MITIGATED NEGATIVE DECLARATION

July 19, 2016

PROJECT NAME: IPT I-215 Distribution Center II (Georgia)

PROJECT NUMBERS: Development Permit Type D – 16-11

This Document is Considered Draft Until it is Adopted by the Appropriate City of San Bernardino Decision-Making Body.

This Mitigated Negative Declaration is comprised of this form along with the Environmental Initial Study that includes the following:

a. Initial Study Form
b. Environmental Analysis Form and attached extended studies for Air Quality and Greenhouse Gas Emissions, Cultural Resources, Geotechnical Report, and Traffic and Transportation.

1. California Environmental Quality Act Negative Declaration Findings:

   Find, that this Mitigated Negative Declaration reflects the decision-making body's independent judgment and analysis, and; that the decision-making body has reviewed and considered the information contained in this Mitigated Negative Declaration and the comments received during the public review period; and that revisions in the project plans or proposals made by or agreed to by the project applicant would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and, on the basis of the whole record before the decision-making body (including this Mitigated Negative Declaration) that there is no substantial evidence that the project as revised will have a significant effect on the environment.

2. Required Project Design Elements and Mitigation Measures:

   The following project design elements and mitigation measures were either proposed in the project application or the result of compliance with specific environmental laws and regulations and were essential in reaching the conclusions within the attached Environmental Initial Study. Both the project design elements and the mitigation measures must be assured to avoid potentially significant environmental effects.

   Refer to the attached Environmental Initial Study for the rationale for requiring the following mitigation measures:

Biological Resources

B-1a Trees and other suitable nesting habitat within the limits of work shall be surveyed by a qualified biologist prior to initiating ground disturbing activities. A pre-construction survey would be conducted no more than 72 hours prior to the start of work. If no active nests are observed, construction activities should be initiated within 72 hours. If more than 72 hours pass and construction has not been initiated, another survey would be required.

B-1b If, during the breeding season (typically March through August), an active nest is discovered in a tree or shrub to be removed, the tree or shrub shall be protected using orange construction fence or the equivalent. The protective fencing shall be placed around the tree or shrub at the following distance depending on species and as determined by a qualified biologist: 25 feet from the drip line of the tree or shrub for passerines and non-raptors; 300 feet from the drip line of the tree for raptors. No parking, storage of materials, or work would be allowed within this area until the end of the breeding season or until the young have fledged, as determined by a qualified biologist.

Cultural Resources

CR-1 Prior to beginning project construction, the Project applicant shall retain an archaeological monitor to monitor initial ground-disturbing activities in an effort to identify any unknown archaeological resources. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation.

Geology and Soils

G-1 All grading and construction of the project site shall comply with the geotechnical recommendations contained in the Geotechnical Engineering Investigation prepared by Southern California Geotechnical dated November 2015. All recommendations contained in the report shall be incorporated into all final and engineering and grading plans subject to the review and approval of the City of San Bernardino Community Development Department.

Noise

Construction

N-2 The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.

N-3 Equipment shall be shut off and not left to idle when not in use.

N-4 The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction.

N-5 The project applicant shall mandate that the construction contractor prohibit the use of music or sound amplification on the project site during construction.

N-6 The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment.

N-7 Limit the use of heavy equipment or vibratory rollers and soil compressors along the project boundaries to the greatest degree possible. It is acknowledged that some soil compression may be necessary along the project boundaries.

N-8 Jackhammers, pneumatic equipment and all other portable stationary noise sources shall be shielded and noise shall be directed away from sensitive receptors.

N-9 For the duration of construction activities, the construction manager shall serve as the contact person should noise levels become disruptive to local residents. A sign should be posted at the project site with the contact phone number.

ADOPTION STATEMENT: This Mitigated Negative Declaration was adopted and above California Environmental Quality Act findings made by the City of San Bernardino Council on:

_____

_____

Oliver Mujica
Planning Department

IPT I-215 DISTRIBUTION CENTER II (GEORGIA)

INITIAL STUDY

Prepared For:

City of San Bernardino
300 North “D” Street
San Bernardino, CA 92418

Prepared By:

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July 2016

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I. Introduction

Project History

The proposed project site is located in the northern portion of the City of San Bernardino (City), as depicted in **Figure 1**, Regional Location. The project site is located on approximately 8.1 acres on the southwest corner of Saratoga Way and Georgia Boulevard, as depicted in **Figure 2**, Vicinity Map.

Industrial Property Trust (IPT) (owner) and the owner's representative, RDP Development, Inc. (applicant) submitted a pre-application package with project site plans and associated information to the City in January 2016. The applicant and applicant's representatives attended a pre-application review meeting with the City's Development/Economic Review Committee on February 25, 2016.

Current Application

The applicant proposes to develop a 153,010-square-foot (sf) industrial center building on the southwest corner of Saratoga Way and Georgia Boulevard (see *Project Description* below).

In accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] Section 21000 et seq.) and its Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.), this Initial Study has been prepared to evaluate the potential environmental effects associated with the construction and operation of the proposed IPT I-215 Distribution Center II (Georgia) project.

As set forth in the State CEQA Guidelines Section 15070, an Initial Study leading to a Mitigated Negative Declaration (IS/MND) can be prepared when the Initial Study has identified potentially significant environmental impacts, but revisions have been made to the project, prior to public review of the Initial Study, that would avoid or mitigate the impacts to a level considered less than significant; and there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment. This document, together with other technical analysis documents referenced herein, serve as the environmental review of the proposed IPT I-215 Distribution Center II (Georgia) project.

Pursuant to Section 15367 of the State CEQA Guidelines, the City is the Lead Agency charged with the responsibility of deciding whether to approve the proposed project.

With respect to the requirements for an Initial Study, the applicable subsections of the State CEQA Guidelines Section 15063 are:

> (A.1) All phases of project planning, implementation, and operation must be considered in the Initial Study of the project.
>
> (A.3) An Initial Study may rely upon expert opinion supported by facts, technical studies or other substantial evidence to document its findings. However, an Initial Study is neither intended nor required to include the level of detail included in an EIR.
>
> (B.2) The Lead Agency shall prepare a Negative Declaration if there is no substantial evidence that the project or any of its aspects may cause a significant effect on the environment.

The purposes of an Initial Study are to:

> (C.1) Provide the Lead Agency with information to use as the basis for deciding whether to prepare an EIR or a Negative Declaration.
>
> (C.2) Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a Negative Declaration.

(C.4) Facilitate environmental assessment early in the design of a project;

(C.5) Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment;

(C.6) Eliminate unnecessary EIRs;

An Initial Study shall contain in brief form:

(D.1) A description of the project including the location of the project;

(D.2) An identification of the environmental setting;

(D.3) An identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries. The brief explanation may be either through a narrative or a reference to another information source such as an attached map, photographs, or an earlier EIR or negative declaration. A reference to another document should include, where appropriate, a citation to the page or pages where the information is found.

(D.4) A discussion of the ways to mitigate the significant effects identified, if any;

(D.5) An examination of whether the project would be consistent with existing zoning, plans, and other applicable land use controls;

(D.6) The name of the person or persons who prepared or participated in the Initial Study.

(E) If the project is to be carried out by a private person or private organization, the Lead Agency may require such person or organization to submit data and information which will enable the Lead Agency to prepare the Initial Study. Any person may submit any information in any form to assist a Lead Agency in preparing an Initial Study.

(G) As soon as a Lead Agency has determined that an Initial Study will be required for the project, the Lead Agency shall consult informally with all Responsible Agencies and all Trustee Agencies responsible for resources affected by the project to obtain the recommendations of those agencies as to whether an EIR or a Negative Declaration should be prepared. During or immediately after preparation of an Initial Study for a private project, the Lead Agency may consult with the applicant to determine if the applicant is willing to modify the project to reduce or avoid the significant effects identified in the Initial Study.

II. Description of Proposed Project

The proposed IPT I-215 Distribution Center II (Georgia) (proposed project) is a 153,010-sf industrial building with office space, parking, and landscaping on an approximately 8.1-acre property located on the southwest corner of Saratoga Way and Georgia Boulevard in the City of San Bernardino, San Bernardino County, California.

The industrial building would be one level with a maximum height of 47 feet. The building would include 148,010 sf of warehouse space and 5,000 sf of dedicated office space. The building would have 29 dock doors on its southern frontage. Total on-site parking would be 143 stalls, with 86 dedicated to warehouse parking (including office), 51 trailer parking spaces, and 6 dedicated ADA stalls. Landscaping in the amount of 33,619 sf is anticipated for the site. Roadway frontage improvements would be provided along Georgia Boulevard.

Access to the project site would consist of two full-movement driveways on Georgia Boulevard for both trucks and passenger vehicles. Passenger vehicles would enter the site via either of the driveways, depending on which is closest to their parking area destination. Trucks would enter and exit the site via either of the driveways, depending on dock availability and proximity to the closest driveway. Both driveways would be unsignalized.

The industrial building is currently planned as a "spec building." Therefore, the future tenant of the building is not currently known. Furthermore, without knowing the future tenant, an exact number of future employees or hours of operation cannot be determined. Therefore, this Initial Study and associated technical reports use approximate potential on-site employees, hours of operation, and vehicular traffic generation based on the project's proposed square footage and use as an industrial building. In an abundance of caution, this Initial Study and the associated technical reports have assumed uses and intensities which are greater than what might actually be expected at buildout and operation, resulting in a possible overestimation of impacts.

Construction of the proposed project is expected to commence in September 2016 and be completed in May 2017. The project would be operational in 2017.

Existing Project Site

The project site is currently located on parcel 0266-362-20. The project site includes developed and disturbed land uses. The majority of the site consists of land that has been previously graded with dense weedy vegetation. The northern portion of the site consists of a portion of the McLane Distribution Facility. This area is developed and consists of a paved access road, loose gravel, and a perimeter fence. No native habitat exists on the site. There is existing utility access (water, sewer, electricity, gas) to the project site.

Project Site Vicinity

The project site is located in a predominately industrial and commercial area. There are industrial buildings, similar to the proposed industrial building, to the north and south of the site. Vacant lots border the site to the east beyond Georgia Boulevard. There is a mix of single-family residences and commercial properties approximately 330 feet to the southwest of the project site. There is an existing railroad line between the project site and the residences.

