as a result of a failure of the Seven Oaks Dam because the Dam is designed to withstand a catastrophic seismic event (an earthquake measuring up to 8.0 on the Richter scale) and industrial land uses would not introduce a substantial number of people within the potential inundation area (San Bernardino, 2005b, pp. 5-7.21). Accordingly, the Project would not 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, and a less-than-significant impact would occur.

j) Expose people or property to inundation by seiche, tsunami, or mudflow?

Finding: No Impact

Source: (On-site Inspection, 2014; Google Earth, 2014; Project Application Materials)

The Pacific Ocean is located more than 50 miles from the Project site; consequently, there is no potential for tsunamis to impact the Project. In addition, no steep hillsides subject to mudflow are located on or near the Project site. The nearest large body of surface water to the site is Lake Arrowhead, located approximately 11.3 miles northeast of the Project site. (Google Earth, 2014) Due to the distance of Lake Arrowhead from the Project site, a seiche in Lake Arrowhead would have no potential to impact on the Project site. Although the Twin Creek Channel borders the Project site, it is not an enclosed or semi-enclosed basin that would be conducive to reverberation and creation of a seiche. Therefore, the Project site would not be subject to inundation by a seiche, mudflow, and/or tsunami. No impact would occur.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

X. LAND USE AND PLANNING – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis

a) Physically divide an established community?

Finding: No Impact

Source: (On-site Inspection, 2014; Google Earth, 2014; Project Application Materials)

The Project site is partially developed under conditions with a bail bond business along the site’s frontage with South Waterman Avenue, a vacant commercial building along the site’s frontage with South Waterman Avenue, a truck repair business located in the site’s northeastern corner, and one residence in the eastern portion of the site. The remaining portions of the Project site are vacant and undeveloped. The sparse development on-site does not constitute an established community.

To the west of the Project site is South Waterman Avenue, beyond which are several single-family detached homes, two light industrial businesses, and vacant, undeveloped land. Areas to the immediate west of the Project do not constitute an established community, and are already physically separated from the Project site under existing conditions by South Waterman Avenue. To the east of the Project site is industrial development and vacant, undeveloped land; however, under existing conditions, the Project site is physically separated from areas to the east by the Twin Creek Channel. To the south and southwest of the Project is a mix of industrial and commercial development. The Project would serve, effectively, as an extension of existing development patterns to the south and southwest and would not divide an established community located south of the subject property. Scattered residential development (single-family residences and multi-family housing) is located north of the Project site under existing conditions and an elementary school is located approximately 320 feet northwest of the Project site (as measured from the Project site to the school site perimeter), across South Waterman Avenue. However, the Project site does not provide access to the residential areas or the elementary school, and implementation of the Project would not divide or isolate these existing residential uses from

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

neighboring communities. Based on the foregoing, the Project would not physically divide an established community. No impact would occur.

-
- 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?**
-

Finding: Less-than-Significant Impact

Source: (SCAG, 2008; SCAG, 2012; SCAQMD, 2013; San Bernardino, 2009)

Under existing conditions the Project site is designated for “Office Industrial Park” and “Residential Medium High” land uses by the City’s General Plan Land Use Plan and Zoning Map. The Project proposes a General Plan Amendment and Zoning Map Amendment to change the subject property’s General Plan land use and Zoning designations to “Industrial Light” to accommodate the development of an industrial warehouse building. Although the Project would be inconsistent with the existing General Plan land use and Zoning designations, such an inconsistency would only be significant if it were to result in significant, adverse physical effects to the environment. As disclosed in this Initial Study, implementation of the proposed Project would develop the subject property with a different land use than envisioned by the existing General Plan and allowed by the existing Zoning Ordinance. The City of San Bernardino General Plan designates the Project site for the ultimate development of up to 675,615 square feet of “Office Industrial Park (OIP)” land uses and up to 99 attached dwelling units, while the proposed Project would develop the site with a 426,858 s.f. logistics warehouse building and associated site improvements. Accordingly, the proposed Project would develop the site at a lesser intensity than what is approved under the existing General Plan and zoning designations. In all instances where significant impacts have been identified, mitigation is provided to reduce each impact to less-than-significant levels. Therefore, because the Project is processing a General Plan Amendment and Zoning Map Amendment to modify the site’s underlying land use regulations to be consistent with those proposed by the Project and because implementation of the Project would not result in significant impacts to the environment, the Project’s inconsistency with the site’s existing underlying General Plan land use and Zoning designations represents a less-than-significant impact.

The Project would otherwise not conflict with any applicable goals, objectives, and policies of the SCAQMD AQMP, Southern California Association of Governments (SCAG) 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and SCAG Regional Comprehensive Plan. The RTP/SCS notes that the SCAG region is forecasted to have a demand for over one billion square feet of warehousing space by the year 2035, including a demand for 943 million square feet of non-port warehouse space. The demand for non-port warehouse space is projected to increase by approximately 59 percent between the years 2008 and 2035 – from approximately 591 million square feet to approximately 943 million square feet. (SCAG, 2013, pp. 4-39 and 4-40) However, SCAG projects that the region will run out of suitably zoned vacant land designated for warehouse facilities in about the year 2028. Unless other land not currently zoned for warehousing becomes available, SCAG forecasts that by year 2035, a projected shortfall of approximately 227 million square feet of warehouse space will occur between the years 2028 and 2035 (both port and non-port warehouse space). (SCAG, 2013, p. 4-39) As the availability of vacant locations for industrial/warehousing facilities near the ports reach capacity, the demand will shift inland to regions that have the vacant land and infrastructure to accommodate such land uses, primarily the Inland Empire. Therefore, the Project’s proposed industrial/warehouse uses are consistent with SCAG’s RTP/SCS Goods Movement Chapter.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

In conclusion, the Project would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating adverse environmental effects, and impacts would be less than significant.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

Finding: No Impact

Source: (San Bernardino, 2005b, Chapter 5.3, Biological Resources; RBF, 2014)

The Project site is not located within the boundaries of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, no impact would occur.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

XI. MINERAL RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of 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"/>

Impact Analysis

a) Result in the loss of availability of known mineral resource that would be of value to the region and the residents of the state?

Finding: Less-than-Significant Impact

Source: (CDC, 1995; CDC, 2008; San Bernardino, 2005a; San Bernardino, 2005b)

The Project site is located within an area designated by the California Department of Conservation as Mineral Resource Zone 2 (MRZ-2) – defined as an area mapped as containing significant mineral deposits – for Portland Cement Concrete (PCC)-grade aggregate minerals (CDC, 2008). As such, the proposed development of the Project site would hinder access to the potential mineral resources contained beneath the Project site.

It is important to note that the mineral resource zone classifications assigned by the California Department of Conservation focus solely on geologic factors and the potential value and marketability of a mineral resource, without regard to existing land use and ownership or the compatibility of surrounding land uses. As part of the General Plan Update process in 2005, the City of San Bernardino determined that there were areas of the City with the potential to contain important mineral resources, as mapped by the Department of Conservation, where mining activities were not suitable because of incompatible surrounding land uses. Areas in the City where mining activities are considered appropriate received the “Industrial Extractive” land use designation, and all other areas in the City were deemed inappropriate for mining activities. Under existing conditions, the Project site is located within an area determined by the City to be unsuitable for mineral resource extraction land uses and was, therefore, applied General Plan land use designations that prohibited mining activities (i.e., “Office Industrial Park” and “Residential Medium High”) (San Bernardino, 2005a, pp. 2-17 and 2-19). The Zoning designations applied to the subject property also prohibit mining land uses (San Bernardino, 2013, Chapters 19.04 and 19.08). Because mining of the Project site is already precluded by the City’s General Plan and Development Code under existing conditions, the Project would not result in the loss of availability of a known mineral resource that is able to be extracted. Furthermore, the use of the Project site for non-mining land uses was previously addressed by the City as part of the General Plan EIR (SCH No. 2004111132), which found that development of non-mining land uses in all areas of the City not designated for “Industrial Extractive” land uses would not result in a significant effect related to the loss of mineral resources of value to the region or state (San Bernardino, 2005b, p. 5.9-8). There are no components of the proposed Project that would result in new or more

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

severe impacts associated with the loss of mineral resources beyond the levels that were previously evaluated and disclosed as part of the City's General Plan EIR. Impacts would be less than significant.

b) Result in the loss of locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

Finding: No Impact

Source: (San Bernardino, 2005a; San Bernardino, 2013)

The City of San Bernardino General Plan does not identify the Project site as an important mineral resource recovery site (San Bernardino, 2005a, p. 12-15). Furthermore, neither the City's General Plan nor Development Code designate the Project site for Industrial Extractive (IE) land uses, which is the only land use category within the City where mining activities are permitted (San Bernardino, 2005a, p. 2-19; San Bernardino, 2013, II-19.08-4). Accordingly, the Project site is not delineated on any local plan as a locally important mineral resources recovery site. No impact would occur.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

XII. NOISE – Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the City’s General Plan or Development Code, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise level in the project vicinity above existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial or periodic increase in ambient noise levels in the project vicinity above existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, 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"/>

Impact Analysis

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?

Finding: Less-than-Significant Impact

Source: (San Bernardino, 2005a, Chapter 14, Noise; San Bernardino, 2009; Urban Crossroads, 2014e; Project Application Materials)

Noise generated at the Project site under existing conditions is limited to activities associated with the on-going commercial land use (bail bonds business), industrial land use (truck repair business), and residential use (one single-family home) on the subject property. Routine maintenance activities on the Project site (i.e., discing)

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

also produce sporadic noise. No known unusual or loud noises occur on the Project site on a regular basis. Primary noise sources near the site include vehicular noise on South Waterman Avenue and operational noise from industrial land uses located east of the Project site, (east of the Twin Creek Channel). For more information about the existing noise environment surrounding the Project site, refer to *Technical Appendix J*.

Development of the Project site as a logistics warehouse building has the potential to expose persons to or result in elevated noise levels during both near-term construction activities and under long-term operational conditions. Near-term (i.e., temporary) and long-term (i.e., permanent) noise level increases that would be associated with the Project are described below.

Impact Analysis for Near-Term Construction Noise

The City’s Noise Ordinance (Municipal Code Section 8.54) includes a provision that exempts construction activities from any maximum noise level standard, provided that construction activities occur between the hours of 7:00 a.m. and 8:00 p.m. (Urban Crossroads, 2014e, p. 14). The Project is required to comply with the City’s Noise Ordinance, so implementation of the Project would not expose persons to or generate near-term noise levels in excess of standards adopted by the City.

Regardless of the Project’s consistency with the City’s Noise Ordinance as described above, construction activities on the Project site, especially those activities involving heavy equipment, would create intermittent, temporary increases in ambient noise levels in the vicinity of the Project site. Noise generated by construction equipment, including trucks, graders, bulldozers, concrete mixers, and portable generators, can reach high levels. The projected noise levels used for analysis assume the worst-case noise environment with all construction equipment operating simultaneously, at full power, at the same location on the Project site. In reality, noise levels would vary day-to-day and vary throughout the day, as it is highly unlikely that all pieces of construction equipment would operate simultaneously at the same time and location on the Project site. As shown on Table 9, *Construction Noise Level Summary*, Project-related construction activities are estimated to reach a maximum noise levels between 62.8 and 84.1 equivalent-level decibels (dBA Leq) when measured at nearby sensitive receptors.

Table 9 Construction Noise Level Summary

Noise Receiver ¹	Distance To Property Line (In Feet)	Construction Phase Hourly Noise Level (dBA Leq)						
		Demo.	Site Prep.	Grading	Building Const.	Arch. Coating	Paving	Peak ²
R1	1,074'	60.6	59.5	62.8	58.0	53.4	54.3	62.8
R2	1,050'	60.8	59.7	63.0	58.2	53.6	54.5	63.0
R3	800'	63.1	62.0	65.3	60.5	55.9	56.8	65.3
R4	292'	71.9	70.8	74.1	69.3	64.7	65.6	74.1
R5	369'	69.8	68.7	72.0	67.2	62.6	63.5	72.0
R6	396'	69.2	68.1	71.4	66.6	62.0	62.9	71.4
R7	103'	80.9	79.8	83.1	78.3	73.7	74.6	83.1
R8	92'	81.9	80.8	84.1	79.3	74.7	75.6	84.1

¹Noise receiver locations are shown on Figure 4.

²Estimated construction noise levels during peak operating conditions.

Source: (Urban Crossroads, 2014e, Table 10-7)

CITY OF SAN BERNARDINO
 PLANNING DIVISION
 INITIAL STUDY

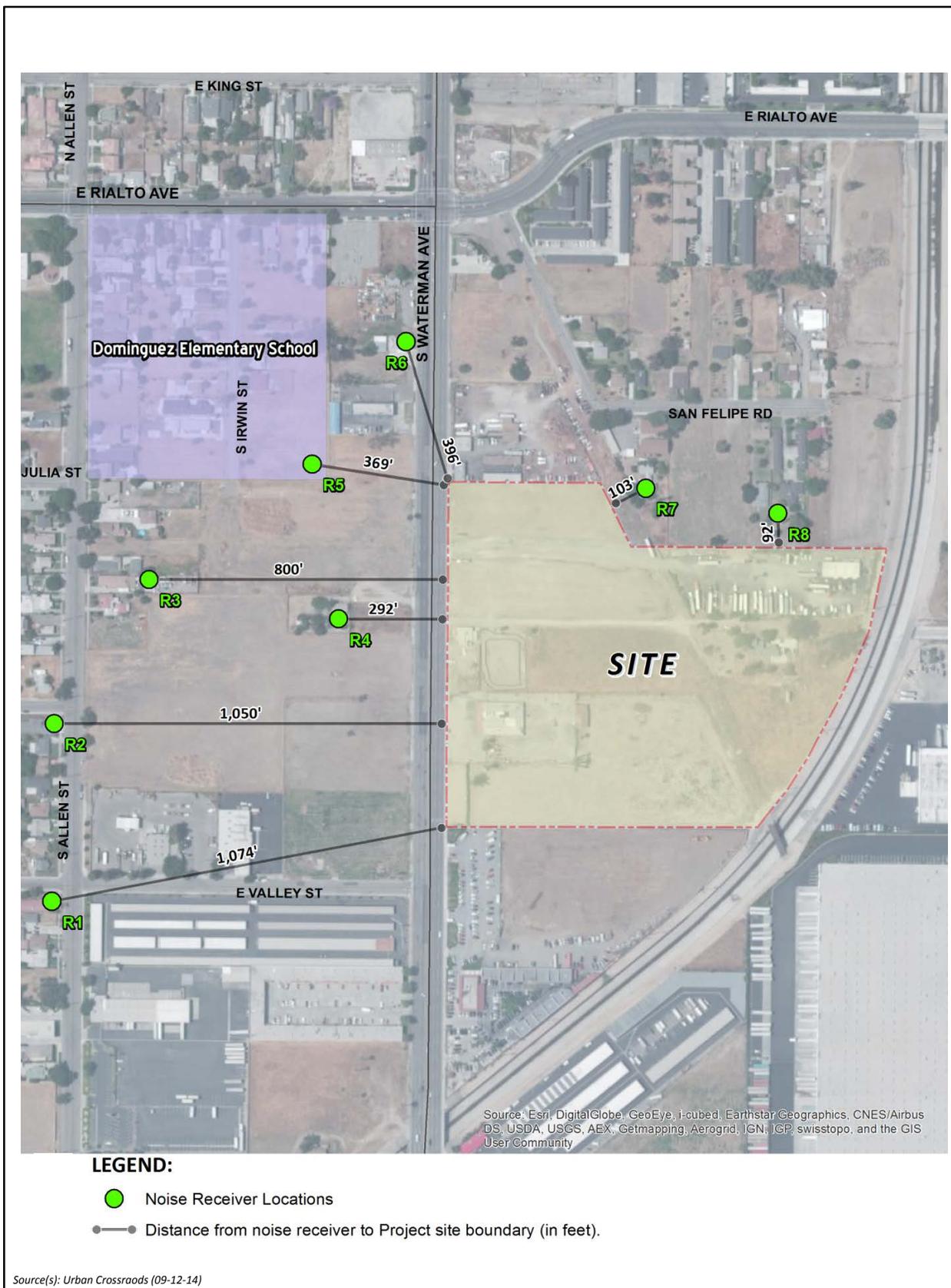


Figure 4

NOISE RECEIVER LOCATIONS



**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

As shown in Table 9, the highest noise levels would occur in the vicinity of Noise Receptors R7 and R8 (refer to Figure 4 for noise receptor locations). During the construction phase, the Project would construct a solid, masonry wall along the Project site property boundary adjacent to Receptors R7 and R8 (refer to Section 3.0, *Project Description*). Solid masonry walls serve as a noise barrier and can reduce noise levels by up to 15.0 dBA (Urban Crossroads, 2014e, p. 8). The noise values presented in Table 9 do not account for the solid masonry wall that the Project would install during the construction phase; therefore, it is likely that peak construction noise levels at Receptors R7 and R8 would be lower than the levels reported in Table 9.

As described above, noise generated during near-term Project construction activities would cause an elevated temporary increase in ambient noise levels and would affect off-site receptors, particularly when construction equipment is operating in close proximity to the northeastern Project site boundary, north of which are single-family homes. Although near-term Project construction activities on the Project site would comply with the City's Noise Ordinance and impacts would be less than significant, the Project Applicant has proposed the following best practices that would be implemented during the Project's construction phase to minimize the exposure of nearby sensitive receptors to temporary increases in ambient noise levels.

- a) Construction contractors will equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards.
- b) Construction contractors will place all stationary construction equipment and equipment staging areas so that all emitted noise is directed toward the center of the Project site and away from the property boundaries.
- c) Construction contractors will locate equipment staging in areas on the Project site that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the Project site.

The City of San Bernardino would include those best practices as part of the Project's conditions of approval. Impacts would be less than significant and no mitigation is required.

Impact Analysis for Long-Term Operational Noise

To ensure that off-site residents are protected from excessive noise, the City of San Bernardino General Plan Noise Element provides guidelines to evaluate the Land Use Compatibility for Community Noise Exposure. These guidelines are based on the Governor's Office of Planning and Research and are used to assess the community noise exposure on land uses. According to the Land Use Compatibility for Community Noise Exposure guidelines, noise sensitive land uses such as single family residences and schools that experience exterior noise levels below 60 dBA community noise level equivalent level (CNEL) fall within a "normally acceptable" noise range and noise levels between 60 and 70 dBA CNEL are "conditionally acceptable." For office and commercial land uses, exterior noise levels below 70 dBA CNEL are considered normally acceptable and noise levels of less than 80 are considered conditionally acceptable. Industrial and manufacturing land uses are considered normally acceptable with noise levels below 75 dBA CNEL and conditionally acceptable with noise levels of less than 80 dBA CNEL. (Urban Crossroads, 2014e, p. 12)

The City's Development Code (Section 19.20.030.15) identifies a maximum allowable exterior noise level of 65 dBA Leq for new residential developments (i.e., noise sensitive receptors). While the Development Code specifically identifies a noise level limit for noise sensitive land uses, neither the City's Development Code nor Noise Ordinance maintain noise standards for non-noise sensitive land uses such as office, retail, manufacturing, utilities, agriculture, and warehousing. The policies contained in the Development Code and Noise Ordinance

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

are designed to protect sensitive receptors such as residential homes from the negative effects of “spillover” or nuisance noise. To analyze noise impacts originating from a designated fixed location or private property such as the Project site, stationary source noise such as idling trucks, delivery truck activities, parking, and backup alarms are typically evaluated against the applicable policies adopted in the City’s Development Code and/or Noise Ordinance. However, when such noises accompany a lawful business in an area zoned for that use, the City’s Noise Ordinance exempts those noise producing activities from the controls listed in the Noise Ordinance. (Urban Crossroads, 2014e, p. 14)

While the City’s General Plan, Noise Ordinance, and Development Code provide background on noise fundamentals and establish noise compatibility standards for noise-sensitive land uses, they do not include any standards or criteria to assess the impacts associated with cumulative traffic (mobile) noise source impacts. Therefore, for purposes of evaluating long-term operational transportation-related noise impacts within the City, the analysis in this Initial Study relies on the recommendations of the Federal Interagency Committee on Noise (FICON). Pursuant to the FICON recommendations, the significance of cumulative transportation noise impacts varies depending on the condition of the environment and the Project-related noise level increases. For example, if the ambient noise environment is quiet and the new noise source greatly increase the noise levels, an impact may occur even though the noise criteria might not be exceeded. Therefore, for the purpose of this analysis, when the ambient noise environment is less than 60 dBA CNEL, a 5 dBA or more increase (i.e., “readily perceptible”) resulting from Project-related traffic is considered cumulatively considerable when nearby noise sensitive receptors are affected. In areas where the without-Project noise levels range from 60 to 65 dBA CNEL, a 3 dBA or more increase (i.e., “barely perceptible”) resulting from Project-related traffic is considered cumulatively considerable when nearby noise sensitive receptors are affected. In areas where the without-Project noise levels exceed 65 dBA CNEL, a 1.5 dBA or more increase resulting from Project-related traffic is considered cumulatively considerable when nearby noise sensitive receptors are affected. (Urban Crossroads, 2014e, pp. 17-18)

Stationary Noise Impacts

Stationary noise sources associated with operation of the Project would include but not be limited to idling trucks, delivery truck activities, parking, backup alarms, and HVAC equipment. The reference noise levels describe the worst-case noise condition with full 24-hour daytime and nighttime distribution activities. In reality, operational noise levels would vary throughout the day and would not be constant, so the analysis likely overstates the Project’s impacts.

To estimate Project-related off-site operational noise levels, reference noise level measurements were collected from the existing operations of Veg Fresh Farms and the FedEx distribution facility located at 500 East Orangethorpe Avenue in the City of Anaheim. From a noise standpoint, a warehouse facility’s operational characteristics are the primary factors that affect operational noise levels; the geographic location of the facility does not substantially influence operational noise levels. The noise level measurements collected from the Veg Fresh Farms and FedEx warehouse facilities in Anaheim, California are representative of stationary noise levels expected at the Project site because these facilities have 24-hour operational activities that are comparable to those proposed at the Project site. The reference noise level measurements include the daytime and nighttime noise levels associated with idling trucks, delivery truck activities, parking, backup alarms and refrigerated containers or reefers. Although a tenant requiring refrigeration is not expected to occupy the Project site, the inclusion of refrigeration activities as part of the reference noise level allows analysis of a higher intensity operation than a non-refrigeration operation that would likely occupy the Project site. The reference noise level

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

measurements were collected on Tuesday, January 22, 2013, and represent the typical 24-hour operations expected at the Project site.

Based on the reference noise levels, as described above, the Project’s operational noise levels were modeled at nearby sensitive receptors. As summarized in Table 10, *Operational Noise Levels*, the Project’s operational noise levels would not exceed 52.4 dBA Leq at any nearby sensitive receptor (refer to *Technical Appendix J* for a detailed description of nearby sensitive receptors). When the Project’s operational noise is added to ambient noise levels, no sensitive receptors would be exposed to noise levels that exceed 65 dBA Leq during daytime or nighttime hours (see Table 11 and Table 12 below). Therefore, operation of the Project would not cause or contribute to any nearby sensitive receptors being exposed to noise levels in excess of applicable City standards. The Project's stationary noise impact during long-term operation would be less than significant and would not be cumulatively considerable.

Table 10 Operational Noise Levels

Receiver Location ¹	Land Use ²	Noise Standards (dBA Leq) ³		Project Operational Noise Levels ⁴	Compliance ⁵	
		Daytime	Nighttime		Daytime	Nighttime
		7am - 10pm	10pm - 7am		7am - 10pm	10pm - 7am
R1	Commercial Heavy	65.0	65.0	34.6	Yes	Yes
R2	Residential	65.0	65.0	34.8	Yes	Yes
R3	Residential	65.0	65.0	36.8	Yes	Yes
R4	Office Industrial Park	65.0	65.0	42.4	Yes	Yes
R5	Residential	65.0	65.0	40.4	Yes	Yes
R6	Office Industrial Park	65.0	65.0	41.1	Yes	Yes
R7	Residential	65.0	65.0	51.8	Yes	Yes
R8	Residential	65.0	65.0	52.4	Yes	Yes

¹Noise receiver locations are shown on Figure 4.

²City of San Bernardino General Plan Land Use Element, Figure LU-2.

³City of San Bernardino Development Code, Section 19.20.030.15(A).

⁴Estimated Project stationary source noise levels as shown on *Technical Appendix J*, Table 9-1.

⁵Do the estimated Project stationary source noise levels meet the City of San Bernardino Development Code standard?
Source: (Urban Crossroads, 2014e, Table 9-2).

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

Table 11 Daytime (7:00 a.m. to 10:00 p.m.) Operational Noise Level Impacts (dBA Leq)

Receiver Location ¹	Total Project Operational Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Contribution ⁶	Potential Cumulative Significant Impact? ⁷
R1	34.6	L1	61.2	61.2	0.0	No
R2	34.8	L2	54.8	54.8	0.0	No
R3	36.8	L2	54.8	54.9	0.1	No
R4	42.4	L3	66.7	66.7	0.0	No
R5	40.4	L5	53.9	54.1	0.2	No
R6	41.1	L5	53.9	54.1	0.2	No
R7	51.8	L4	52.9	55.4	2.5	No
R8	52.4	L4	52.9	55.7	2.8	No

¹Noise receiver locations are shown on Figure 4.

²Estimated Project stationary source noise levels as shown on *Technical Appendix J*, Table 9-1.

³Reference noise level measurements as shown on *Technical Appendix J*, Exhibit 5-A.

⁴Observed daytime ambient noise levels as shown on *Technical Appendix J*, Table 5-1.

⁵Represents the combined reference ambient noise levels plus Project operational noise level.

⁶The noise level increase expected with the addition of the Project.