General Plan/Zoning/Project Approvals

The City's General Plan land use designation for the site is Industrial. The City's zoning designation for the site is Industrial Light (IL). The proposed project is consistent with the land use designation in the General Plan and the City's Zoning Map for the project site. The required discretionary project approvals consist of a Development Permit. There are no approvals required to be issued by any responsible agency.

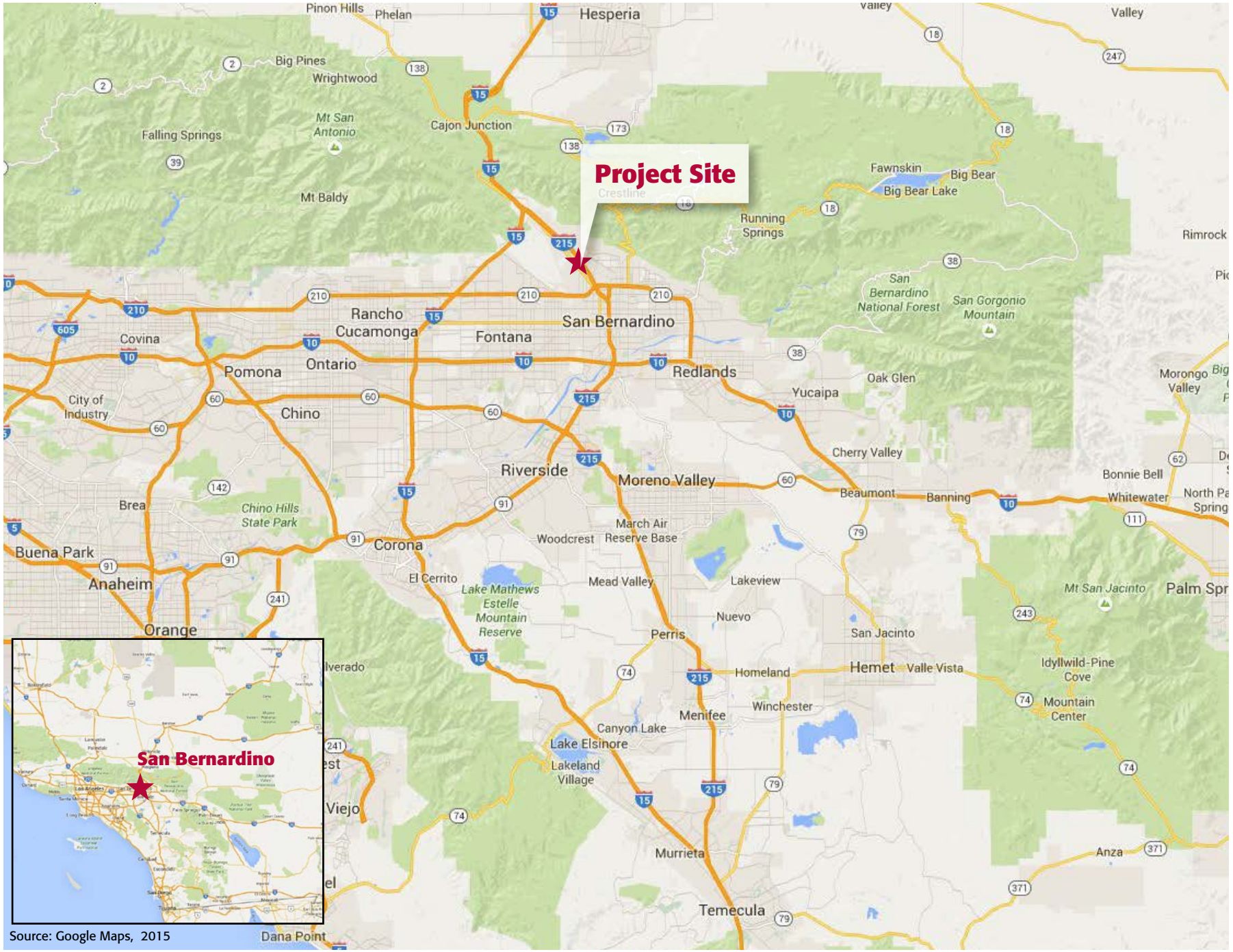

FIGURE 1: Regional Location Map
IPT I-215 Distribution Center II (Georgia) Initial Study
City of San Bernardino

Kimley»Horn

Source: Google Earth, 2015

FIGURE 2: Project Vicinity Map
IPT I-215 Distribution Center II (Georgia) Initial Study
City of San Bernardino

Kimley»Horn

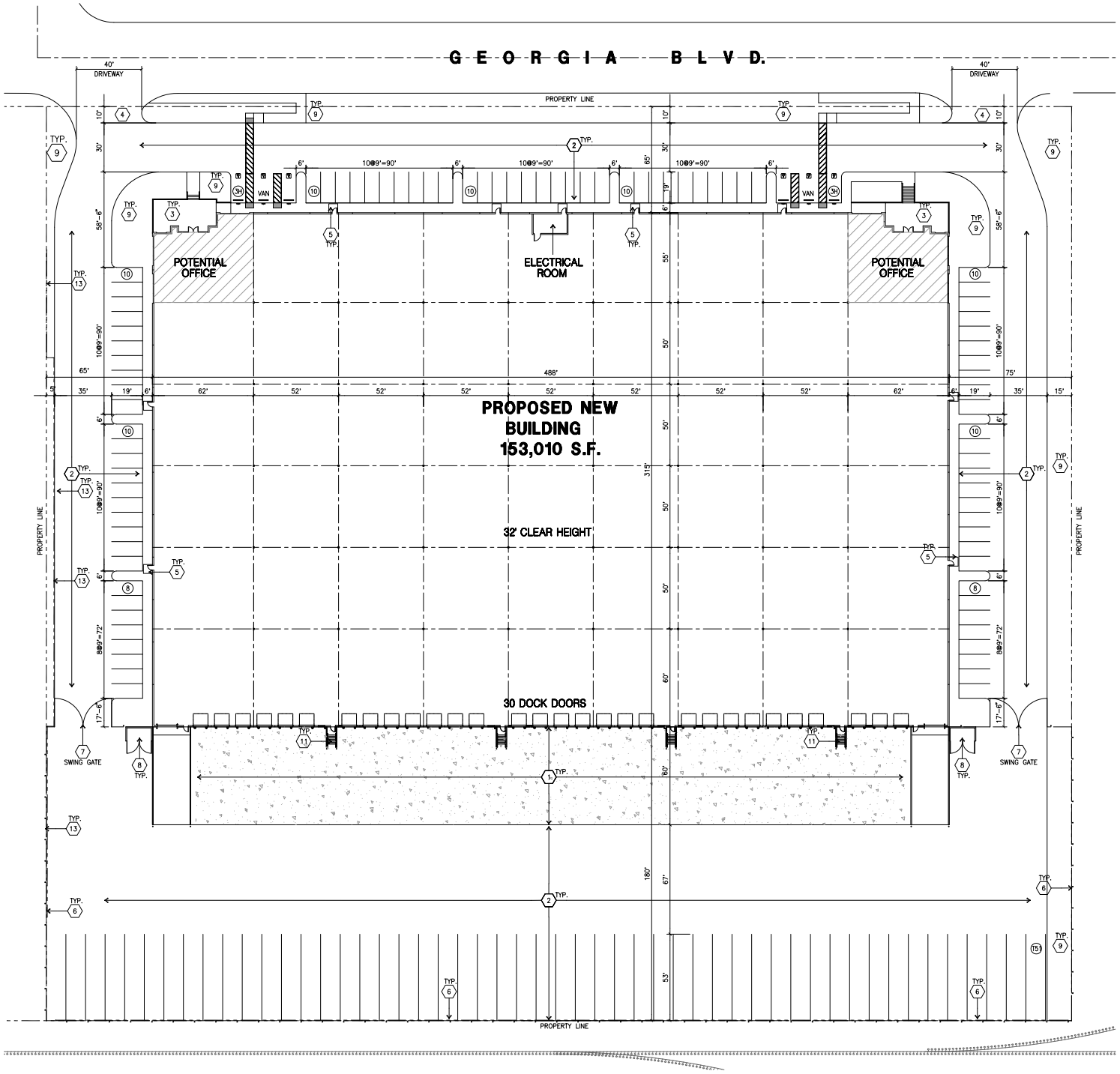

FIGURE 3 - Site Plan
IPT I-215 Distribution Center II (Georgia) Initial Study
City of San Bernardino

Kimley»Horn

III. IPT I-215 Distribution Center II (Georgia) Project Environmental Impact Analysis and Project Approval

The City of San Bernardino (City) is the Lead Agency under CEQA and is responsible for reviewing and approving this Initial Study. As part of the proposed project's implementation, the City will also consider the following approvals:

- Development Permit

Additional permits may be required upon review of construction documents. Other permits required for the project may include, the issuance of encroachment permits for new driveways, sidewalks, and utilities, walls, fences, security and parking area lighting; building permits; and permits for new utility connections. These additional permits are considered ministerial in nature, and thus issuance of these permits would not trigger the need to further comply with CEQA. Development of the project will not require the issuance of any discretionary permits from any other federal, State, or local agency.

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.

☐ Aesthetics	☐ Agricultural and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials	☐ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral Resources	☐ Noise
☐ Population/Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☐ Utilities/Service Systems	☐ Mandatory Findings of Significance

IV. Determination

On the basis of this evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

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

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

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, (b) none of the conditions described in Guidelines Section 15162 for a Subsequent EIR or Section 15163 for a Supplemental EIR have occurred and (c) only minor technical changes or additions to the previous environmental documents are necessary.

Signature
Oliver Mujica, Planning Division Manager

July 18, 2016
Date
For: City of San Bernardino

Environmental Evaluation

This section evaluates the potential environmental effects of the proposed project using the environmental checklist from the State CEQA Guidelines as amended. The definitions of the response column headings include:

A. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant after the implementation of feasible mitigation measures.

B. "Less than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measure has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact."

C. "Less Than Significant Impact" applies where the project creates no significant impacts, only Less than Significant Impacts.

D. "No Impact" applies where the project does not create an impact in that category.

1. Aesthetics

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a State-designated scenic highway?	☐	☐	☐	☒
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Discussion

a) Have a substantial adverse effect on a scenic vista? ***Less Than Significant Impact.***

The proposed project would not have a substantial adverse effect on a scenic vista. The dominant background scenic views from the project site and the surrounding area include the San Gabriel Mountains and the San Bernardino Mountains located approximately 2.5 miles to the east. There are existing and planned industrial uses to the north, south and west of the project site. The project applicant proposes construction of an industrial building that would be a similar height as buildings in the surrounding area and would be consistent with planned development for the area. Several warehouses, similar to the proposed industrial building, are located within the City within a one-mile radius of the site.