⁷As defined on Pages 66-67 of this Initial Study

Source: (Urban Crossroads, 2014e Table 9-3).

Table 12 Nighttime (10:00 p.m. to 7:00 a.m.) Operational Noise Level Impacts (dBA Leq)

Receiver Location ¹	Total Project Operational Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Contribution ⁶	Potential Cumulative Significant Impact? ⁷
R1	34.6	L1	58.2	58.2	0.1	No
R2	34.8	L2	50.7	50.8	0.1	No
R3	36.8	L2	50.7	50.9	0.2	No
R4	42.4	L3	65.6	65.6	0.1	No
R5	40.4	L5	52.1	52.4	0.3	No
R6	41.1	L5	52.1	52.4	0.3	No
R7	51.8	L4	55.6	57.1	1.5	No
R8	52.4	L4	55.6	57.3	1.7	No

¹Noise receiver locations are shown on Figure 4.

²Estimated Project stationary source noise levels as shown on *Technical Appendix J*, Table 9-1.

³Reference noise level measurements as shown on *Technical Appendix J*, Exhibit 5-A.

⁴Observed daytime ambient noise levels as shown on *Technical Appendix J*, Table 5-1.

⁵Represents the combined reference ambient noise levels plus Project operational noise level.

⁶The noise level increase expected with the addition of the Project.

⁷As defined on Pages 66-67 of this Initial Study

Source: (Urban Crossroads, 2014e Table 9-4)

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

Traffic-Related Noise Impacts

To evaluate off-site noise increases that could result from Project-related traffic, noise levels were modeled for the following three traffic scenarios:

- **Existing:** This scenario refers to the existing traffic noise conditions without and with the proposed Project.
- **Project Opening Year (2015):** This scenario refers to the background noise conditions at Project opening (2015) without and with the Project.
- **Horizon Year (2035):** This scenario refers to the background noise conditions at Year 2035 without and with the proposed Project.

Traffic noise contours and noise levels were established based on existing and projected future traffic conditions on off-site roadway segments within the Project’s study area, and do not take into account the effect of any existing noise barriers or topography that may affect ambient noise levels. Refer to *Technical Appendix J* for a detailed description of the methodology used to evaluate the Project’s traffic-related noise effects.

Table 13, *Existing Off-Site Project-Related Traffic Noise Impacts*, presents a comparison of the existing noise conditions along Project study area roadway segments and the noise levels that would result with addition of Project-related traffic. Noise levels along roadway segments within the Project study area would increase from 0.0 to 0.2 dBA CNEL with development of the proposed Project. As shown in Table 13, all roadway segments in the Project study area would exceed 65 dBA CNEL with and without Project-related traffic. However, the Project would not directly cause any roadway segment to exceed 65 dBA CNEL and the Project’s noise contributions would not be considered substantial based on the existing ambient noise levels (i.e., an increase of less than 1.5 dBA). Under existing conditions, there is an elementary school located approximately 370 feet northwest of the Project site (which is not adjacent to roadway segment), and two non-conforming residential land uses west of South Waterman Avenue. Each of these sensitive receptors are exposed to noise that exceeds 65 dBA CNEL under existing conditions. The Project’s noise contributions would not be considered substantial based on the existing ambient noise levels (i.e., an increase of less than 1.5 dBA). Accordingly, the Project would neither expose off-site sensitive receptors to or generate noise levels in excess of applicable noise standards nor result in a substantial permanent increase in noise levels above ambient conditions. Therefore, the Project’s off-site traffic-related noise impacts would be less than significant under existing plus Project conditions.

Table 13 Existing Off-Site Project-Related Traffic Noise Impacts

ID	Road	Segment	Adjacent Land Use ¹	CNEL at Adjacent Land Use (dBA)			Potential Significant Impact? ²
				No Project	With Project	Project Addition	
1	Waterman Av.	n/o Driveway 1	Office Industrial Park	76.6	76.6	0.0	No
2	Waterman Av.	n/o Driveway 2	Office Industrial Park	76.6	76.7	0.1	No
3	Waterman Av.	s/o Driveway 2	Commercial General	76.6	76.8	0.2	No
4	Waterman Av.	n/o Mill St.	Commercial General	76.6	76.8	0.2	No
5	Waterman Av.	s/o Mill St.	Commercial General	76.7	76.8	0.1	No
6	Mill St.	w/o Waterman Av.	Commercial General	73.4	73.6	0.2	No
7	Mill St.	e/o Waterman Av.	Commercial General	74.1	74.1	0.0	No

¹City of San Bernardino General Plan Land Use Element, Figure LU-2.

²As defined on Pages 66-67 of this Initial Study

Source: (Urban Crossroads, 2014e, Table 7-7)

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

Table 14, *Year 2015 Off-Site Project-Related Traffic Noise Impacts*, presents a comparison of estimated Year 2015 noise conditions along Project study area roadway segments and the noise levels that would result with addition of Project-related traffic. Noise levels along roadway segments within the Project study area would increase from 0.0 to 0.2 dBA CNEL with development of the proposed Project. As shown in Table 14, all roadway segments in the Project study area would exceed 65 dBA CNEL with and without Project-related traffic. However, the Project would not directly cause any roadway segment (including roads adjacent to/in the vicinity of the nearby off-site elementary school and residential land uses) to exceed 65 dBA CNEL and the Project’s noise contributions would not be considered substantial based on the existing ambient noise levels (i.e., an increase of less than 1.5 dBA). Accordingly, the Project would neither expose off-site sensitive receptors to or generate noise levels in excess of applicable noise standards nor result in a substantial permanent increase in noise levels above ambient conditions. Therefore, the Project’s off-site traffic-related noise impacts would be less than significant under Year 2015 conditions.

Table 14 Year 2015 Off-Site Project-Related Traffic Noise Impacts

ID	Road	Segment	Adjacent Land Use ¹	CNEL at Adjacent Land Use (dBA)			Potential Significant Impact? ²
				No Project	With Project	Project Addition	
1	Waterman Av.	n/o Driveway 1	Office Industrial Park	76.8	76.9	0.0	No
2	Waterman Av.	n/o Driveway 2	Office Industrial Park	76.8	77.0	0.1	No
3	Waterman Av.	s/o Driveway 2	Commercial General	76.8	77.0	0.2	No
4	Waterman Av.	n/o Mill St.	Commercial General	76.8	77.0	0.2	No
5	Waterman Av.	s/o Mill St.	Commercial General	76.9	77.0	0.1	No
6	Mill St.	w/o Waterman Av.	Commercial General	73.6	73.8	0.2	No
7	Mill St.	e/o Waterman Av.	Commercial General	74.3	74.3	0.0	No

¹City of San Bernardino General Plan Land Use Element, Figure LU-2.

²As defined on Pages 66-67 of this Initial Study

Source: (Urban Crossroads, 2014e, Table 7-8)

Table 15, *Horizon Year (2035) Off-Site Project-Related Traffic Noise Impacts*, presents a comparison of estimated Year 2035 noise conditions along Project study area roadway segments and the noise levels that would result with addition of Project-related traffic. Noise levels along roadway segments within the Project study area would increase from 0.0 to 0.2 dBA CNEL with development of the proposed Project. As shown in Table 15, all roadway segments in the Project study area would exceed 65 dBA CNEL with and without Project-related traffic. However, the Project would not directly cause any roadway segment (including roads adjacent to/in the vicinity of the nearby off-site elementary school and residential land uses) to exceed 65 dBA CNEL and the Project’s noise contributions would not be considered substantial based on the existing ambient noise levels (i.e., less than 1.5 dBA). Furthermore, there are no sensitive receptors located adjacent to any Project study area roadway segment. Therefore, the Project’s off-site traffic-related noise impacts would be less than significant under Horizon Year (2035) conditions. Accordingly, the Project would neither expose off-site sensitive receptors to or generate noise levels in excess of applicable noise standards nor result in a substantial permanent increase in noise levels above ambient conditions.

In summary, long-term operation of the proposed Project would not generate a substantial permanent increase in off-site traffic-related noise levels, nor would Project-related traffic cause or contribute to the exposure of sensitive receptors to noise levels in excess of applicable standards. The Project’s traffic-related noise impacts would be less than significant and no mitigation would be required.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

Table 15 Horizon Year (2035) Off-Site Project-Related Traffic Noise Impacts

ID	Road	Segment	Adjacent Land Use ¹	CNEL at Adjacent Land Use (dBA)			Potential Significant Impact? ²
				No Project	With Project	Project Addition	
1	Waterman Av.	n/o Driveway 1	Office Industrial Park	77.1	77.2	0.0	No
2	Waterman Av.	n/o Driveway 2	Office Industrial Park	77.1	77.3	0.1	No
3	Waterman Av.	s/o Driveway 2	Commercial General	77.3	77.5	0.2	No
4	Waterman Av.	n/o Mill St.	Commercial General	77.3	77.5	0.2	No
5	Waterman Av.	s/o Mill St.	Commercial General	77.4	77.5	0.1	No
6	Mill St.	w/o Waterman Av.	Commercial General	75.8	75.9	0.1	No
7	Mill St.	e/o Waterman Av.	Commercial General	75.6	75.6	0.0	No

¹City of San Bernardino General Plan Land Use Element, Figure LU-2.

²As defined on Pages 66-67 of this Initial Study

Source: (Urban Crossroads, 2014e, Table 7-9).

Conclusion

Based on the preceding analysis, no component of the Project’s near-term construction or long-term operation (including on-site operational activities and off-site traffic) would expose sensitive receptors to or generate noise levels in excess of applicable noise standards. Impacts would be less than significant.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Finding: Less-than-Significant Impact

Source: (Urban Crossroads, 2014e)

Impact Analysis for Near-Term Construction Vibration

Construction activities that would occur within the Project site are expected to include grading, excavation, and heavy construction equipment activities that have the potential to generate low levels of intermittent, localized ground-borne vibration. There is no groundborne vibration potential associated with the proposed off-site bridge removal because the removal would be conducted mostly with hand operated tools. The City of San Bernardino does not have an adopted vibration standard, so the Project’s construction-related vibration levels were estimated and evaluated using methodology published by the Federal Transit Administration (FTA) (Urban Crossroads, 2014e, p. 30). Refer to *Technical Appendix J* for a detailed description of the methodology used to calculate construction vibration levels.

Vibration levels anticipated to result from Project-related construction activities were calculated at each of the eight (8) receiver locations identified on Figure 4. The results of the vibration analysis for Project-related construction activities are summarized in Table 16, *Construction Vibration Levels*. As shown in Table 16, Project-related construction activities would not expose any nearby receptor to peak vibration levels in excess of 70.0 vibration decibels (VdB), which is less than the FTA’s maximum acceptable vibration standard (i.e., 80.0 VdB). Because the Project would not exceed the FTA’s acceptable vibration standard, near-term construction activities would not expose persons to or generate excessive groundborne vibration or groundborne noise levels. Therefore, the Project would result in less-than-significant impacts associated with construction vibration.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

Table 16 Construction Vibration Levels

Noise Receiver ¹	Distance To Property Line (In Feet)	Receiver Vibration Levels (VdB) ²					Potential Significant Impact ^{3?}
		Small Bulldozer	Jackhammer	Loaded Trucks	Large Bulldozer	Peak Vibration	
R1	1,074'	9.0	30.0	37.0	38.0	38.0	No
R2	1,050'	9.3	30.3	37.3	38.3	38.3	No
R3	800'	12.8	33.8	40.8	41.8	41.8	No
R4	292'	26.0	47.0	54.0	55.0	55.0	No
R5	369'	22.9	43.9	50.9	51.9	51.9	No
R6	396'	22.0	43.0	50.0	51.0	51.0	No
R7	103'	39.6	60.6	67.6	68.6	68.6	No
R8	92'	41.0	62.0	69.0	70.0	70.0	No

¹Receiver locations are shown on Figure 4.

²Based on vibration source levels listed in (Urban Crossroads, 2014e, Table 6-7).

³Do vibration levels exceed the FTA maximum acceptable vibration standard of 80 VdB?

Source: (Urban Crossroads, 2014e, Table 10-9)

Impact Analysis for Long-Term Operational Noise

Under long-term conditions, operational activities of the proposed Project would not include nor require equipment, facilities, or activities that would result in perceptible groundborne vibration. Trucks would travel to-and-from the Project site during long-term operation; however, vibration levels for heavy trucks operating at low-to-normal speeds on smooth, paved surfaces – as is expected on the Project site and along surrounding roadways – are typically below the human threshold of perception (65 VdB, (Urban Crossroads, 2014e, p. 50)). Accordingly, long-term operation of the Project would not expose persons to or generate excessive groundborne vibration or groundborne noise levels, and a less-than-significant impact would occur.

Conclusion

Based on the foregoing analysis, the Project would not expose persons to or generate excessive groundborne vibration or groundborne noise during near-term construction or long-term operation. Impacts would be less than significant and no mitigation is required.

c) A substantial permanent increase in ambient noise level in the project vicinity above existing without the project?

Finding: Less-than-Significant Impact

Source: (Urban Crossroads, 2014e)

As discussed above under Issue XII(a), the Project would not result in a substantial, permanent increase in ambient noise levels in the Project vicinity above existing levels without the Project. Refer the analysis under Issue XII(a) for more information. Impacts would be less than significant and no mitigation is required.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

-
- d) A substantial or periodic increase in ambient noise levels in the project vicinity above existing without the project?**
-

Finding: Less-than-Significant Impact

Source: (Urban Crossroads, 2014e)

The analysis presented under Issue XII(a) concluded that the Project would result in elevated noise levels during Project construction and operation, but noise level increases would be less than significant. Refer to the analysis under Issue XII(a). Construction activities would be required to comply with the City's Noise Ordinance and the Project Applicant has proposed best management practices that will occur on-site during the construction process to minimize periodic increases in noise. Impacts would be less than significant and no mitigation is required.

-
- 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 expose people residing or working in the project area to excessive noise levels?**
-

Finding: Less-than-Significant Impact

Source: (San Bernardino, 2005b, Chapter 5.10, Noise; Google Earth, 2014; Project Application Materials)

The Project site is located within two miles of the San Bernardino International Airport. The Project site is subject to aircraft-related noise, but such noise is not regarded as excessive (City of San Bernardino, 2005b, Chapter 5.10, Noise). The areas with highest exposure to airport-related noise occur along the extended runway centerline as aircraft ascend/descend for takeoffs and landings. The San Bernardino International Airport's runways are oriented southwest to northeast, whereas the Project site is located to the northwest of the airport and is not located within the approach or take-off areas at either end of the runway. As such, the Project would not be exposed to substantial noise from the San Bernardino International Airport. Accordingly, workers and visitors to the Project site would not be exposed to excessive noise levels from nearby airport operations and impacts would be less than significant.

-
- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**
-

Finding: No Impact

Source: (Google Earth, 2014)

There are no private airfields or airstrips in the vicinity of the Project site. Therefore, the proposed Project would not expose people to excessive noise levels associated with operations at a private airstrip and no impact would occur.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

XIII. POPULATION AND HOUSING – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial 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) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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"/>

Impact Analysis

a) Induce substantial 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)?

Finding: Less-than-Significant Impact

Source: (San Bernardino, 2005a Chapter 2, Land Use; San Bernardino, 2005b Chapter 5.11, Population and Housing)

If the Project site were developed in accordance with its existing, underlying General Plan land use designations, up to 675,615 square feet of “Office Industrial Park” land uses and up to 99 attached dwelling units could be constructed on the subject property. In comparison, the Project would develop the subject property with a 426,858 square-foot logistics warehouse building and associated site improvements. Accordingly, the Project would develop the site with less-intense land uses than those planned by the existing General Plan, and would not result in growth that was not already anticipated by the City of San Bernardino General Plan and evaluated in the City of San Bernardino General Plan EIR. The Project site is served by existing public roadways and utility infrastructure is already installed beneath public rights of way that abut the property. The Project would install an off-site sewer pipe segment beneath South Waterman Avenue; however, the sewer pipe would merely extend an existing sewer main to provide service to the Project site and would not contain sufficient, excess capacity to support substantial growth. As such, implementation of the Project would not result in direct or indirect growth in the area, and impacts would be less than significant.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

Finding: Less-than-Significant Impact

Source: (Project Application Materials; On-Site Inspection (2014))

The Project site contains one (1) occupied residential structure under existing conditions. Although the Project would remove this home from the subject property, the demolition of one home would not necessitate the

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

construction of replacement housing elsewhere as the elimination of one home does not comprise a substantial number of existing homes. The Project would result in a less-than-significant impact.

c) **Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

Finding: Less-than-Significant Impact

Source: (Project Application Materials; On-Site Inspection (2014))

As described above under the response to Issue XIII(b), the Project would demolish one (1) occupied residential structure and would not necessitate the construction of replacement housing elsewhere. Accordingly, implementation of the proposed Project would not displace substantial numbers of people and would not necessitate the construction of replacement housing elsewhere. Impacts would be less than significant.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

XIV. PUBLIC SERVICES – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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?				
1) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5) Other public services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

a)(1) 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: Fire protection?

Finding: Less-than-Significant Impact

Source: (San Bernardino, 2005a Chapter 7, Public Facilities and Services; San Bernardino, 2005b Chapter 5.12, Public Services; San Bernardino, 2009, Chapter3.27, Development Impact Fees)

The City of San Bernardino Fire Department provides fire protection service to the Project site under existing conditions and would provide service to the proposed Project. The proposed Project would be primarily served by Station 221, an existing station located at 200 East 3rd Street (approximately 0.7 roadway mile northwest of the Project site). Based on the Project’s proximity to this existing fire station, the Project would be adequately served by fire protection services, and no new or expanded facilities would be required.

The proposed Project also would be required to provide a minimum of fire safety and support fire suppression activities, including type of building construction, fire sprinklers, a fire hydrant system and paved access to the

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

Project site. Furthermore, the proposed Project is required to comply with the provisions of the City of San Bernardino’s Development Impact Fee (refer to City Municipal Code Chapter 3.27), which requires a fee payment that the City applies to the funding of public facilities, including fire suppression facilities, vehicles and equipment. Mandatory compliance with the Development Impact Fee would be required prior to the issuance of building permits.

Based on the foregoing, the proposed Project would receive adequate fire protection service, and would not result in the need for new or physically altered fire protection facilities. Impacts to fire protection facilities would be, therefore, less than significant and no mitigation is required.

a)(2) 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: Police Protection?

Finding: Less-than-Significant Impact

Source: (San Bernardino, 2005a Chapter 7, Public Facilities and Services; San Bernardino, 2005b Chapter 5.12, Public Services; San Bernardino, 2009, Chapter 3.27, Development Impact Fees)

The San Bernardino Police Department provides police protection services to the Project site under existing conditions and would provide service to the Project via their headquarters at 710 North “D” Street, in the City of San Bernardino. Redevelopment of the subject property with one warehouse building would introduce a new structure and employees to the Project site. This would result in an incremental increase in demand for law enforcement services, but is not anticipated to require or result in the construction of new or physically altered law enforcement facilities. Prior to the issuance of building permits, the Project Applicant is required to comply with the provisions of the City of San Bernardino’s Development Impact Fee Ordinance (refer to City Municipal Code Chapter 3.27), which requires a fee payment that the City applies to the funding of public facilities, including law enforcement facilities, vehicles, and equipment. Based on the foregoing, the proposed Project would receive adequate police protection service, and would not result in the need for new or physically altered police protection facilities. Impacts to police protection facilities would be therefore less than significant with no mitigation required.

a)(3) 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: Schools?

Finding: Less-than-Significant Impact

Source: (San Bernardino, 2005b Chapter 5.8, Land Use and Planning; CA SB 50)

The Project would not create a direct demand for public school services, as the land use proposed by the Project (i.e., logistics warehouse building) would not generate any school-aged children requiring public education. The addition of employment uses on the Project site would assist in the achievement of the City’s goal to provide a better jobs/housing balance within the City and the larger San Bernardino County region. Thus, the Project is

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

not expected to draw new residents to the region and would therefore not indirectly generate additional school-aged students requiring public education. Because the Project would not directly generate students and is not expected to indirectly draw students to the area, the proposed Project would not result in the need to construct new or physically altered public school facilities. Although the Project would not create a demand for additional public school services, the Project Applicant would be required to contribute development impact fees to the San Bernardino Unified School District, in compliance with California Senate Bill 50 (Greene). Mandatory payment of school fees would be required prior to the issuance of building permits. Project-related impacts to public schools would be less than significant and no mitigation is required.

a)(4) 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: Parks?

Finding: Less-than-Significant Impact

Source: (Project Application Materials)

As discussed below under the responses to Issues XV(a) and XV(b), the proposed Project would not create a demand for public park facilities and would not result in the need to modify existing or construct new park facilities. Accordingly, implementation of the Project would not adversely affect any park facility and impacts are regarded as less than significant.

a)(5) 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: Other public facilities?

Finding: Less-than-Significant Impact

Source: (San Bernardino, 2005a Chapter 14, Noise; San Bernardino, 2009)

The proposed Project is not expected to result in a demand for other public facilities/services, including libraries, community recreation centers, post offices, public health facilities, and animal shelters. As such, implementation of the Project would not adversely affect other public facilities or require the construction of new or modified facilities. Impacts are less than significant.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

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

Impact Analysis

a) 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?

Finding: No Impact

Source: (Project Application Materials)

The Project would redevelop the subject property with one industrial warehouse building. The Project does not propose any type of residential use or other land use that may generate a population that would increase the use of existing neighborhood and regional parks or other recreational facilities in the vicinity. Accordingly, implementation of the Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park and no impact would occur.

b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Finding: No Impact

Source: (Project Application Materials)

The proposed Project would redevelop the subject property with one warehouse building. The Project does not propose to construct any new on- or off-site recreation facilities. The Project would not expand any existing off-site recreational facilities. Therefore, adverse environmental impacts related to the construction or expansion of recreational facilities would not occur with implementation of the Project.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

XV. TRANSPORTATION/CIRCULATION – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 intersections, 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 roadways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including an increase in traffic levels or a change in location that results in substantial risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to design feature (e.g., sharp curves of dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 supporting alternative transportation (e.g., bus turnouts, bicycle racks) supporting alternative transportation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

Impact Analysis

-
- 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 intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**
-

Finding: Less-than-Significant Impact

Source: (Urban Crossroads, 2014d)

For purposes of analyzing the Project's potential impacts to traffic, the City of San Bernardino identified a traffic impact study area in conformance with their *Traffic Impact Study Guidelines* (dated September 24, 2004). Based on the *Guidelines*, the minimum area to be studied includes any intersection at which a proposed project would add 50 or more peak hour trips. For the proposed Project, the traffic study impact area includes three (3) existing and future intersections: 1) South Waterman Avenue/Project Driveway 1; 2) South Waterman Avenue/Project Driveway 2; and 3) South Waterman Avenue/Mill Street. Refer to the Traffic Impact Analysis prepared for the Project by Urban Crossroads for more information about the analysis methodologies employed in the evaluation of the Project's potential traffic-related impacts (*Technical Appendix K*).

In accordance with the scoping agreement for the Project approved by City of San Bernardino staff (refer to Appendix 1.1 of *Technical Appendix K*), the Project would result in a substantial adverse effect to the performance of the circulation system if any of the following situations would occur (Urban Crossroads, 2014d, p. 12):

- If an intersection is projected to operate at an acceptable level of service (i.e., LOS "D" or better) without the Project and the addition of Project traffic, as measured by 50 or more peak hour trips, is expected to cause the intersection to operate at an unacceptable level of service (i.e., LOS "E" or worse), the Project's impact is considered a significant direct impact.
- If an intersection is projected to operate at an unacceptable level of service (i.e., LOS "E" or "F") without the Project, and the Project contributes 50 or more peak hour trips, the Project's impact is considered cumulatively considerable.

Under existing conditions, the Project site is partially developed and generates minimal traffic. Existing traffic counts in the study area were collected on August 19, 2014. This day was representative of typical weekday peak hour traffic conditions in the study area, as no observations were made in the field by Urban Crossroads that would indicate atypical traffic conditions on this date. (Urban Crossroads, 2014d, p. 18) Based on the collected traffic counts, the only existing intersection in the Project study area, South Waterman Avenue/Mill Street intersection, operates at acceptable LOS (Urban Crossroads, 2014d, p. 22). Refer to *Technical Appendix K* for more information about existing traffic conditions in the Project's study area.

Project Trip Generation and Distribution

Trip generation represents the amount of traffic that is attracted to and produced by a development project. Determining traffic generation for a specific project is based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses proposed for a given development. Based on vehicle trip generation rates published by the Institute of Transportation Engineers (ITE), the Project is estimated to generate approximately 722 daily vehicle trips, including 47 trips during the AM peak hour and 52

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

trips during the PM peak hour. Of the Project's estimated 722 daily vehicle trips, 148 trips would be from trucks with a size of two axles or greater. In conformance with standard traffic engineering practices in Southern California, the Project's daily vehicle trips were converted to a passenger car equivalent (PCE). PCE factors allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit (i.e., the passenger car), for purposes of capacity and LOS analyses. A PCE factor of 1.5 was applied to two-axle truck trips, a factor of 2.0 was applied to three-axle truck trips, and a factor of 3.0 was applied to four plus-axle truck trips. After converting Project trips to PCE, the Project is estimated to produce an estimated 976 PCE daily vehicle trips, including 64 PCE trips during the AM Peak Hour and 70 PCE trips during the PM Peak Hour. The Project's PCE vehicle trips were used for purposes of determining the Project's potential effect to the circulation system. (Urban Crossroads, 2014d, pp. 25-27). For more information about the Project's trip generation, refer to *Technical Appendix K*.