Development of the site would convert predominately vacant land to light industrial development. However, this change would not substantially affect the aesthetic nature of the project area because much of the project area is developed land with no distinguishing visual resources or vacant land, which is also zoned for similar uses. Therefore, the change

in views of the project site from the surrounding area would not cause a significant impact on a scenic vista. Impacts are less than significant and no mitigation is required.

b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?* ***No Impact.***

The project site and the surrounding area is predominately developed or planned for development and does not have natural landforms or unique features. The project site is located within an urban area with similar industrial uses to the proposed facility. In addition, there are no State or County designated scenic highways in the vicinity of the project site.[1] There are also no historically significant buildings on the site. Therefore, implementation of the proposed project would not block views of any off-site scenic resources and no impacts would occur. No mitigation is required.

c) *Substantially degrade the existing visual character or quality of the site and its surroundings?* ***Less than Significant Impact.***

The proposed project would be located in a predominately industrial and commercial area of the City and would be consistent with the existing and planned surrounding development. Implementation of the proposed project would alter the visual character of the project site; however, it would not negatively impact or substantially degrade the visual quality of the site or its surroundings.

Construction of the proposed project may create temporary aesthetic nuisances associated with construction activities including grading and construction and the presence of construction debris, equipment, and truck traffic. This visual impact associated with the construction of the project would be characteristic of a typical small construction site. These activities would not result in a substantial degradation to the site or surrounding area; no valuable aesthetic resources would be destroyed as a result of construction related-activities. These impacts are temporary in nature and would cease upon construction completion.

For these reasons, the proposed project would have a less than significant impact on the visual character of the site and its surroundings; no mitigation is required.

d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?* ***Less Than Significant Impact.***

Existing industrial and commercial uses in the vicinity of the project site have outdoor lighting associated with buildings. The proposed project would include outdoor lighting on the site in the parking and entrance areas of the project site which would result in an increase in the existing level of illumination in the area.

The project's outdoor lighting would be compatible in brightness to the ambient lighting in the surrounding area and would utilize more stringent Backlight, Uplight, and Glare (BUG) rated fixtures whenever possible in order to minimize light pollution and trespass (off-site light spillage). Fixtures with a low BUG rating emit very little light where not needed, thus significantly reducing light pollution. Because of the limited amount of lighting and the

[1] California Department of Transportation. Official Designated Scenic Highways. Available at: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm. Accessed March 24, 2016.

location of the proposed building in a developed area, lighting associated with the proposed project would not significantly impact the residents in proximity to the proposed project.

Therefore, while the proposed project would increase outdoor lighting on the site and in the area, the increased outdoor lighting would be less than significant. No mitigation is required.

Cumulative Impacts

The potential aesthetic impacts related to views and aesthetics are site specific. As discussed above, project-related impacts would be less than significant. Lighting and sources of glare, while not always site specific, would be consistent with the surrounding urban area and would be utilized during similar hours as surrounding uses. While the proposed project plus cumulative development would change the appearance of the site and surrounding area, all development projects would be expected to be conditioned to follow applicable local planning and design guidelines. Therefore, aesthetic impacts are not expected to be cumulatively considerable and no adverse impacts would occur.

2. Agricultural and Forestry Resources

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
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 non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
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))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion

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 non-agricultural use?* ***No Impact.***

The project site and surrounding areas are not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the State of California Important Farmland Map, and therefore would not result in a conversion of documented agricultural lands to non-agricultural use. Therefore, no impact would occur as a result of the proposed project; no mitigation is required.

b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?* ***No Impact.***

The project site is not currently zoned for agricultural use and is not under a Williamson Act contract. Therefore, no impact would occur as a result of the proposed project; no mitigation is required.

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))?* ***No Impact.***

The project site is not currently zoned for forest land, timberland, or timberland zoned for production. Therefore, improvements planned as part of the proposed project would not conflict with existing zoning or cause rezoning of any such land. Therefore, no impact would result and no mitigation is required.

d) *Result in the loss of forest land or conversion of forest land to non-forest use*? ***No Impact.***

The project site does not contain forest land. Therefore, no impact would occur in regard to changing forest land to a non-forest use. No mitigation is required.

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*?* ***No Impact.***

No designated agricultural or forest land is located within the project site. Therefore, no impact would occur in this regard and no mitigation is required.

Cumulative Impacts

The proposed project would have no impact on agricultural and forestry resources. Therefore, the proposed project would not contribute to a cumulatively considerable impact.

3. Air Quality

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

Discussion

An Air Quality Technical Report was prepared by Ldn Consulting (May 2016) to evaluate air quality impacts associated with the proposed project. The report is provided in Appendix A; the results and conclusions of the report are summarized herein.

a) Conflict with or obstruct implementation of the applicable air quality plan? ***Less Than Significant Impact.***

The project is consistent with the 2012 Air Quality Management Plan (AQMP). Therefore, the project would not conflict with or obstruct the implementation of the applicable air quality plan.

The project site is located between Georgia Boulevard and Cajon Boulevard in the South Coast Air Basin (SCAB) within the City of San Bernardino. Climatic conditions within the SCAB area often varies dramatically over short geographical distances due to the size and topography. Most of Southern California is dominated by high-pressure systems for much of the year, which keeps the City mostly sunny and warm. Typically, during the winter months, the high pressure system drops to the south and brings cooler, moister weather from the north. It is common for inversion layers to develop within high-pressure areas, which mostly define pressure patterns over the SCAB. These inversions are caused when a thin layer of the atmosphere increases in temperature with height. An inversion acts like a lid preventing vertical mixing of air through convective overturning.

Daytime temperature highs within the City typically range between 65 degrees Fahrenheit (ºF) in the winter to approximately 95º F in the summer with the month of August usually being the hottest month. Median temperatures range from approximately 52º F in the winter to approximately 79º F in the summer. The average humidity is approximately 62 percent in the winter and about 68 percent in the summer. The City usually receives approximately 14.4 inches of rain per year with February usually being the wettest month of the year (City-Data, 2016).

California has 35 specific air districts, which are each responsible for ensuring that the criteria pollutants are below the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). Air basins that exceed either the NAAQS or the CAAQS for any criteria pollutants for set periods are designated as "non-attainment areas" for that pollutant. Currently, there are 15 non-attainment areas for the federal ozone standard and two non-attainment areas for the PM2.5 standard. California has therefore created the California State Implementation Plan (SIP), which is designed to provide control measures needed for California air basins to attain ambient air quality standards.

The South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for comprehensive air pollution control in the SCAB, which includes all of Orange County and the urbanized portions of Los Angeles, Riverside, and San Bernardino Counties. The SCAQMD develops rules and regulations; establishes permitting requirements for stationary sources; inspects emissions sources; and enforces such measures through educational programs or fines, when necessary. A complete listing of the current attainment status by pollutants for the SCAB is shown on **Table 1** on the following page.

Air quality plans describe air pollution control strategies and measures to be implemented by a city, county, region, and/or air district. The primary purpose of an air quality plan is to bring an area that does not attain federal and State air quality standards into compliance with the requirements of the federal Clean Air Act and California Clean Air Act. In addition, air quality plans are developed to ensure that an area maintains a healthful level of air quality based on the NAAQS and the CAAQS. The Air Quality Management Plan (AQMP) is prepared by SCAQMD and the Southern California Association of Governments (SCAG). The AQMP provides policies and control measures that reduce emissions to attain both State and federal ambient air quality standards for the SCAB.

The SCAQMD's California Environmental Quality Act (CEQA) Handbook, as updated in 2015, identifies two key indicators of consistency with the AQMP:

1. Whether a project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
2. Whether a project will exceed the assumptions in the AQMP based on the year of project buildout and phase.

Table 1: South Coast Air Basin Attainment Status by Pollutant

South Coast Air Basin Attainment Status by Pollutant			
Pollutant	**Average Time**	**California Standards**	**Federal Standards**
Ozone (O_3)	1 Hour	Non-attainment	No Federal Standard
	8 Hour		Extreme Non-attainment
Respirable Particulate Matter (PM10)	Annual Arithmetic Mean	Non-attainment	No Federal Standard
	24 Hour	Non-attainment	Attainment
	Annual Arithmetic Mean	Non-attainment	No Federal Standard[2]
Fine Particulate Matter PM2.5	24 Hour	No State Standard	Non-attainment
	Annual Arithmetic Mean	Non-attainment	Non-attainment
Carbon Monoxide (CO)	8 hour	Attainment	Maintenance Area[3]
	1 hour		
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	Non-attainment	Maintenance Area[3]
	1 Hour	Non-attainment	Attainment
Sulfur Dioxide (SO_2)	Annual Arithmetic Mean	No State Standard	Attainment
	24 Hour	Attainment	Attainment
	1 Hour	Attainment	No Federal Standard
Lead	30 Day Average	Attainment	No Federal Standard
	Calendar Quarter	No State Standard	Attainment
Visibility Reducing Particles	8 Hour (10AM to 6PM, PST)	Unclassified	No Federal Standard
Sulfates	24 Hour	Attainment	No Federal Standard
Hydrogen Sulfide	1 Hour	Unclassified	No Federal Standard

Notes:
1. Data reflects status as the year 2009.
2. The federal annual standards were removed by EPA in December 2006.
3. Maintenance Area (defined by U.S. Department of Transportation) is any geographic region of the United States previously designated nonattainment pursuant to the CAA Amendments of 1990 and subsequently redesignated to attainment subject to the requirement to develop a maintenance plan under section 175A of the CAA, as amended.

To determine whether a project would create potential air quality impacts, the City uses SQAQMD Air Quality Thresholds. The screening thresholds for construction and daily operations are shown in Table 2 on the following page.

The U.S. Environmental Protection Agency (U.S. EPA) uses the term Volatile Organic Compounds (VOC) and the California Air Resources Board's (CARB's) Emission Inventory Branch (EIB) uses the term Reactive Organic Gases (ROG) to essentially define the same thing. There are minor deviations between compounds that define each term however for purposes of this study we will assume they are essentially the same due to the fact SCAQMD interchanges these words and because CALLEEMOD 2013.2.2 directly calculates ROG in place of VOC.

Table 2: Screening Threshold for Criteria Pollutants

Pollutant	Total Emissions (Pounds per Day)
Construction Emissions	
Respirable Particulate Matter (PM_{10} and $PM_{2.5}$)	150 and 55
Nitrogen Oxide (NO_x)	100
Sulfur Oxide (SO_x)	150
Carbon Monoxide (CO)	550
Volatile Organic Compounds (VOCs)	75
Operational Emissions	
Respirable Particulate Matter (PM_{10} and $PM_{2.5}$)	150 and 55
Nitrogen Oxide (NO_x)	55
Sulfur Oxide (SO_x)	150
Carbon Monoxide (CO)	550
Lead and Lead Compounds	3.2
Volatile Organic Compounds (VOCs)	55

Criteria pollutants are measured continuously throughout the SCAB. This data is used to track ambient air quality patterns throughout the County. As mentioned earlier, this data is also used to determine attainment status when compared to the NAAQS and CAAQS.

Ambient Data was obtained from the California Environmental Protection Agency's Air Resources Board Website (California Air Resources Board, 2015). Table 3 below identifies the closest criteria pollutants monitored to the project as well as identifies the relative distance to the project site. The proposed development project is closest to the monitoring stations located at San Bernardino 4th Street station.

Table 3: Three-Year Ambient Air Quality Summary near the Project Site

Pollutant	Closest Recorded Ambient Monitoring Site	Averaging Time	CAAQS	NAAQS	2013	2014	2015
O_3 (ppm)	San Bernardino – 4th Street	1 Hour	0.09 ppm	-	0.139	0.121	0.134
		8 Hour	0.070 ppm	0.075 ppm	0.112	0.099	0.117
PM_{10} (µg/m3)		24 Hour	50 µg/m3	150 µg/m3	87.1	305.8	-
		Annual Arithmetic Mean	20 µg/m3	-	24.8	27.7	-
$PM_{2.5}$ (µg/m3)		24 Hour	-	35 µg/m3	55.3	73.9	53.5
NO_2 (ppm)		Annual Arithmetic Mean	0.030 ppm	0.053 ppm	-	0.018	0.015
		1 Hour	0.18 ppm	-	0.0721	0.0726	0.0714

Construction Phase

Emissions from the construction phase of the proposed project were estimated based on an estimated construction kickoff starting early 2017. Construction of the entire project would take approximately 12 months.

Air quality impacts related to construction and daily operations were calculated using the latest CalEEMod air quality model, which was developed by ENVIRON International Corporation for SCAQMD in 2013.

As a design feature of this project, only Tier IV diesel equipment will be utilized and would be a required condition of this project. A summary of the construction emissions is shown in Table 4 below.

Table 4: Expected Construction Emissions Summary

Year	ROG	NO_x	CO	SO_2	PM_{10} (Dust)	PM_{10} (Exhaust)	PM_{10} (Total)	$PM_{2.5}$ (Dust)	$PM_{2.5}$ (Exhaust)	$PM_{2.5}$ (Total)
2017 (lb/day) Unmitigated	11.08	51.83	40.31	0.04	18.72	2.76	21.47	10.03	2.54	12.57
SQAQMD Significance Threshold (lb/day)	75	100	550	150	-	-	150	-	-	55
Exceeds SCAQMD Screening Threshold	**No**	**No**	**No**	**No**	**-**	**-**	**No**	**-**	**-**	**No**

Based on these findings, construction emissions would not exceed SCAQMD air quality standards. Therefore, construction mitigation would not be required to meet SCAQMD standards and the project would be compatible with CEQA.

Localized Significance Thresholds (LST) for Construction

SCAQMD also recommend using LST methodology which incorporates background ambient air quality data. Ldn consulting utilized the ISCST3 dispersion model for these calculations to determine project-level emissions for NOx, CO, and PM10. Emissions were calculated using multiple point sources over the project site. Total construction emissions were used as taken from CalEEMod. Tier IV equipment was assumed as this equipment would be implemented as a design feature to this project.

Based upon the CalEEMod air quality modeling, the project would not contribute emissions in significant quantities to exceed the LSTs and would not require any additional mitigation. Therefore, local air quality impacts from construction of the proposed project would be less than significant.

Health Risk from Construction

Based upon the air quality modeling, worst-case on-site PM10 from construction Tier IV exhaust would cumulatively produce 0.00188 tons over the construction duration or an average of 0.00023 grams/second. Utilizing the AERMOD dispersion model, the resulting inhalation cancer risk is 8.49 at the nearest residential receptor. At this distance, the cancer risk would not exceed 10 in one million; therefore the impact would be less than significant.

Operational Phase

The ongoing operation of the proposed project would result in a long-term increase in air quality emissions. This increase would be due to emissions from the project-generated vehicle trips and through operational emissions from ongoing uses. Operations-related air quality impacts were analyzed using CalEEMod 2013.2.2 utilizing emissions from EMFAC2011. Mobile sources include emissions from vehicles; vehicle trips were based on the traffic study prepared by Kimley-Horn (April 2016) for the proposed project.

The daily operational pollutants were calculated for both summer and winter scenarios. Table 5 and 6 below identify the proposed project's long-term operations. None of the criteria pollutants would exceed the regional emissions thresholds. Therefore, a less than significant regional air quality impact would occur from operation of the proposed project.

Table 5: Operational Unmitigated - Summer Daily Pollutant Generation

	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Area Source Emission Estimates (Lb/Day)	4.00	0.00	0.02	0.00	0.00	0.00
Energy Emission Estimates (Lb/Day)	0.01	0.09	0.07	0.00	0.01	0.01
Mobile Emission Estimates (Lb/Day)	2.21	12.71	29.52	0.09	5.23	1.54
Total (Lb/Day)	**6.22**	**12.80**	**29.61**	**0.09**	**5.24**	**1.55**
SCAQMD Thresholds	55	55	550	150	150	55
Significant?	No	No	No	No	No	No
Note: Daily pollutant generation assumes trip distances within CalEEMod						

Table 6: Operational Unmitigated - Winter Daily Pollutant Generation

	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Area Source Emission Estimates (Lb/Day)	4.00	0.00	0.02	0.00	0.00	0.00
Energy Emission Estimates (Lb/Day)	0.01	0.09	0.07	0.00	0.01	0.01
Mobile Emission Estimates (Lb/Day)	2.17	13.21	28.24	0.08	5.23	1.54
Total (Lb/Day)	**6.18**	**13.30**	**28.33**	**0.08**	**5.24**	**1.55**
SCAQMD Thresholds	55	55	550	150	150	55
Significant?	No	No	No	No	No	No
Note: Daily pollutant generation assumes trip distances within CalEEMod						

The Project would be consistent with the AQMP two key indicators as follows:

1) Criterion 1 - Increase in the Frequency or Severity of Violations

Based on the air quality modeling analysis contained in the Air Quality Technical Report, short-term construction impacts would not result in significant impacts based on the SCAQMD regional and local thresholds of significance. Additionally, long-term operations impacts would not result in significant impacts based on the SCAQMD local, regional, and toxic air contaminant thresholds of significance. Therefore, the proposed project is not anticipated to contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with the AQMP for the first criterion.

2) Criterion 2 - Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed project are based on the same forecasts as the AQMP. The SCAG Regional Comprehensive Plan and Guide (RCP&G) consists of three sections: Core Chapters, Ancillary Chapters, and Bridge Chapters. The Growth Management, Regional Mobility, Air Quality, Water Quality, and Hazardous Waste Management chapters constitute the Core Chapters of the document. These chapters currently respond directly to federal and State requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA. For this project, the City General Plan defines the assumptions that are represented in the AQMP.

The City's General Plan land use designation for the project site is Industrial. The City's zoning designation for the site is Industrial Light. Therefore, the proposed project is consistent with the land use and zoning designations. Furthermore, buildout of the project site was anticipated in the City's General Plan and General Plan EIR, and thus, the project is consistent with the assumptions of the AQMP. Based on the above, the proposed project would not conflict with implementation of the AQMP, impacts are considered to be less than significant.

b) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?* ***Less Than Significant Impact.***

As described above, the Air Quality Technical Report determined that emissions associated with the construction and operations of the facility would be below the significance thresholds for all pollutants. Therefore, implementation of the proposed project would not violate an air quality standard or contribute to an existing or projected air quality violation. No mitigation is required.

c) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?* ***Less Than Significant Impact.***

The project area is in nonattainment for ozone and PM10 particulate matter. For nonattainment pollutants, if emissions exceed the significance thresholds shown in Table 1 and 2 above, the project could have the potential to result in a cumulatively considerable net increase in these pollutants and thus could have a significant impact on ambient air quality. As shown in Tables 1 and 2, emissions are below the significance thresholds for all pollutants. Therefore, cumulative impacts from construction and operational emissions would be less than significant and no mitigation is required.

d) *Expose sensitive receptors to substantial pollutant concentrations?* ***Less Than Significant Impact.***

The State CEQA Guidelines indicate that a potentially significant impact could occur if the proposed project would expose sensitive receptors to substantial pollutant concentrations. As discussed in question 3 a) above, and shown in Tables 3 and 5, the project's emissions with not exceed SCAQMD Localized Significance Thresholds at the closest receptor locations during construction or operation and impacts would be less than significant.

In addition, Ldn Consulting prepared an Air Quality Health Risk Screening Analysis (HRA) to identify potential health risks at the project site from toxic air contaminants (specifically diesel particulates) from the on-site loading area. Health risks from diesel particulate matter are two-fold. First, diesel particulate matter is a carcinogen according to the State of California. Second, long-term chronic exposure to diesel particulate matter can cause health effects to the respiratory system.

The HRA used the California Office of Environmental Health Hazard Assessment (OEHHA) methodologies (Office of Environmental Health Hazard Assessment, 2015) as outlined by the California Air Pollution Control Officers Association (CAPCOA, July 2009). Health risk impacts are generally broken up into two types: projects which have the potential to emit toxic emissions and have the potential to impact nearby receptors; and projects which add receptors in the vicinity of existing toxic sources like freeways, high traffic roads or rail yards. Based on this information, the air quality analysis focused on nearby residential receptors which may be exposed by the warehouse facility.