Trip distribution is the process of identifying the probable destinations, directions, or traffic routes that would be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the routes where Project traffic would distribute. The trip distribution for the proposed Project was developed based on anticipated passenger car and truck travel patterns to-and-from the Project site. The total volume on each roadway was divided by the Project's total traffic generation to indicate the percentage of Project traffic that would use each component of the roadway system in each relevant direction. The Project's trip distribution patterns are graphically depicted on Figure 5, *Project Truck Distribution*, and Figure 6, *Project Car Trip Distribution*.

The assignment of traffic from the Project area to the adjoining roadway system is based on the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns, PCE factored Project average daily traffic (ADT) volumes for the weekday are shown on Figure 7, *Project Average Daily Traffic*.

Analysis Scenarios

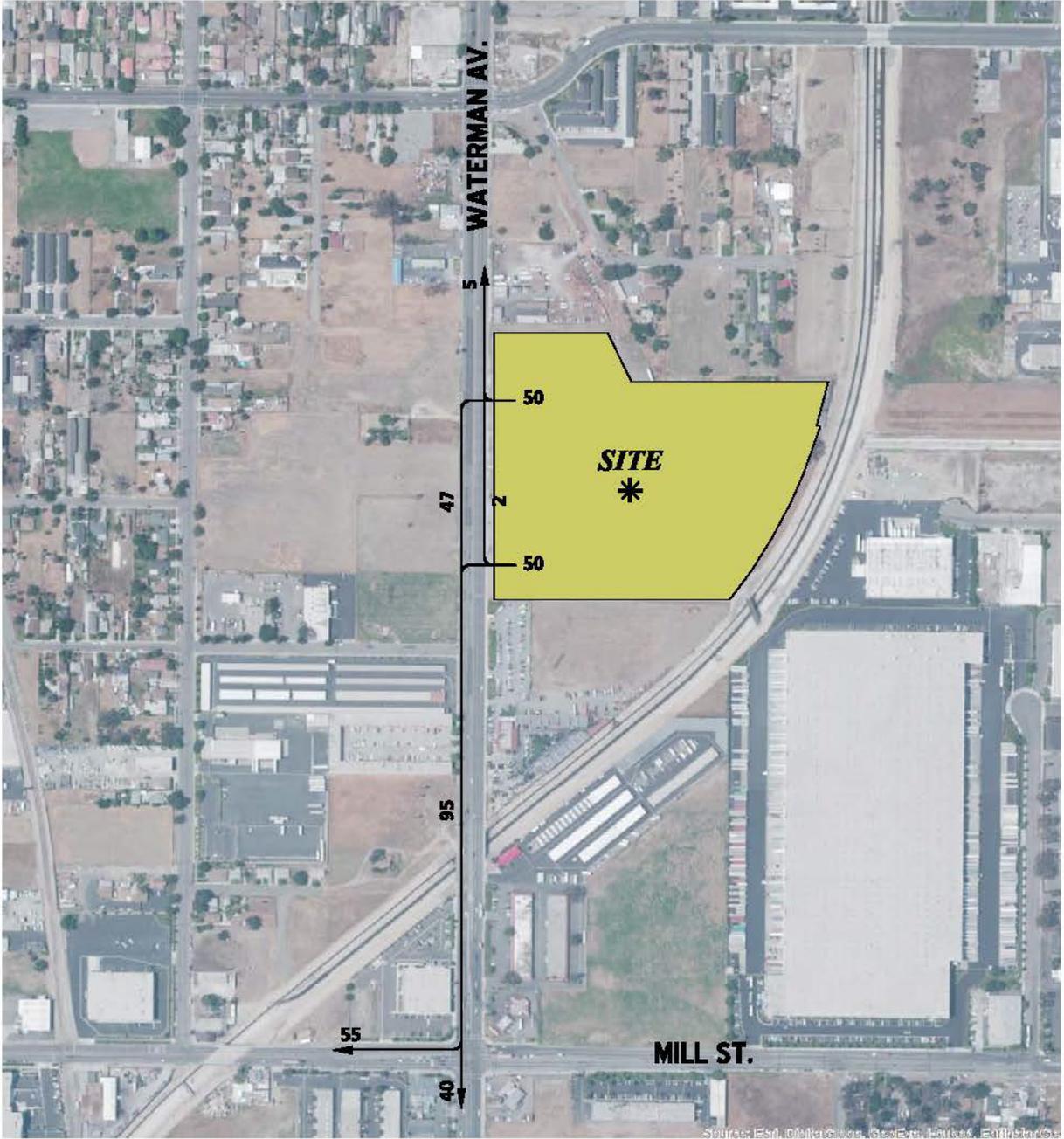
For the purposes of the proposed Project's traffic impact analysis, potential impacts to traffic and circulation have been assessed for each of the following conditions:

- Near-Term Construction (1 scenario)
- Existing (2014) plus Project (1 scenario)
- Opening Year (2015) with Project and Opening Year (2015) with Project and cumulative development projects (2 scenarios)
- Horizon Year (2035), without and with Project (2 scenarios)

The Near-Term Construction conditions analysis determines the potential for Project construction-related traffic to result in an adverse effect to the local roadway system. Types of traffic anticipated during construction include employees traveling to/from the Project site as well as deliveries of construction materials to the Project site.

The Existing (2014) plus Project (E+P) analysis determines direct Project-related traffic impacts that would occur on the existing roadway system in the theoretical scenario of the Project being placed upon existing conditions. Existing conditions (2014) represents the baseline traffic conditions as they existed at the time the

CITY OF SAN BERNARDINO
 PLANNING DIVISION
 INITIAL STUDY



LEGEND:

- 10 = PERCENT TO/FROM PROJECT
- ← = OUTBOUND

Source(s): Urban Crossroads (09-12-14)

Figure 5



PROJECT TRUCK DISTRIBUTION

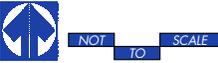
CITY OF SAN BERNARDINO
 PLANNING DIVISION
 INITIAL STUDY



LEGEND:
 10 = PERCENT TO/FROM PROJECT
 ← = OUTBOUND

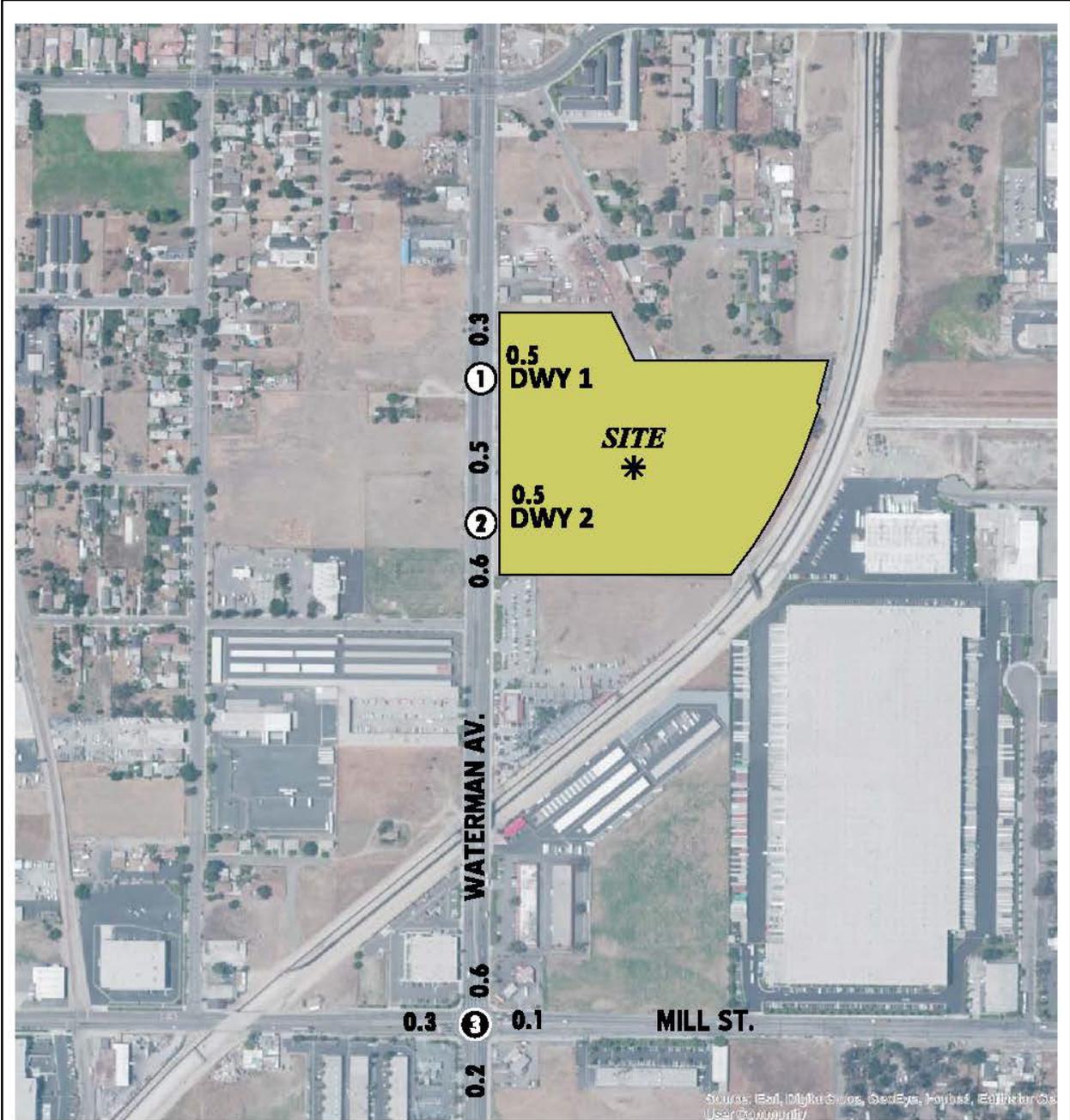
Source(s): Urban Crossroads (09-12-14)

Figure 6



PROJECT CAR DISTRIBUTION

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**



LEGEND:

10.0 = VEHICLES PER DAY (1000'S)
10(10) = AM(PM) PEAK HOUR VOLUMES

1	2	3
Waterman Av. & Driveway 1	Waterman Av. & Driveway 2	Waterman Av. & Mill St.

Source(s): Urban Crossroads (09-12-14)

Figure 7



PROJECT AVERAGE DAILY TRAFFIC

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

Project's applications were submitted to the City of San Bernardino. Because the Project is not expected to be fully built and occupied until at least 2015, the E+P scenario is presented to disclose direct impacts as required by CEQA.

The Opening Year (2015) analysis includes an evaluation the Existing plus Ambient Growth plus Project (E+A+P) traffic conditions. The E+A+P analysis is intended to identify the direct impacts associated solely with the development of the proposed Project based on the expected background growth within the study area. The Opening Year (2015) analysis also includes an evaluation of Existing plus Ambient Growth plus Project plus Cumulative Development (E+A+P+C) conditions to identify the Project's potential cumulative contribution to traffic impacts within the study area.

The Horizon Year (2035) conditions analysis is utilized to determine if improvements funded through local and regional transportation mitigation fee programs, such as the City of San Bernardino Development Impact Fee program or other approved funding mechanisms, can accommodate the cumulative traffic at the target level of service identified in the City of San Bernardino General Plan. If the planned and funded improvements can provide the necessary improvements, then the Project's payment into applicable, established fee programs (as required by the Conditions of Approval imposed on the Project by the City) would be considered adequate mitigation for cumulatively considerable impacts. If other improvements are needed beyond the "funded" improvements (such as localized improvements to non-funded facilities), they are identified as such.

Refer to *Technical Appendix K* for a detailed discussion of the methodologies and assumptions for each analysis scenario, and a list of cumulative development projects considered in the analysis.

Impact Analysis for Near-term Construction Traffic Conditions

During the construction phase of the Project, traffic to-and-from the subject property would be generated by activities such as construction employee trips, delivery of construction materials, and use of heavy equipment. Vehicular traffic associated with construction employees would be less than daily and peak hour traffic volumes generated during Project operational activities, and is not expected to result in a substantial adverse effect to the local roadway system. Deliveries of construction materials to the Project site would also have a nominal effect to the local roadway network. Construction materials would be delivered to the site throughout the construction phase based on need and would not occur on an everyday basis. Heavy equipment would be utilized on the Project site during the construction phase. As most heavy equipment is not authorized to be driven on a public roadway, most equipment would be delivered and removed from the site via flatbed trucks. As with the delivery of construction materials, the delivery of heavy equipment to the Project site would not occur on a daily basis, but would occur periodically throughout the construction phase based on need. As previously described, all existing intersections in the Project's study area operate at acceptable LOS under Existing (2014) conditions. The addition of temporary, Project-related construction traffic to these transportation facilities would not degrade LOS to a deficient level. Accordingly, traffic generated by the Project's construction phase would not result in a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. Impacts during the Project's construction phase would be less than significant.