Significance thresholds have been generally established under SCAQMDs control strategies for reducing cumulative impacts from air pollution (SCAQMD, 2003). One source of emissions contributing to a cumulative impact is ground support operations associated with cargo sorting and transport within ports, rail yards, and distribution centers. From SCAQMD Rule 1401, a project shall not be approved if the cancer risk is increased to greater that 10 in one million assuming control technology (TBACT) is used (SCAQMD, 2015).

Cancer risk calculations are based on a 70 year lifetime exposure. In some limited cases, it may be appropriate to also use between 9 to 40 years exposure in the calculation. The 9 year exposure scenario is based on exposure to children during the first 9 years of life. Some districts use the 9 year exposure scenario to model short-term projects. (CAPCOA, July 2009). For purposes of the HRA, it is reasonable to assume a 30 or 70 year duration. For purposes of modeling, the AERMOD model was utilized to predict offsite diesel particulate concentrations at nearby residential receptors.

The nearest sensitive receptors that may be impacted by the proposed project are the residential dwelling units to the southwest of the project site beyond the railroad. The cancer risk at the nearest receptor location (nearest residence) does not exceed a 30-year cancer risk of 2.23 per million people or a 70-year cancer risk of 3.90 per million people. All off-site diesel emissions concentrations would be below the 10.0 in a million cancer risk

threshold. Therefore, no significant long-term health impacts would occur to adjacent receptors from the operation of diesel trucks on the project site.

e) *Create objectionable odors affecting a substantial number of people?* **No Impact.**

Potential sources from the proposed project that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are short term and are expected cease upon the drying or hardening of the odor producing materials.

Potential odor sources from ongoing operations would include odor emissions from diesel truck emissions and trash storage areas. Due to the distance of the nearest receptors from the project site, no significant impact related to odors would occur during the ongoing operations of the proposed project.

Odor impacts from construction operations would be considered short term events and would not be considered an impact. Long term operations would not create offensive odors and would not create any operational odor impacts. No significant impacts would occur and no mitigation is required.

Cumulative Impacts

In the event direct impacts on air quality from a project are less than significant, a project may still have a cumulatively considerable impact on air quality if the emissions from the project, in combination with the emissions from other proposed, or reasonably foreseeable future projects are in excess of screening levels identified above, and the project's contribution accounts for more than an insignificant proportion of the cumulative total emissions. According to the TIS, there are no cumulative projects identified within 500 meters of the project site (Kimley-Horn, 2016), which is the extent to which the proposed project was modeled for air quality emissions. Since project emissions drop off to almost zero beyond this distance, cumulative impacts from the proposed project would not be expected.

4. Biological Resources

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
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?	☐	☐	☐	☒

Discussion

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 the USFWS?* ***No Impact.***

Kimley-Horn conducted a reconnaissance of the project site on April 27, 2016. The project site includes developed and disturbed land uses. The majority of the site consists of land that has been previously graded with dense weedy vegetation. The northern portion of the site consists of a portion of the McLane Distribution Facility. This area is developed and consists of a paved access road, loose gravel, a few landscaped/ornamental trees and a perimeter fence. No native habitat exists on the site.

The project site was evaluated for the potential for burrowing owl (BUOW; *Athene cunicularia*) to occur on the site. Suitable BUOW habitat in California is generally typified by short, sparse vegetation with few shrubs, level to gently sloping topography and well-drained soils (Haug et al. 1993). Grassland, shrub steppe, and desert are naturally occurring habitat types used by BUOW. In addition, BUOW may occur in some agricultural areas, ruderal fields, vacant lots, and pastures if the vegetation structure is suitable and there are usable burrows and foraging habitat in the proximity (Gervais et al. 2008). Suitable burrows are usually dug by other species; these are termed host burrowers. In California, California ground squirrel (*Spermophilus beecheyi*) and round-tailed ground squirrel (*Citellus tereticaudus*) burrows are frequently used by BUOW but they may also use dens or holes dug by other fossorial species including badger (*Taxidea taxus*), coyote (*Canis latrans*), and fox (e.g., San Joaquin kit fox [*Vulpes macrotis mutica*], Ronan 2002). Natural rock cavities, debris piles, culverts, and pipes also are used by BUOW for nesting and roosting (Rosenberg et al. 1998). BUOW have also been documented using artificial burrows for nesting and cover (Smith and Belthoff 2003).

There was no ground squirrel activity or burrows observed within the project site.

The proposed project would not have an effect, either directly or through habitat modifications, on any species identified as a candidate, as a sensitive, or as a special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS). The project site has been previously graded and does not contain suitable habitat for any protected species. Therefore, there would be no impact to sensitive species. 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 (CDFW) or U.S. Fish and Wildlife Service?* ***No Impact.***

The project site is relatively flat and has previously been disturbed by human activities. There are no native habitats on site. Additionally, no drainages, riparian habitat, or aquatic features were observed during the site visit. No impacts to riparian habitat or other sensitive natural community would occur as a result of the proposed project; no mitigation is required.

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?* ***No Impact.***

As discussed above in threshold 4.b, the project site does not contain potential jurisdictional features, including federally protected wetlands and other features that carry water. Therefore, no impacts would occur and no mitigation is required.

d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?* ***Less Than Significant Impact with Mitigation Incorporated.***

Wildlife Corridors: The project site is not located within a known migratory wildlife corridor nor serves as wildlife nursery site. Construction of the proposed project would not impact a wildlife corridor. Therefore, there would be no impact to migratory wildlife or corridors and no mitigation is required.

Nesting Birds: Nesting birds and their nests are protected under the provisions of the Migratory Bird Treaty Act (MBTA) and CDFW codes. As discussed above in threshold 4.a suitable habitat for birds protected by the MBTA occurs on the project site. The intentional loss of any active bird nests during project construction would be considered a significant impact. Implementation of Mitigation Measures B-1a and B-1b would reduce potential impacts to nesting birds to a less than significant level.

Mitigation Measures

B-1a Trees and other suitable nesting habitat within the limits of work shall be surveyed by a qualified biologist prior to initiating ground disturbing activities. A pre-construction survey would be conducted no more than 72 hours prior to the start of work. If no active nests are observed, construction activities should be initiated within 72 hours. If more than 72 hours pass and construction has not been initiated, another survey would be required.

B-1b If, during the breeding season (typically March through August), an active nest is discovered in a tree or shrub to be removed, the tree or shrub shall be protected using orange construction fence or the equivalent. The protective fencing shall be placed around the tree or shrub at the following distance depending on species and as determined by a qualified biologist: 25 feet from the drip line of the tree or shrub for passerines and non-raptors; 300 feet from the drip line of the tree for raptors. No parking, storage of materials, or work would be allowed within this area until the end of the breeding season or until the young have fledged, as determined by a qualified biologist.

e) *Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy/ordinance?* ***Less Than Significant Impact.***

The City of San Bernardino Municipal Code Section 19.28.100 requires a tree removal permit from the City where more than 5 trees will be cut down, uprooted, destroyed, or removed within a 36-month period. Section 19.28.100 mandates the replacement of removed trees on a 1:1 basis. There were fewer than 5 trees observed on site during the site visit on April 27, 2016. Impacts to trees due to the proposed project would be less than significant and no mitigation is required.

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?* ***No Impact.***

The project site is located in an urban environment and is not included in an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. No impact relative to adopted habitat conservation or other approved local, regional or State plans would occur.

Cumulative Impacts

The proposed project would not cause a significant impact to biological resources. Therefore, the proposed project would not contribute to a cumulatively considerable impact.

5. Cultural Resources

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	☐	☒	☐	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☒	☐	☐
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

Discussion

a) Cause a substantial adverse change in the significance of a historical resource? ***Less Than Significant Impact with Mitigation Incorporated.***

A Cultural Resource Study Findings Memo was prepared by ASM Affiliates in April 2016 for the proposed project. The study included a records search at the South Central Coastal Information Center (SCCIC), a search of the Sacred Lands Files of the California Native American Heritage Commission (NAHC), and a pedestrian survey of accessible portions of the project site. The memo is included as Appendix B and the findings are summarized below. Additionally, the City is complying with AB 52 (Tribal Cultural Resources and Consultation) by notifying the affected Native American tribes.

Only two cultural resources have been previously recorded within a one-mile radius of the project site. Both resources are historic: a manufacturing facility and a transmission line. No resources have been previously documented within the proposed project area.

The project site is located within a highly disturbed urbanized area and does not contain significant historic or archaeological resources. However, there is a possibility of currently undetectable historic subsurface deposits being present within the project site due to the area's early residential development. Implementation of Mitigation Measure CR-1 would reduce potential impacts to a less than significant level.

Mitigation Measure

CR-1 Prior to beginning project construction, the Project applicant shall retain an archaeological monitor to monitor initial ground-disturbing activities in an effort to identify any unknown archaeological resources. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation.

b) Cause a substantial adverse change in the significance of an archaeological resource? Less ***Than Significant Impact with Mitigation Incorporated.***

As discussed above, implementation of Mitigation Measure CR-1 would reduce potential impacts to archaeological resources from the proposed project to a less than significant level.

c) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?* **No Impact.**

The project site is not located within an area identified by the City for paleontological sensitivity and there are no known paleontological resources located on the project site. The City's General Plan contains goals and policies that specifically address sensitive paleontological resources and their protection if they are encountered during any development activity. In the event that unknown paleontological resources are unearthed during construction activities on the project site, standard City conditions requiring the stoppage of work and identification of potential resources would apply. Therefore, the proposed project would not cause a substantial adverse change in the significance of a paleontological resource and no mitigation is required.

d) *Disturb any human remains, including those interred outside of formal cemeteries?* **No Impact.**

No known human remains are located within the project site. In the event that unknown human remains are unearthed during construction activities on the project site, standard City conditions requiring the stoppage of work and identification of human remains would apply and no mitigation is required.

Cumulative Impacts

The proposed project would result in no impacts to historical, known archaeological or paleontological resources, or known human remains. The chances of cumulative impacts occurring as a result of project implementation plus implementation of other projects in the region is not likely since all proposed projects would be subject to individual project-level environmental review. Since there would be no project-related impacts and due to existing laws and regulations in place to protect cultural resources and prevent significant impact to paleontological resources, the potential incremental effects of the proposed project would not be cumulatively considerable.

6. Geology and Soils

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Expose people or structures to potential 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 or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☒	☐	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
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?	☐	☐	☐	☒

Discussion

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

1) *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? Refer to Division of Mines and Geology Special Publication 42.* ***Less Than Significant Impact.***

A Geotechnical Engineering Investigation was prepared for the project in November 2015 by Southern California Geotechnical. The report is provided in Appendix C and is summarized in this Initial Study section.

The Alquist-Priolo Earthquake Fault Zoning Act (Act) was passed in 1972 to address the hazard of surface faulting to structures for human occupancy. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act requires the State Geologist to establish regulatory zones, known as "Alquist-Priolo (AP) Earthquake Fault Zones" around the surface traces of active faults and to issue appropriate maps. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50 feet). According to the Geotechnical Engineering Investigation, the project site is not located within an AP Earthquake Fault Zone. According to the report, there are no known active or potentially active faults trending towards or through the site and the potential for damage due to direct fault rupture is considered to be low. The possibility of significant fault rupture on the project site is considered to be less than significant and no mitigation is required.

2) *Strong seismic ground shaking?* ***Less Than Significant Impact.***

The site is located in an area of high regional seismicity and the San Jacinto (San Bernardino) fault is located less than 2.25 miles from the site. Ground shaking originating from earthquakes along other active faults in the region is expected to induce lower horizontal accelerations due to smaller anticipated earthquakes and/or greater distances to other faults. The proposed project would be required to be in conformance with the California Building Code (CBC), City regulations, and other applicable standards. Conformance with standard engineering practices and design criteria would reduce the effects of seismic ground shaking to a less than significant level. No mitigation is required.

3) *Seismic-related ground failure, including liquefaction?* ***Less than Significant Impact.***

Liquefaction generally occurs as a "quicksand" type of ground failure caused by strong ground shaking. The primary factors influencing liquefaction potential include groundwater, soil type, relative density of the sandy soils, confining pressure, and the intensity and duration of ground shaking. The project site is not located within an area of liquefaction susceptibility. Additionally, the subsurface conditions encountered at the borings drilled at the site are not considered to be conducive to liquefaction. These conditions generally consist of medium dense to very dense, well graded, granular soils, and no evidence of a static water table within the upper 30 feet. Based on the mapping performed by the County of San Bernardino and the subsurface conditions encountered at the boring locations, the potential impact from ground-related failure, including liquefaction, is considered to be less than significant. No mitigation is required.

4) *Landslides?* ***No Impact.***

Landslides are mass movements of the ground that include rock falls, relatively shallow slumping and sliding of soil, and deeper rotational or transitional movement of soil or rock. The project site is relatively flat and is not located within an area susceptible to landslides. Therefore, there would be no impact from landslides on the proposed project and no mitigation is required.

b) Result in substantial soil erosion or the loss of topsoil? ***Less Than Significant Impact.***

Trenching during the construction phase of the project would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. However, erosion and loss of topsoil can be controlled using standard construction practices. With adherence

to the applicable practices and regulations, impacts would be considered less than significant and no mitigation is required.

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?* ***Less Than Significant Impact with Mitigation Incorporated.***

As discussed above in threshold 6.a.3, the project site is in an area with low liquefaction potential. The project site is also not in an area subject to landslides. According to the Geotechnical Engineering Investigation, the site consists of fill and natural soil. Fill was encountered in some areas to a depth of 12 to 14.5 feet. The report includes recommendations to ensure that soils are appropriate for development. Implementation of Mitigation Measure G-1 would reduce potential impacts to a less than significant level.

Mitigation Measure

G-1 All grading and construction of the project site shall comply with the geotechnical recommendations contained in the Geotechnical Engineering Investigation prepared by Southern California Geotechnical dated November 2015. All recommendations contained in the report shall be incorporated into all final and engineering and grading plans subject to the review and approval of the City of San Bernardino Community Development Department.

d) *Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2013), creating substantial risks to life or property?* ***Less Than Significant Impact.***

The proposed project would be required to be in conformance with the California Building Code, City regulations, and other applicable standards. Conformance with standard engineering practices, design criteria, and Mitigation Measure G-1 would reduce impacts related to expansive soil potential to a less than significant level.

e) *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?* ***No Impact.***

The proposed project would not include the implementation of septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur and no mitigation is required.

Cumulative Impacts

The potential cumulative impact related to earth and geology is typically site specific. The analysis herein determined that the proposed project would not result in any significant impacts related to landform modification, grading, or the destruction of a geologically significant landform or feature with implementation of mitigation. Moreover, existing State and local laws and regulations are in place to protect people and property from substantial adverse geological and soils effects, including fault rupture, strong seismic ground shaking, seismic-induced ground failure (including liquefaction), and landslides. Existing laws and regulations also protect people and property from adverse effects related to soil erosion, expansive soils, loss of topsoil, development on an unstable geologic unit or soil type that could result in on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse. These existing laws and regulations, along with mitigation assigned to the proposed project, would render potentially

adverse geological and soil effects of the proposed project to a level considered less than significant. Moreover, these existing laws and regulations also ensure that past, present, and reasonably foreseeable future projects in the San Bernardino region do not result in substantial adverse geological and soils effects. As a result, the existing legal and regulatory framework would ensure that the incremental geological and soils effects of the proposed project would not result in greater adverse cumulative effects when considered together with the effects of other past, present, and reasonably foreseeable future projects in the San Bernardino region. The impacts of the proposed project-related to geology and soils would be less than cumulatively considerable.

7. Greenhouse Gas Emissions

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Discussion

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? ***Less than Significant Impact.***

A Global Climate Change Technical Report which addresses greenhouse gas (GHG) emissions was prepared by Ldn Consulting (May 2016). The results and conclusions of the report are summarized herein (Appendix D).

The City of San Bernardino has decided to participate in San Bernardino Associated Governments (SANBAG) San Bernardino County Regional GHG Reduction Plan. As part of that plan, 21 cities participated with the goal of determining GHG inventories, emission targets and reduction strategies all of which will serve as foundations for the development of individual City specific Climate Action Plans (CAP) (SANBAG, 2015). Based on that plan, the City has selected a 15% reduction strategy below its 2008 levels by 2020.

As part of SANBAG's GHG Reduction plan, no specific screening thresholds were identified. The City of San Bernardino does not have specific numerical GHG thresholds; however, since the City is within SCAQMD, it is appropriate to utilize the latest SCAQMD draft guidance for GHG impacts. Currently, SCAQMD industry standards within the district has followed Tier screening standards as the baseline for significance thresholds since September 2010. Under this methodology, screening values are established for industrial, residential and combined project types which are 10,000 metric tons (MT)/year CO2e for certain industrial projects, 3,500 MT/year CO2e for residential projects and 3,000 MT/year CO2e for mixed use projects. Regardless of whether the industrial or mixed use project is used, as discussed below, the proposed project does not exceed either threshold. If the project exceeds these thresholds, the project would be required to implement mitigation measures to reduce GHG impacts by 15% below the City's 2008 levels by 2020.

GHG impacts related to construction was calculated using the latest CalEEMod 2013.2.2 air quality model which was developed by ENVIRON International Corporation for SCAQMD. Additionally, CO2e emissions generated from blasting was added to the CalEEMod output. CalEEMod incorporates emission factors from the EMFAC2011 model for on-road vehicle emissions and the OFFROAD2011 model for off-road vehicle emissions. Because CO2 emissions from construction only occur at the beginning of a project, emissions were averaged over a 30-year period. This recommendation was based on proposals from South Coast Air Quality Management District in 2008.

Once construction is completed the proposed project would generate air quality and GHG emissions from daily operations which would include sources such as Area, Energy, Mobile, Solid waste and Water uses, which are calculated within CalEEMod. Area Sources include usage of fireplaces, consumer products, landscaping and architectural coatings as part of regular maintenance. For this project however, very few emissions are expected from consumer sources since nobody will be living onsite. Energy sources would be from uses such as electricity and natural gas. Solid waste generated in the form of trash is also considered as decomposition of organic material breaks down to form GHGs. GHGs from water are also indirectly generated through the conveyance of the resource via pumping throughout the state and as necessary for wastewater treatment. Finally the project would also generate air quality emissions and GHG through the use of carbon fuel burning vehicles for transportation. The project was sourced out as an unrefrigerated warehouse. Also, the CalEEMod input file was adjusted using an 80.3% passenger vehicle, 19.7% heavy truck scenario which is consistent with the project traffic study (Kimley Horn, 2016).

Project Related Construction Emissions

Based on the construction equipment assumptions for the project, the construction of the proposed project will produce 464.38 MT of CO2e over the construction life of the project. Given the fact that the total emissions will ultimately contribute to yearly emission levels, it is acceptable to average the total construction emission over a 30 year period, which would be 15.48 MT of CO2e per year. A summary of the construction emissions is shown in Table 7 below.

Table 7: Expected Annual Construction CO_2e Emissions Summary MT/Year

Year	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
2017	464.38	464.38	464.38	464.38	464.38	464.38
Total						**464.38**
Yearly Average Construction Emissions (Metric Tons/year over 30 years)						**15.48**

Note:
Expected Construction emissions are based upon CalEEMod modeling assumptions for equipment and durations listed in Table 4.1 above.

Project Related Operational Emissions/Conclusions

As previously discussed, emissions generated from Area, Energy, Mobile, Solid Waste and Water uses is also calculated within CalEEMod. The program is largely based on default settings which are automatically populated throughout the model based on the imputed land use. Statewide averages for utility emissions were utilized for the calculations throughout the model. The calculated operational emissions are identified in Table 8 below.

Table 8: Expected Operational Emissions Summary MT/Year

Year	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Area	0.000	0.004	0.004	0.000	0.000	0.004
Energy	0.000	149.708	149.708	0.006	0.002	150.332
Mobile	0.000	1,173.625	1,173.625	0.033	0.000	1,174.319
Waste	28.772	0.000	28.772	1.700	0.000	64.480
Water	11.063	129.933	140.995	1.142	0.028	173.682
Amortized Construction Emissions (Table 5.1 above)						15.48
Total Construction and Operations						**1,578.30**

Note:
Expected Construction emissions are based upon CalEEMod modeling assumptions for equipment and durations listed in Table 1 above.
Data is presented in decimal format and may have rounding errors.

Based upon the findings for the proposed project, the combined construction and operational activities of the project would generate approximately 1,578.3 MT of CO2e each year which is less than the lowest screening thresholds established by SCAQMD tiered approach of 3,000 MT of CO2e each year for mixed use project and 10,000 MT of CO2e each year for industrial projects. Since the project would not exceed these thresholds, the project would not be required to implement mitigation measures to reduce GHG emissions by 15% as proposed by the SANBAG County Regional GHG Reduction Plan. Given this no significant GHG impacts are expected with implementation of the proposed project.