Impact Analysis for Existing Plus Project Traffic Conditions

For purposes of information disclosure, this subsection presents an analysis of existing traffic volumes plus traffic generated by the proposed Project (Existing plus Project, or E+P). The reason this particular analysis scenario is provided is to disclose the potential for direct impacts to the existing environment as required by

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

CEQA. The E+P scenario rarely materializes as an actual scenario in the real world. The time period between the environmental baseline date and the date project buildout occurs can often be a period of several years or more. In the case of the proposed Project, the time period estimated between existing conditions (2014) and estimated Project buildout (2015) is one (1) year. During this time period, conditions are not static. Other projects are being constructed, the transportation network is evolving, and traffic patterns are changing. Therefore, the E+P scenario is very unlikely to materialize in real world conditions and thus does not accurately describe the environment that exists when a particular project is constructed and becomes operational. Regardless, the E+P scenario is evaluated to satisfy CEQA requirements to identify the Project’s impacts to the existing environment.

Intersection levels of service for E+P conditions are summarized in Table 17, *Existing (2014) plus Project Conditions Intersections Analysis*. As shown in Table 17, under E+P traffic conditions, all Project study area intersections would operate at acceptable LOS during peak hours. Accordingly, the Project would result in a less-than-significant impact to the local roadway network under E+P traffic conditions.

Table 17 Existing (2014) plus Project Conditions Intersections Analysis

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Existing (2014)				E+P							
			Northbound				Southbound				Eastbound				Delay ² (secs.)		LOS		Delay ² (secs.)		LOS					
			L	T	R	Improvement	L	T	R	Improvement	L	T	R	Improvement	AM	PM	AM	PM	AM	PM	AM	PM				
1	Waterman Av. / Driveway 1	CSS	0	3	0		1	3	0		0	0	0		0	<u>1</u>	0		--	--	--	--	12.6	14.0	B	B
2	Waterman Av. / Driveway 2	CSS	0	3	0		1	3	0		0	0	0		0	<u>1</u>	0		--	--	--	--	12.7	14.0	B	B
3	Waterman Av. / Mill St.	TS	1	3	0		1	3	0		1	2	1		1	2	1		31.7	32.3	C	C	33.0	32.8	C	C

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1 = Improvement

² Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

³ CSS = Cross-Street Stop; TS = Traffic Signal

Source: (Urban Crossroads, 2014d Table 5-1)

Impact Analysis for Opening Year (2015) Traffic Conditions

The Opening Year (2015) conditions analysis identifies the specific impacts associated solely with the development of the proposed Project based on the expected background growth within the study area (Existing plus Ambient Growth plus Project, or E+A+P). Cumulative development projects within the Project study area are not included within the E+A+P evaluation. As shown in Table 18, *Opening Year (2015) Intersections Analysis*, all intersections in the Project study area are projected to operate at acceptable LOS during the AM and PM peak hours under E+A+P traffic conditions. Therefore, implementation of the proposed Project would result in less-than-significant impacts to study area intersections under E+A+P conditions.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

Table 18 Opening Year (2015) Intersections Analysis

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Without Project				With Project			
			Northbound				Southbound				Eastbound				Delay ² (secs.)		LOS		Delay ² (secs.)		LOS	
			L	T	R	Improvement	L	T	R	Improvement	L	T	R	Improvement	AM	PM	AM	PM	AM	PM	AM	PM
1	Waterman Av. / Driveway 1	CSS	0	3	0	1	3	0	0	0	0	0	<u>1</u>	0	--	--	--	--	12.7	14.1	B	B
2	Waterman Av. / Driveway 2	CSS	0	3	0	1	3	0	0	0	0	0	<u>1</u>	0	--	--	--	--	12.8	14.1	B	B
3	Waterman Av. / Mill St.	TS	1	3	0	1	3	0	1	2	1	1	2	1	32.4	33.1	C	C	33.3	33.4	C	C

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1 = Improvement

² Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

³ CSS = Cross-Street Stop; TS = Traffic Signal

Source: (Urban Crossroads, 2014d Table 6-1)

Impact Analysis for Opening Year (2015) plus Cumulative Conditions

Traffic within the Project study area from development projects that are approved and not yet constructed, along with developments that are currently in the process of entitlement, have been added to the Opening Year (2015, E+A+P) traffic volumes to represent Existing plus Ambient Growth plus Project plus Cumulative Development conditions (E+A+P+C). The purpose of this analysis is to determine if the Project in conjunction with nearby development projects has the potential to result in traffic impacts that are individually less than significant but considerable on a cumulative basis. As shown in Table 19, *Opening Year (2015) plus Cumulative Conditions Intersection Analysis*, all intersections in the Project study area are projected to operate at acceptable LOS during the AM and PM peak hours under E+A+P+C traffic conditions. Therefore, implementation of the proposed Project would not result in cumulatively considerable impacts to study area intersections under E+A+P+C conditions.

Table 19 Opening Year (2015) plus Cumulative Conditions Intersection Analysis

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Without Project				With Project			
			Northbound				Southbound				Eastbound				Delay ² (secs.)		LOS		Delay ² (secs.)		LOS	
			L	T	R	Improvement	L	T	R	Improvement	L	T	R	Improvement	AM	PM	AM	PM	AM	PM	AM	PM
1	Waterman Av. / Driveway 1	CSS	0	3	0	1	3	0	0	0	0	0	<u>1</u>	0	--	--	--	--	13.0	14.6	B	B
2	Waterman Av. / Driveway 2	CSS	0	3	0	1	3	0	0	0	0	0	<u>1</u>	0	--	--	--	--	13.1	14.6	B	B
3	Waterman Av. / Mill St.	TS	1	3	0	1	3	0	1	2	1	1	2	1	33.0	33.4	C	C	34.4	33.7	C	C

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1 = Improvement

² Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

³ CSS = Cross-Street Stop; TS = Traffic Signal

Source: (Urban Crossroads, 2014d Table 7-1)

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

Impact Analysis for Horizon Year (2035) Conditions

The Horizon Year (2035) conditions analysis is utilized to determine if improvements anticipated in long-term planning documents, such as the City of San Bernardino General Plan, are adequate to accommodate long term cumulative traffic conditions at the target LOS, or if additional improvements area necessary. As shown in Table 20, *Horizon Year (2035) Intersection Analysis*, all intersections in the Project study area are projected to operate at acceptable LOS during the AM and PM peak hours under Horizon Year (2035) traffic conditions. Therefore, implementation of the proposed Project would not result in cumulatively considerable impacts to study area intersections under Horizon Year (2035).

Table 20 Horizon Year (2035) Intersection Analysis

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Without Project				With Project							
			Northbound				Southbound				Eastbound				Delay ² (secs.)		LOS		Delay ² (secs.)		LOS					
			L	T	R		L	T	R		L	T	R		L	T	R		AM	PM	AM	PM	AM	PM		
1	Waterman Av. / Driveway 1	CSS	0	3	0		1	3	0		0	0	0		0	<u>1</u>	0		--	--	--	--	13.7	17.7	B	C
2	Waterman Av. / Driveway 2	CSS	0	3	0		1	3	0		0	0	0		0	<u>1</u>	0		--	--	--	--	13.8	17.7	B	C
3	Waterman Av. / Mill St.	TS	1	3	0		1	3	0		1	2	1		1	2	1		35.3	39.6	D	D	36.6	40.0	D	D

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1 = Improvement

² Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

³ CSS = Cross-Street Stop; TS = Traffic Signal

Source: (Urban Crossroads, 2014d Table 8-1)

Conclusion

Based on the foregoing analysis, the Project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system during projected near- or long-term development conditions. The Project would result in a less-than-significant impact to the local circulation system and no mitigation would be required.

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 roadways?

Finding: Less-than-Significant Impact

Source: (SANBAG, 2007; Urban Crossroads, 2014d)

The San Bernardino County Congestion Management Plan is applicable to the Project because three roadways in the vicinity of the Project site – South Waterman Avenue, I-215, and I-10 – are designated as part of the CMP Roadway System. As described above under the response to Issue XV(a), the Project would not result in substantial, adverse effects to South Waterman Avenue during any traffic analysis scenario (i.e., near-term construction, E+P, E+A+P, E+A+P+C, Horizon Year). The Project would contribute fewer than 50 two-way peak hour trips to I-215 and I-10, which would not exceed Caltrans’ screening threshold for requiring an analysis of potential impacts to freeway mainline segments (Urban Crossroads, 2014d, p. 31). The contribution of less than 50 peak hour two-way trips to freeway mainlines are considered less than cumulatively considerable. Accordingly, the Project would not contribute substantial traffic to I-215 or I-10 and impacts to these freeway facilities would be less than significant. The Project would not conflict with the applicable CMP

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

related to arterial roadways, including LOS standards, and impacts to CMP intersections and freeway mainline segments would be less than significant

c) Result in a change in air traffic patterns, including an increase in traffic levels or a change in location that results in substantial risks?

Finding: No Impact

Source: (Project Application Materials)

Although the Project site is located approximately 1.2 miles northwest of the San Bernardino International Airport, the proposed warehouse building would have a height of approximately 45 feet with allowed architectural projections to 49 feet and would not interfere with flight operations at the San Bernardino International Airport. Furthermore, the Project does not include an air travel component (e.g., runway, helipad, etc.) that could affect air traffic patterns. Accordingly, the Project would not have the potential to affect air traffic patterns, including an increase in traffic levels or a change in flight path location that results in substantial safety risks. No impact would occur.

d) Substantially increase hazards due to design feature (e.g., sharp curves of dangerous intersections) or incompatible uses (e.g., farm equipment)?

Finding: Less-than-Significant Impact

Source: (Project Application Materials; Google Earth)

The light industrial land use proposed Project would be compatible in transportation design with the existing commercial, industrial, and residential land uses in the surrounding area and, therefore, the Project would not create a transportation hazard as a result of an incompatible use. The Project's two proposed driveways would connect directly to South Waterman Avenue and the Project does not propose any changes to public roads other than frontage improvements at South Waterman Avenue. All improvements planned as part of the Project would be in conformance with applicable City of San Bernardino standards, and would not result in any hazards due to a design feature. Accordingly, impacts would be less than significant.

e) Result in inadequate emergency access?

Finding: Less-than-Significant Impact

Source: (Project Application Materials)

The Project would result in the construction of one warehouse building on the Project site, which would require the need for emergency access to-and-from the site. During the course of the City of Bernardino's review of the proposed Project, the Project's design was reviewed to ensure that adequate access to-and-from the site is provided for emergency vehicles. The City of San Bernardino also will require the Project to provide adequate paved access to-and-from the site as a condition of Project approval. The Project's two proposed driveways would connect directly to South Waterman Avenue and the Project does not propose any changes to public roads other than frontage improvements at South Waterman Avenue. Furthermore, the City of San Bernardino will review all future Project construction drawings to ensure that adequate emergency access is maintained along South Waterman Avenue during temporary construction activities. With required adherence to City requirements for emergency vehicle access, impacts would be less than significant.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

f) Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks) supporting alternative transportation?

Finding: Less-than-Significant Impact

Source: (San Bernardino, 2005a, Figure PRT-2)

The proposed Project is a logistics warehouse building, which is a land use that is not likely to attract large volumes of pedestrian, bicycle or transit traffic. Regardless, the Project is designed to comply with all applicable City of San Bernardino transportation policies.

According to the City of San Bernardino General Plan, South Waterman Avenue is designated as a bicycle route along its frontage with the Project site. The Project does not include any element that would preclude the use of South Waterman As a bicycle route. The two (2) Project driveways would be stop-sign controlled and sight distance at each Project driveway is required to be reviewed by the City of San Bernardino at the time future improvement plans are submitted to ensure that sight distance meets applicable City standards and provides for safe pedestrian and bicycle circulation.

OMNITRANS Route 5 runs along South Waterman Avenue. Under existing conditions, no bus stops are located along the site's frontage with South Waterman Avenue. The nearest bus stop for Route 5 is located approximately 0.3-mile to the south at the intersection of South Waterman Avenue and Mill Street. Accordingly, the Project could not conflict with local public transit service.

As demonstrated by the foregoing analysis, the Project would not conflict with adopted policies, plans or programs related to alternative transportation, or otherwise substantially decrease the performance or safety of such facilities, and a less-than-significant impact would occur.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

XVI. UTILITIES – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

Impact Analysis

-
- a) **Exceed wastewater treatment requirements of the Santa Ana Regional Water Quality Control Board?**
-

Finding: Less-than-Significant Impact

Source: (Project Application Materials)

Wastewater collection services would be provided to the Project site by the City of San Bernardino; wastewater treatment services would be provided to the Project site by the SBMWD. Wastewater generated by the proposed Project would be treated at the Margaret Chandler WRP, which is owned and operated by SBMWD, and the RIX Tertiary Treatment Facility, which is jointly owned by SBMWD and the City of Colton and operated by SBMWD. SBMWD is required to operate Margaret Chandler WRP and the RIX Tertiary Treatment Facility in accordance with the waste treatment and discharge standards and requirements set forth by the Santa Ana Regional Water Quality Control Board (RWQCB). Therefore, the Project's contribution of wastewater to the Margaret Chandler WRP would not have any potential to exceed wastewater treatment requirements of the Santa Ana RWQCB. Further, the Project does not propose to install or utilize septic systems or alternative wastewater treatment systems; therefore, the Project would have no potential to exceed the applicable wastewater treatment requirements established by the Santa Ana RWQCB. Accordingly, a less-than-significant impact would occur.