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

The proposed project does not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. As previously addressed, the City of San Bernardino participates in the SANBAG San Bernardino County Regional GHG Reduction Plan. The SANBAG's GHG Reduction Plan was prepared to assist the City in conforming to the GHG emissions reductions as mandated under Assembly Bill (AB) 32. Based on that plan, the City has selected a 15% reduction strategy below its 2008 levels by 2020.

As described above, neither the SANBAG's GHG Reduction Plan nor the City of San Bernardino have adopted specific screening thresholds; therefore the City of San Bernardino uses the latest SCAQMD guidance for GHG impacts. SCAQMD's screening thresholds are 10,000 MT/year CO2e for industrial projects, 3,500 MT/year CO2e for residential projects and 3,000 MT/year CO2e for mixed use projects. Based on this, the proposed project was screened under the 10,000 MT/year CO2e industrial screening threshold. If the project exceeds these thresholds, the project would be required to implement mitigation measures to reduce GHG impacts by 15% below the City's 2008 levels by 2020.

At a level of 1,578.3 metric tons of CO2e each year (as shown in **Table 8**), the project's GHG emissions level falls below the SCAQMD screening threshold of 3,000 metric tons per year of CO2e for mixed use project, and well below the SCAQMD's GHG emissions threshold of 10,000 metric tons per year of CO2e for industrial projects. Therefore, as the project's emissions do not exceed the SANBAG's GHG Reduction Plan or SCAQMD's screening thresholds, the project is consistent with the applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Therefore, impacts are less than significant and no mitigation is required.

Cumulative Impacts

The project's emissions would be below the SCAQMD's threshold for GHG emissions of 3,000 MT per year of CO2e and an industrial project's threshold of 10,000 MT per year of CO2e. As discussed above, the project would not result in a cumulatively considerable impact due to GHGs.

8. Hazards and Hazardous Materials

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
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?	☐	☐	☐	☒

Discussion

a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?* ***Less Than Significant Impact.***

Prior uses on the site are not known to have involved hazardous materials. Once the project is constructed, hazardous materials would be limited to those associated with a warehouse/industrial facility. These include cleaners, paints, solvents; and fertilizers and pesticides for site landscaping. Because these materials are used in very limited quantities, they are not considered a hazard to the public. Adherence to federal, State, and local health

and safety requirements regarding these substances would preclude potential impacts. No mitigation is required.

b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?* ***Less Than Significant Impact.***

The proposed project is not anticipated to result in a release of hazardous materials into the environment. The proposed facility would be expected to use limited hazardous materials and substances which would be limited to cleaners, paints, solvents; and fertilizers and pesticides for site landscaping. All materials and substances would be subject to applicable health and safety requirements. A less than significant impact would occur and no mitigation is required.

c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?* ***No Impact.***

No schools are presently located within one-quarter mile of the project site. The closest school site is Shandin Hills Middle School which is located approximately 1.4 miles east of the project site. Any future school developed within the surrounding area would be subject to the oversight of the California Department of Toxic Substances Control, as required by State law. No impacts would occur and no mitigation is required.

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?* ***No Impact.***

The project site is not included on a hazardous sites list compiled pursuant to California Government Code Section 65962.5.[2] In addition, a Phase I Environmental Site Assessment was prepared for the project site by Iris Environmental in December 2015. According to that report, there were no Recognized Environmental Conditions (REC) (as defined by ASTM Practice E 1527-13) identified in association with the site. No significant adverse impacts relative to hazardous materials sites would result with project implementation. 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 result in a safety hazard for people residing or working in the project area?* ***No Impact.***

San Bernardino International Airport is located approximately seven miles southeast of the project site. Furthermore, the proposed project would be consistent with the surrounding area and would not create a safety hazard for people residing or working in the project area. No impacts would occur and no mitigation is required.

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?* ***No Impact.***

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[2] California, State of, Department of Toxic Substances Control, DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List). Available at: http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm. Accessed: April 18, 2016.

The proposed project site is not located within the vicinity of a private airstrip and would not result in a safety hazard for people residing or working in the project area. No impacts would occur and no mitigation is required.

g) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?* **Less Than Significant Impact.**

The proposed project would have no impacts on emergency response plans or emergency evacuation plans. The City has adopted an Emergency Management Plan to identify evacuation routes, emergency facilities, and City personnel and equipment available to effectively deal with emergency situations. No revisions to the adopted Emergency Management Plan would be required as a result of the proposed project. Primary access to all major roads would be maintained during construction of the proposed project. Therefore, impacts would be less than significant and no mitigation is required.

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?* **No Impact.**

The proposed project would not expose people or structures to a risk of loss, injury or death involving wildland fires. The project site is in a developed urban area and it is not adjacent to any wildland areas. Therefore, no impact would occur in regard to wildland fires and no mitigation is required.

Cumulative Impacts

The incremental effects of the proposed project related to hazards and hazardous materials, if any, are anticipated to be minimal, and any effects would be site-specific. Therefore, the proposed project would not result in incremental effects to hazards or hazardous materials that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. The proposed project would not result in cumulatively considerable impacts to or from hazards or hazardous materials.

9. Hydrology and Water Quality

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
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)?	☐	☐	☐	☒
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
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?	☐	☐	☒	☐
e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f. Otherwise substantially degrade water quality?	☐	☐	☒	☐
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
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?	☐	☐	☐	☒
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Discussion

A Preliminary Drainage Report and a Water Quality Management Plan Stormwater Management Plan were prepared by Thienes Engineering, Inc. in March 2016, to evaluate hydrology and water quality impacts associated with the proposed project. The results and conclusions of the plan are summarized herein.

a) *Violate any water quality standards or waste discharge requirements?* ***Less Than Significant Impact.***

The project site generally surface drains easterly to Georgia Boulevard., with a smaller portion of the site (approximately one acre) located at the southerly end of the site draining to an adjacent property. With implementation of the proposed project, the southwesterly half of the proposed building, the southwesterly portion of the truck yard, the northwesterly portion of the parking lot, and a small portion of the northerly off-site truck yard would drain to catch basins in the on-site truck yard. Runoff would then be conveyed via a proposed storm drain to a set of underground infiltration facilities. Once the design capture volume (DCV) is met, the additional flows would drain to an existing 48-inch storm drain at the southeast property line.

The northeasterly half of the proposed building and the northeasterly portion of the parking lot would drain to a catch basin in the on-site parking lot. Runoff would then be conveyed via a proposed storm drain to another set of underground infiltration facilities. Once the DCV is met, the additional flows would drain to an existing 48-inch storm drain at the southeast property line.

The southeasterly parking lot would drain to a catch basin in the on-site parking lot. Runoff would then be conveyed via a proposed storm drain to a set of underground infiltration facilities. Similar to the rest of the site, once the DCV is met, the additional flows would drain to the same existing 48-inch storm drain at the southeast property line.

The proposed on-site underground infiltration facilities have been sized to capture and reduce the 100-year storm event discharge to the equivalent of a 25 year storm event. The 25-year storm event would be allowed to discharge off site as described above. The proposed underground infiltration facilities would capture and treat storm water generated on the site prior to discharge off -site; therefore, impacts to water quality would be less than significant and no mitigation is required.

To minimize water quality impacts during construction of the proposed project, construction activities would be required to comply with a Stormwater Pollution Prevention Plan (SWPPP) consistent with the General Permit for Stormwater Discharge Associated with Construction Activity (Construction Activity General Permit). The SWPPP would incorporate Best Management Practices (BMPs) such as gravel bags, silt fence, and fiber rolls. Preparation and implementation of a SWPPP would reduce potential impacts to water quality during construction to a less than significant level. No mitigation is required.

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)?* ***No Impact.***

The project does not propose to use groundwater. Although the project would result in additional impervious surfaces on site, the project would construct underground infiltration facilities which would detain and treat water prior to discharging into the public storm drain system. Therefore, the proposed project would not significantly impact local groundwater recharge. No impacts would occur in this regard and no mitigation is required.

c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?* ***No Impact.***

The proposed project would not substantially alter the existing drainage patterns of the site or vicinity. The project site would continue to drain to the public storm drain in Georgia Boulevard. The project proposes to use underground infiltration facilities to treat storm water runoff prior to discharge into the public storm drain system. The site does not contain any streams or rivers; therefore, no would be altered by the proposed project. Therefore, no impact would occur and no mitigation is required.

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?* ***Less Than Significant Impact.***

Refer to response V.9(c) above. The proposed project would not substantially alter existing drainage patterns of the site or project vicinity. The project site does not include any streams or rivers. On-site surface run-off would be directed to the on-site underground infiltration facilities. The proposed underground infiltration facilities would also minimize the potential for flooding to occur on site or off site. Impacts would be less than significant and no mitigation is required.

e) *Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?* ***Less Than Significant Impact.***

The underground infiltration facilities were designed in accordance to the procedures and methodologies outlined in the *San Bernardino County Flood Control District Standard Plans* and *Detention Basin Design Criteria for San Bernardino County* (1987). The proposed on-site underground infiltration facilities have been sized to capture and reduce the 100-year storm event discharge to the equivalent of a 25-year storm event. The 25-year storm event would be allowed to discharge off site as described above in response V.9(a). No impacts to the capacity of existing or planned storm water drainage system would occur as a result of the project.

The proposed project would be required to prepare a SWPPP under the National Pollutant Discharge Elimination System (NPDES) General Construction Permit to implement BMPs to minimize storm water runoff during construction. Adherence with the recommendations of the Stormwater Management Plan prepared for the proposed project, and preparation of a SWPPP would reduce possible impacts related to the storm water drainage system to less than significant. No mitigation is required.

f) Otherwise substantially degrade water quality? ***Less Than Significant Impact.***

Water quality impacts other than those described in Response V.9(a) above are not anticipated with implementation of the proposed project. Impacts resulting from the project would be less than significant and no mitigation is required.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? ***No Impact.***

The proposed project does not propose housing. Therefore, no flood-related impacts would occur in this regard and no mitigation is required.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? ***No Impact.***

The project site is covered by Map Number 06071C7940H of the FEMA Flood Insurance Rate Map (FIRM) for San Bernardino County, California and Incorporated Areas. The entire project site is located within Flood Zone X. Flood Zone X has a 0.2 percent annual chance of flood hazard; therefore, the project site is not located within a 100-year flood hazard area. Implementation of the proposed project would not place structures in a 100-year flood hazard area. No impacts would result in this regard and no mitigation is required.