-
- 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?**
-

Finding: Less-than-Significant Impact

Source: (Project Application Materials)

(Refer to Issue XVI(e) for a discussion of the existing capacities of wastewater treatment facilities)

The proposed Project would construct an on-site network of water and sewer pipes, which would connect to existing water and sewer lines beneath South Waterman Avenue. The installation of water and sewer lines as proposed by the Project would result in physical impacts to the surface and subsurface of infrastructure alignments. These impacts are considered to be part of the Project's construction phase and are evaluated throughout this Initial Study accordingly. In instances where significant impacts have been identified for the Project's construction phase, mitigation measures are recommended in each applicable subsection of this Initial Study to reduce impacts to less-than-significant levels. The construction of water and sewer lines as necessary to serve the proposed Project would not result in any significant physical effects on the environment that are not already identified and disclosed as part of this Initial Study. Accordingly, additional mitigation measures beyond those identified throughout this Initial Study would not be required.

-
- 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?**
-

Finding: Less-than-Significant Impact

Source: (Thienes, 2014b; Project Application Materials)

The proposed Project would construct an on-site network of storm drains, infiltration devices, and one water quality/detention basin to convey and treat storm water flows. As previously noted in the response to Issue

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

IX(e), implementation of the Project would result in less-than-significant impacts resulting from increased peak runoff flows; the Project would connect to existing storm drain lines beneath South Waterman Avenue, and also would construct an outlet directly into the Twin Creek Channel. The Twin Creek Channel is a fully improved concrete lined drainage channel that abuts the site's eastern boundary. Therefore, the Project would convey storm water flows to the existing storm water infrastructure and the proposed Project would not require the expansion of any offsite existing storm water drainage facilities. (As discussed under Issue IV(b), because the Project would install a new drainage outlet into the Twin Creek Channel, the Project would be required to obtain a Section 1602 Streambed Alteration Agreement from the CDFW).

The construction of storm drain lines, infiltration devices the detention/water quality basin, and outlet into the Twin Creek Channel as proposed by the Project would result in physical impacts to the surface and subsurface of the Project site and at one off-site outlet point. These impacts are considered to be part of the Project's construction phase and are evaluated throughout this Initial Study accordingly. In instances where significant impacts have been identified for the Project's construction phase, mitigation measures are recommended in each applicable subsection of this Initial Study to reduce impacts to less-than-significant levels. The construction of storm drain infrastructure on-site as necessary to serve the proposed Project would not result in any significant physical effects on the environment that are not already identified and disclosed as part of this Initial Study. Accordingly, additional mitigation measures beyond those identified throughout this Initial Study would not be required.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Finding: Less-than-Significant Impact

Source: (Kennedy/Jenks Consultants, 2012)

SBMWD is responsible for supplying potable water to the Project site and the region. According to the SBMWD Standards for Design and Construction, the Project site's existing land use designations of "Office Industrial Park (OIP)" and "Residential Medium High (RMH)", create an average water demand of 1.95 and 3.78 gallons per minute per acre (SBMWD, 2006, p. 2-3). Based on the approximately 15.51 acres of OIP-designated land on the Project site, and the approximately 4.14 acres of RMH-designated land on the Project site, under currently planned conditions the Project site would demand an average of 45.89 gallons per minute, or approximately 74 acre-feet per year. The Project's proposed "Industrial Light" land use averages 1.42 gallons per minute (SBMWD, 2006, p. 2-3). Application of the rate for the IL designation to the entirety of the 19.65-acre Project site would result in an average demand of 27.9 gallons per minute, or approximately 45 acre-feet per year. Implementation of the proposed Project would result in a reduced demand for water compared to the conditions previously anticipated by the SBMWD based upon existing land use designations.

As discussed in the 2010 San Bernardino Valley Regional Urban Water Management Plan (Amended Draft), which applies to and was adopted by the SBMWD, adequate water supplies are projected to be available to meet the SBMWD's estimated water demand in all types of climate conditions, including normal, dry, and multiply dry-weather years (Kennedy/Jenks Consultants, 2012, pp.10-42 - 10-46). SBMWD forecasts for projected water demand are based on the population projections of the Southern California Association of Governments (SCAG), which rely on the adopted land use designations contained within the general plans that cover the geographic area within SBMWD's service area (i.e., City of San Bernardino General Plan and County of San Bernardino General Plan) (Kennedy/Jenks Consultants, 2012, pp. 10-1 - 10-2). Accordingly, because the

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

Project's land use would represent a reduction in demand from the land uses assumed for the Project and analyzed in the 2010 San Bernardino Valley Regional Urban Water Management Plan, no new or expanded entitlements are needed and impacts are less than significant.

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- 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?**
-

Finding: Less-than-Significant Impact

Source: (Psomas, 2002; SARWQCB, 2013, Attachment F, p.3; San Bernardino, n.d.)

Wastewater generated by the Project would be treated by the SBMWD, which operates the Margaret Chandler Water Reclamation Plant and the Colton/San Bernardino Rapid Infiltration and Extraction Tertiary Treatment Facility. Based upon the City of San Bernardino's wastewater generation rate of 1,000 gallons per day (gpd) per acre for industrial light land uses, the proposed Project would generate approximately 19,650 gallons of wastewater per day. The wastewater flows generated by the Project would be conveyed via the SBMWD sewer line network to the Margaret Chandler WRP for treatment, and then to the RIX Tertiary Treatment Facility for additional treatment. Under existing conditions, the Margaret Chandler WRP has an excess treatment capacity of approximately 5 MGD, while the RIX Tertiary Treatment Facility has an excess treatment capacity of approximately 12.1 MDG (San Bernardino, n.d.; SARWQCB, 2013, Attachment F, p. F-3). Implementation of the proposed Project would utilize approximately 0.3% of the available, excess treatment capacity at the Margaret Chandler WRP and approximately 0.1% of the available, excess treatment capacity at the RIX Tertiary Treatment Facility, respectively. Accordingly, both the Margaret Chandler WRP and the RIX Tertiary Treatment Facility have sufficient capacity to treat wastewater generated by the Project in addition to existing commitments. With the exception of new on-site sewer conveyance lines, the Project would not create the need for any new or expanded wastewater facility (such as conveyance lines, treatment facilities, or lift stations). Because there is adequate capacity at existing treatment facilities to serve the Project's projected sewer demand, impacts would be less than significant.

-
- f) **Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**
-

Finding: Less-than-Significant Impact

Source: (U.S. EPA, 2009; Camacho, Joe, 2014; RCWMD, 2014)

Construction and operation of the proposed Project would result in the generation of solid waste requiring disposal at a landfill. Under existing conditions, solid waste from the Project site would be disposed of at the Badlands Landfill, the Lamb Canyon Landfill, or the El Sobrante Landfill. Existing capacities at each of these landfills is discussed below:

The Badlands Landfill has a permitted disposal capacity of 4,000 tons per day. The Badlands Landfill is estimated to reach capacity, at the earliest time, in the year 2024; however, future landfill expansion opportunities exist at this site. During the first quarter of 2014, which is the most recent time period for which reporting data is available, the Badlands Landfill accepted approximately 179,491.69 tons of waste (approximately 1,994.4 tons per day), which corresponds to approximately 50-percent of its permitted daily disposal volume (RCWMD, 2014).

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

The Lamb Canyon Landfill has a permitted disposal capacity of 5,000 tons per day. The landfill is estimated to reach capacity, at the earliest, in the year 2021; however, future landfill expansion opportunities exist at this site. During the first quarter of 2014, the Lamb Canyon Landfill accepted approximately 147,092.02 tons of waste (approximately 1,634.4 tons per day), which corresponds to approximately 33-percent of its permitted daily disposal volume (RCWMD, 2014).

The El Sobrante Landfill is has a permitted disposal capacity of 70,000 tons per week. The El Sobrante Landfill is estimated to reach capacity, at the earliest time, in the year 2045; however, future landfill expansion opportunities exist at this site. During the first quarter of 2014, the El Sobrante Landfill accepted approximately 550,371.56 tons of waste (approximately 42,336.3 tons per week), which corresponds to approximately 60-percent of its permitted daily disposal volume (RCWMD, 2014).

Demolition and Construction Impact Analysis

Implementation of the proposed Project would result in the demolition of the existing development on the Project site. According to the Project contractor, the demolition of these structures would result in the generation of approximately 4,900 tons of demolition debris (Camacho, Joe, 2014). In addition to the on-site structures, the Project would also remove and dispose of the abandoned railroad bridge to the southeast of the Project site, extending over the Twin Creek Channel. Waste also would be generated by the construction process, primarily consisting of discarded materials and packaging. Based on the building square footage of 426,858 s.f., and the US EPA's construction waste generation factor of 4.34 pounds per s.f., approximately 926 tons of waste would be generated (U.S. EPA, 2009). Therefore, the total demolition and construction debris (5,326 tons), averaged over the estimated nine-month (187 working days) construction period would result in approximately 28.5 tons per day.

Non-recyclable demolition debris and construction waste generated by the Project would be disposed at the Badlands Sanitary Landfill, the El Sobrante Landfill, and/or the Lamb Canyon Landfill. These landfills all receive well below their maximum permitted daily disposal volume; thus, demolition and construction waste generated by the Project is not anticipated to cause these landfills to exceed their maximum permitted daily disposal volume. Furthermore, none of these regional landfill facilities are expected to reach their total maximum permitted disposal capacities during the Project's construction period. The Badlands Sanitary Landfill, the El Sobrante Landfill, and Lamb Canyon Landfill would have sufficient daily capacity to accept solid waste generated by the Project's construction phase; therefore, impacts to landfill capacity associated with the Project's near-term construction activities would be less than significant.

Operational Impact Analysis

Based on a daily waste generation factor of 1.42 pounds of waste per 100 square feet of building area obtained from CalRecycle, long-term, on-going operation of the proposed 426,858 square foot light industrial warehouse building would generate approximately 3.0 tons of waste per day (CalRecycle, 2013). At least 50% is required to be recycled.

Non-recyclable solid waste generated during long-term operation of the Project would be disposed at the Badlands Sanitary Landfill, the El Sobrante Landfill, and/or the Lamb Canyon Landfill. During long-term operation, solid waste generated by the Project would represent approximately 0.2% of the daily disposal capacity at the Badlands Sanitary Landfill, approximately 0.07% of the daily disposal capacity at the El Sobrante Landfill, and approximately 0.09% of the daily disposal capacity at the Lamb Canyon Sanitary

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

Landfill, respectively. These landfills all receive well below their maximum permitted daily disposal volume; thus, solid waste generated by the Project would not cause any of these landfills to exceed their maximum permitted daily disposal volume. Because the Project would generate a relatively small amount of solid waste per day as compared to the permitted daily capacities at receiving landfills, impacts to regional landfill facilities during the Project's long-term operational activities would be less than significant.

g) Comply with Federal, State, and local statutes and regulations related to solid waste?

Finding: Less-than-Significant Impact

Source: (California Assembly Bill 939; SB County Public Works, 2007; California Assembly Bill 341)

The California Integrated Waste Management Act (Assembly Bill (AB) 939), signed into law in 1989, established an integrated waste management system that focused on source reduction, recycling, composting, and land disposal of waste. In addition, the bill established a 50% waste reduction requirement for cities and counties by the year 2000, along with a process to ensure environmentally safe disposal of waste that could not be diverted. Per the requirements of the Integrated Waste Management Act, the San Bernardino County Board of Supervisors adopted the County of San Bernardino Countywide Integrated Waste Management Plan (CIWMP), which outlines the goals, policies, and programs the County and its cities implement to create an integrated and cost effective waste management system that complies with the provisions of AB 939 and its diversion mandates.

In order to assist the City of San Bernardino and the County of San Bernardino in achieving the mandated goals of the Integrated Waste Management Act, the Project's building tenant(s) would be required to work with future refuse haulers to develop and implement feasible waste reduction programs, including source reduction, recycling, and composting. Additionally, in accordance with the California Solid Waste Reuse and Recycling Act of 1991 (Cal Pub Res. Code § 42911), the Project is required to provide adequate areas for collecting and loading recyclable materials where solid waste is collected. The collection areas are required to be shown on construction drawings and be in place before occupancy permits are issued. Additionally, in compliance with AB 341 (Mandatory Commercial Recycling Program), the future tenant of the proposed Project would be required to arrange for recycling services, if the tenant generates four (4) or more cubic yards of solid waste per week. The implementation of these mandatory requirements would reduce the amount of solid waste generated by the Project and diverted to landfills, which in turn will aid in the extension of the life of affected disposal sites. The Project would be required to comply with all applicable solid waste statutes and regulations; as such, impacts related to solid waste statutes and regulations would be less than significant.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

XVII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

-
- 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 the major periods of California history or prehistory?**
-

Finding: Less-than-Significant Impact with Mitigation Incorporated

Source: (Staff Review; Project Application Materials)

All impacts to the environment, including impacts to habitat for fish and wildlife species, fish and wildlife populations, plant and animal communities, rare and endangered plants and animals, and historical and pre-historical resources were evaluated as part of this Initial Study. Throughout this Initial Study, where impacts were determined to be potentially significant, mitigation measures have been imposed to reduce those impacts to less-than-significant levels. Accordingly, with incorporation of the mitigation measures imposed throughout this

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

Initial Study, the Project would not substantially degrade the quality of the environment and impacts would be less than significant.

-
- 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.)**
-

Finding: Less-than-Significant Impact with Mitigation Incorporated

Source: (Staff Review; Project Application Materials)

As discussed throughout this Initial Study, implementation of the proposed Project has the potential to result in effects to the environment that are individually limited, but cumulatively considerable, including impacts to Air Quality, Biological Resources, Cultural Resources, and Hydrology and Water Quality. In all instances where the Project has the potential to contribute to a cumulatively considerable impact to the environment, mitigation measures have been imposed to reduce potential effects to less-than-significant levels. As such, with incorporation of the mitigation measures imposed throughout this Initial Study, the Project would not contribute to environmental effects that are individually limited, but cumulatively considerable, and impacts would be less than significant.

-
- c) **Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?**
-

Finding: Less-than-Significant Impact with Mitigation Incorporated

Source: (Staff Review; Project Application Materials)

The Project’s potential to result in environmental effects that could adversely affect human beings, either directly or indirectly, has been discussed throughout this Initial Study. In instances where the Project has potential to result in direct or indirect adverse effects to human beings (air quality and associated effects on human health from air pollutants), mitigation measures have been applied to ensure impacts to not rise above a level of significance. With required implementation of mitigation measures identified in this Initial Study, construction and operation of the proposed Project would not involve any activities that would result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly.

**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

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**CITY OF SAN BERNARDINO
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INITIAL STUDY**

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**CITY OF SAN BERNARDINO
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**CITY OF SAN BERNARDINO
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INITIAL STUDY**

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**CITY OF SAN BERNARDINO
PLANNING DIVISION
INITIAL STUDY**

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5.0 MITIGATION MONITORING AND REPORTING PROGRAM

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	<p>equipment, and equipment horsepower. The construction contractor shall also maintain a log of the daily operating hours of each piece of diesel-powered equipment during the grading phase by horsepower-hours. The construction contractor shall assure that the usage of diesel powered construction equipment does not exceed 34,360 horsepower-hours per day during grading activities.</p> <p>d) Temporary signs shall be placed on the construction site at equipment staging areas indicating that heavy duty trucks and diesel powered construction equipment are prohibited from idling for more than five (5) minutes. The signs shall be installed before construction activities commence and remain in place during the duration of construction activities at all equipment staging areas.</p> <p>e) The construction contractor shall provide temporary traffic controls in conformance with the applicable requirements of the <i>California Manual on Uniform Traffic Control Devices</i>, such as a flag person, during all phases of construction to facilitate traffic flow along Waterman Avenue.</p> <p>f) The construction contractor shall assure that all delivery trucks utilize the most direct route between the Project site and Interstate 10 via Waterman Avenue and/or Interstate 215 via Mill Street to Waterman Avenue.</p>				

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
<p><u>Threshold III(b) (continued):</u> Although the Project’s construction emissions of particulate matter (PM₁₀ and PM_{2.5}) would be less than significant, the following mitigation measures are recommended to further reduce the Project’s less-than-significant impact.</p>	<p>MM AQ-3: The Project shall comply with the provisions of South Coast Air Quality Management District Rule 403, “Fugitive Dust.” Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving, grading, and equipment travel on unpaved roads. Prior to grading permit issuance, the City of San Bernardino shall verify that the following notes are specified on the grading plan. Project construction contractors shall be required to ensure compliance with the notes and permit periodic inspection of the construction site by City of San Bernardino staff or its designee to confirm compliance. These notes shall also be specified in bid documents issued to prospective construction contractors.</p> <p>a) All clearing, grading, earth-moving, and excavation activities shall cease when winds exceed 25 miles per hour.</p> <p>b) During grading and ground-disturbing construction activities, the construction contractor shall ensure that all unpaved roads, active soil stockpiles, and areas undergoing active ground disturbance within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas by water truck, sprinkler system, or other comparable means, shall occur in the mid-morning, afternoon, and after work is done for the day.</p> <p>c) Temporary signs shall be installed on the construction site along all unpaved roads indicating a maximum speed limit of 15 miles per hour (MPH). The signs shall be installed before construction activities commence and remain in place for the duration of construction activities that include vehicle activities on unpaved roads.</p> <p>d) The cargo area of all vehicles hauling soil, sand, or other loose earth materials shall be covered.</p>	<p>Project Applicant, Project Construction Manager</p>	<p>City of San Bernardino Community Development Department (Building and Safety Division)</p>	<p>Prior to issuance of grading and building permits</p>	<p>Less than Significant</p>

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	<p>MM AQ-4: The Project shall comply with the provisions of South Coast Air Quality Management District Rule 1186 “PM10 Emissions from Paved and Unpaved Roads and Livestock Operations” and Rule 1186.1, “Less-Polluting Street Sweepers” by complying with the following requirements. To ensure and enforce compliance with these requirements and reduce the release of criteria pollutant emissions into the atmosphere during construction, prior to grading and building permit issuance, the City of San Bernardino shall verify that the following notes are included on the grading and building plans. Project construction contractors shall be required to ensure compliance with the notes and permit periodic inspection of the construction site by City of San Bernardino staff or its designee to confirm compliance. The notes also shall be specified in bid documents issued to prospective construction contractors.</p> <p>a) If visible dirt or accumulated dust is carried onto paved roads during construction, the contractor shall remove such dirt and dust at the end of each work day by street cleaning.</p> <p>b) Street sweepers shall be certified by the South Coast Air Quality Management District as meeting the Rule 1186 sweeper certification procedures and requirements for PM10-efficient sweepers. All street sweepers having a gross vehicle weight of 14,000 pounds or more shall be powered with alternative (non-diesel) fuel or otherwise comply with South Coast Air Quality Management District Rule 1186.1.</p>	<p>Project Applicant, Project Construction Manager</p>	<p>City of San Bernardino Community Development Department (Building and Safety Division)</p>	<p>Prior to issuance of grading and building permits</p>	

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
MM BI-1 is recommended to ensure compliance with applicable regulations prior to construction.	issuance of permits for improvements within the Twin Creek Channel, the Project Applicant shall provide evidence to the City of San Bernardino Community Development Department that a Section 1602 Streambed Alteration Agreement has been issued for the Project.		Safety Division)		
<p><u>Threshold IV(d):</u> The proposed Project would result in the removal of vegetation (i.e., trees and shrubs) from the Project site with the potential to support nesting migratory birds, including the burrowing owl; thereby resulting in a potential impact to nesting migratory birds.</p>	<p>MM BI-2: No sooner than 30 days prior to and no later than 14 days prior to grading activities, a qualified biologist shall conduct a survey of the Project’s proposed impact footprint and make a determination regarding the presence or absence of the burrowing owl. A second survey shall be conducted within 24 hours prior to ground disturbing activities. The determination shall be documented in a report and shall be submitted, reviewed, and accepted by the City of San Bernardino Community Development Department prior to the issuance of a grading permit and subject to the following provisions:</p> <p>a) In the event that the pre-construction survey identifies no burrowing owls in the impact area, a grading permit may be issued without restriction.</p> <p>b) In the event that the pre-construction survey indicates the Project’s proposed impact footprint is occupied by burrowing owl, then prior to the issuance of a grading permit and prior to the commencement of ground-disturbing activities on the property, a qualified biologist shall develop a mitigation strategy in accordance with the California Department of Fish and Wildlife <i>Staff Report on Burrowing Owl Mitigation</i> (dated March 7, 2012), which may include passive or active relocation of burrowing owls. Passive relocation, including the required use of one-way doors to exclude owls from the site and the collapsing of burrows, will occur if the biologist determines that the proximity and availability of alternate habitat is suitable for successful passive relocation. Passive relocation shall follow CDFW relocation protocol and shall only occur between September 15 and February 1.</p>	Project Biologist	City of San Bernardino Community Development Department (Planning Division, Building and Safety Division)	<p>No sooner than 30 days prior to and no later than 14 days prior to grading activities.</p> <p>A second survey shall be conducted within 24 hours prior to ground disturbing activities.</p>	Less than Significant with Mitigation Incorporated

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	<p>If proximate alternate habitat is not present as determined by the biologist, active relocation shall follow CDFW relocation protocol. The biologist shall confirm in writing that the species has fledged the site or been relocated prior to the issuance of a grading permit.</p> <p>MM BI-3: Prior to the issuance of grading permits, a nesting migratory bird survey shall be completed in accordance with the following requirements:</p> <p>a) A migratory nesting bird survey of the Project’s impact footprint shall be conducted by a qualified biologist within three (3) days prior to initiating vegetation clearing or ground disturbance.</p> <p>b) A copy of the migratory nesting bird survey results report shall be provided to the City of San Bernardino Community Development Department. If the survey identifies the presence of active nests, then the qualified biologist shall provide the Community Development Department with a copy of maps showing the location of all nests and an appropriate buffer zone around each nest sufficient to protect the nest from direct and indirect impact. The size and location of all buffer zones, if required, shall be subject to review and approval by the Community Development Department and shall be no less than a 300-foot radius around the nest for non-raptors and a 500-foot radius around the nest for raptors. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist verifies that the nests are no longer occupied and the juvenile birds can survive independently from the nests.</p>	Project Biologist	City of San Bernardino Community Development Department (Planning Division, Building and Safety Division)	<p>Prior to the issuance of all grading permits.</p> <p>Nesting bird survey shall be conducted within three (3) days prior to vegetation clearing or ground disturbance.</p>	
Cultural Resources					
<p><u>Threshold V(b):</u> The Project has the potential to uncover and affect previously undiscovered prehistoric</p>	<p>MM CR-1: Prior to the issuance of a grading permit, the Project Applicant or construction contractor shall provide evidence to the City of San</p>	Project Applicant/ Project Construction Manager, Project	City of San Bernardino Community Development	Prior to the issuance of a grading permit.	Less than Significant with Mitigation Incorporated

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	<p>members involved with grading and trenching operations are trained to recognize paleontological resources (fossils) should such resources be unearthed during ground-disturbing construction activities. If a suspected paleontological resource is identified, the construction supervisor shall be required by his contract to immediately halt and redirect grading operations in a 100-foot radius around the find and seek identification and evaluation of the suspected resource by a qualified paleontologist meeting the definition of a qualified vertebrate paleontologist given in the County of San Bernardino Development Code Section 82.20.040. This requirement shall be noted on all grading plans and the construction contractor shall be obligated to comply with the note. The significance of the discovered resources shall be determined by the paleontologist. If the resource is significant, Mitigation Measure MM CR-4 shall apply.</p> <p>MM CR-4: If a significant paleontological resource is discovered on the property, discovered fossils or samples of such fossils shall be collected and identified by a qualified paleontologist meeting the definition of a qualified vertebrate paleontologist given in the County of San Bernardino Development Code Section 82.20.040. Significant specimens recovered shall be properly recorded, treated, and donated to the San Bernardino County Museum, Division of Geological Sciences, or other repository with permanent retrievable paleontological storage. A final report shall be prepared and submitted to the City of San Bernardino that itemizes any fossils recovered, with maps to accurately record the original location of recovered fossils, and contains evidence that the resources were curated by an established museum repository.</p>	<p>Project Applicant/ Project Construction Manager, Project Paleontologist</p>	<p>City of San Bernardino Community Development Department (Planning Division, Building and Safety Division)</p>	<p>Concurrent with grading activities.</p>	
Hydrology and Water Quality					
<p><u>Threshold IX(f):</u> The Project would remove an abandoned railroad bridge that spans the Twin Creek Channel. During demolition of the bridge, there</p>	<p>MM WQ-1: Prior to the issuance of permits to allow for the removal of the railroad bridge, the City shall verify that the following notes are specified on construction documents. Project contractors shall be</p>	<p>Project Construction Manager</p>	<p>City of San Bernardino Community Development Department (Building</p>	<p>Prior to the issuance of permits to remove the railroad bridge.</p>	<p>Less than Significant with Mitigation Incorporated</p>

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
<p>is the potential that debris could fall into the Channel and adversely affect water quality.</p>	<p>required to comply with these notes and maintain written records of such compliance that can be inspected by the City of San Bernardino upon request. This note shall also be specified in bid documents issued to prospective construction contractors.</p> <p>a) Bridge removal activities shall occur on days that are forecast to have 0% chance of rain.</p> <p>b) Prior to the start of bridge removal, polyethylene sheeting or other comparable material shall be attached to the underside of the bridge or within the Twin Creek Channel to collect any falling debris. Debris that falls onto the sheeting shall be removed at the end of each work day and placed into a disposal container. Debris shall not be allowed to accumulate on the sheeting or within the Channel.</p> <p>c) If any debris falls into the Twin Creek Channel, the contractor shall immediately collect the debris, remove it from the Channel, and place it into a disposal container.</p>		<p>and Safety Division)</p>		