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? ***No Impact.***

According to the City of San Bernardino's General Plan Safety Element, the project site is not located within the Seven Oaks Dam Inundation area.[3] Therefore, no impact would occur as a result of a failure of a levee or dam and no mitigation is required.

j) Inundation by seiche, tsunami, or mudflow? ***No Impact.***

The project site is located approximately 75 miles east of the Pacific Ocean and as referenced above, is not located downstream of a levee or dam. There is no risk of exposure to inundation by seiche or tsunami. The project site is relatively flat so the potential for a mudflow is unlikely. Therefore, no impact would occur and no mitigation is required.

Cumulative Impacts

The potential impacts related to hydrology and storm water runoff are typically site specific. Furthermore, the analysis determined that the implementation of the proposed project would not result in significant impacts. As a result, no cumulative impacts are anticipated.

[3] City of San Bernardino General Plan. *Safety Element, Figure S-2 Page 10-15*. November 2005.

10. Land Use and Planning

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☒	☐
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Discussion

a) *Physically divide an established community?* ***No Impact.***

An example of a project that has the potential to divide an established community includes the construction of a new freeway or highway through an established neighborhood. The proposed project would be located on a site in an urban area with similar surrounding land uses. The proposed project would generally blend in with the mix of surrounding uses and would not physically divide an established community. Therefore, no impacts would occur and no mitigation is required.

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?* ***Less Than Significant Impact.***

The City's General Plan land use designation for the project site is Industrial. The City's zoning designation for the site is Industrial Light. The proposed project is consistent with these land use and zoning designations. Therefore, the proposed project would have a less than significant impact on a plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?* ***No Impact.***

The project site is not located within an area designated as a habitat conservation plan or natural community conservation plan. Therefore, the proposed project would not conflict either form of plan.

Cumulative Impacts

The analysis of potential impacts indicated that no impacts would result from the proposed project's implementation. As a result, no cumulative impacts related to land use and planning would occur.

11. Mineral Resources

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	☐	☐	☐	☒
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Discussion

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State? ***No Impact.***

The project site is not mapped by the City as an area containing mineral resources. Therefore, the proposed project would not result in the loss of availability of a known mineral resource and no mitigation is required.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? ***No Impact.***

The project site is not located in an area that has been identified as a locally important mineral resource recovery site. Therefore, no impacts would occur and no mitigation is required.

Cumulative Impacts

The analysis of potential impacts indicated that no impacts would result from the proposed project. As a result, no cumulative impacts related to mineral resources would occur.

12. Noise

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion

Noise is generally defined as loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity and that interferes with or disrupts normal activities. The human environment is generally characterized by a certain consistent noise level that varies by area. This is called ambient, or background noise. Although exposure to high noise levels has been demonstrated to cause hearing loss, the principal human response to environmental noise is annoyance. The response of individuals to similar noise events is diverse and influenced by the type of noise, perceived importance of the noise and its appropriateness in the setting; time of day and type of activity during which the noise occurs, and sensitivity of the individual.

Sound is a physical phenomenon consisting of minute vibrations that travel through a medium, such as air, and are sensed by the human ear. Sound is generally characterized by several variables, including frequency and intensity. Frequency describes the sound's pitch and is measured in cycles per second, or hertz (Hz). Intensity describes the sound's loudness and is measured in decibels (dB). A sound level of 0 dB is approximately the threshold of human hearing and is barely audible under extremely quiet listening conditions. Normal speech has a sound level of approximately 60 dB. Sound levels above about 120 dB begin to be felt inside the human ear as discomfort and eventually as pain at still higher levels. The minimum change in the sound level of individual events that an average human ear can detect is about 3 dB.

Decibels are measured using a logarithmic scale; thus, the average person perceives a change in sound level of about 10 dB as a doubling (or halving) of the sound's loudness. This relation holds true for sounds of any loudness.

Because of the logarithmic nature of the decibel unit, sound levels cannot be added or subtracted directly and are somewhat cumbersome to handle mathematically. A simple rule is useful, however, in dealing with sound levels. If a sound's intensity is doubled, the sound level increases by 3 dB, regardless of the initial sound level. Thus, for example, 60 dB + 60 dB = 63 dB, and 80 dB + 80 dB = 83 dB.

The normal human ear can detect sounds that range in frequency from about 20 Hz to 20,000 Hz. However, all sounds in this wide range of frequencies are not heard equally well by the human ear, which is most sensitive to frequencies in the range of 1,000 Hz to 4,000 Hz. This frequency dependence can be taken into account by applying a correction to each frequency range to approximate the human ear's sensitivity within each range. This is called A-weighting and is commonly used in measurements of community environmental noise. The A-weighted sound pressure level (abbreviated as dBA) is the sound level with the "A-weighting" frequency correction. In practice, the level of a noise source is conveniently measured using a sound level meter that includes a filter corresponding to the dBA curve.

Because community noise fluctuates over time, a single measure called the Equivalent Sound Level (Leq) is often used to describe the time-varying character of community noise. The Leq is the energy-averaged A-weighted sound level during a measured time interval, and is equal to the level of a continuous steady sound containing the same total acoustical energy over the averaging time period as the actual time-varying sound. It is often desirable to know the acoustic range of the noise source being measured. This is accomplished through the Lmax and Lmin indicators, which represent the root-mean-square maximum and minimum noise levels obtained during the measurement interval. The Lmin value obtained for a particular monitoring location is often called the "acoustic floor" for that location.

To describe the time-varying character of environmental noise, the statistical noise descriptors L10, L50, and L90 are commonly used. They are the noise levels equaled or exceeded during 10, 50, and 90 percent of a stated time, respectively. Sound levels associated with L10 typically describe transient or short-term events, whereas levels associated with L90 describe the steady-state (or most prevalent) noise conditions.

Another sound measure known as the Community Noise Equivalent Level (CNEL) is an adjusted average A-weighted sound level for a 24-hour day. It is calculated by adding a 5 dB adjustment to sound levels during evening hours (7:00 p.m. to 10:00 p.m.) and a 10 dB adjustment to sound levels during nighttime hours (10:00 p.m. to 7:00 a.m.). These adjustments compensate for the increased sensitivity to noise during the typically quieter evening and nighttime hours. The CNEL is used by the State of California and the City to evaluate land use compatibility with respect to transportation noise.

The City's Noise Ordinance (19.20.030.15 of the Development Code) specifies that no exterior noise level shall exceed 65dBA and no interior noise level shall exceed 45dBA in residential areas. The City does not specify noise level limits for uses other than residential.

Additionally, the City's Municipal Code (8.44.020 of the Municipal Code) prohibits the operation or use between the hours of 10:00 p.m and 7:00 a.m of any pile driver, steam shovel, pneumatic hammers, derrick, steam or electric hoist, power driven saw, or any other tool or apparatus, the use of which is attended by loud and excessive noise.

Existing Noise Environment

Some land uses are considered sensitive to noise. Noise-sensitive receptors are associated with indoor and/or outdoor activities subject to stress and/or significant interference from noise, such as residential dwellings, transient lodging, dormitories, hospitals, educational facilities, public assembly facilities, amphitheaters, playgrounds, congregate care facilities, childcare facilities and libraries. Industrial and commercial land uses are generally not considered sensitive to noise.

The project site is located in a predominately industrial and commercial area. However, there is a mix of single-family residences and commercial properties approximately 330 feet to the southwest of the project site. There is an existing railroad line between the project site and the residences.

The primary sources of noise within the proposed project area are vehicular traffic including automobiles, trucks, buses and motorcycles. Other sources of noise include stationary noise sources associated with nearby industrial activity and the railroad that borders the project site to the southwest.

The project site is located on the southwest corner of Saratoga Way and Georgia Boulevard. Noise concerns for area are mainly associated with traffic noise along Hallmark Parkway and Interstate 215 to the east, and the railroad lines adjacent to the project site to the southwest. The level of vehicular traffic noise varies with traffic volume, speed, vehicle mix (i.e., cars, trucks, heavy trucks), and the distance from the centerline of the roadway. Figure N-2 *Future Roadway Noise Contours* in the City's General Plan shows that the project site falls in between the future 65dBA and 70 dBA noise contour.[4]

Applicable General Plan Policies

The City's General Plan includes five applicable policies with respect to reducing or mitigating impacts from noise.

14.1.4	Prohibit the development of new or expansion of existing industrial, commercial, or other uses that generate noise impacts on housing, schools, health care facilities or other sensitive uses above a Ldn of 65dBA.
14.2.3	Require that development that increases the ambient noise level adjacent to noise-sensitive land uses provide appropriate mitigation measures.
14.2.10	Provide for the development of alternative transportation modes such as bicycle paths and pedestrian walkways to minimize the number of automobile trips.
14.2.12	Require that commercial and industrial uses implement transportation demand management programs consistent with the Air Quality Management Plan that provide incentives for carpooling, van pools, and the use of public transit to reduce traffic and associated noise levels in the City.
14.3.1	Require that construction activities adjacent to residential units be limited as necessary to prevent adverse noise impacts.

[4] City of San Bernardino General Plan. *Noise Element, Figure N-2 Page 14-17*. November 2005.

14.3.2 Require that construction activities employ feasible and practical techniques that minimize the noise impacts on adjacent uses.

*a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies***? Less Than Significant.**

Noise impacts are considered significant for residences if exterior noise levels exceed 65 dBA CNEL and interior noise levels exceed 45 dBA CNEL. As discussed above, the project site is not within an existing residential area. There is a mix of single-family residences and commercial properties approximately 330 feet to the southwest of the project site with a railroad located between the project site and the homes. Given there is no adjacent residential uses to the project site, the impact is less than significant and no mitigation is required.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? Determination: **Less Than Significant**

The City's Ordinance (19.20.030.28 of the Development Code) specifies that no vibration associated with any use shall be permitted which is discernible beyond the boundary line or the property. The proposed project does not involve heavy manufacturing drilling or other subterranean activities that would generate excessive ground borne vibration or ground borne noise levels. In addition, construction activities for the proposed project are not anticipated to involve pile driving or blasting; therefore, a less than significant impact would occur and no mitigation is required.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? **Less Than Significant**

Noise levels associated with the proposed project would increase over existing noise levels. However, as discussed under V.12(a) above, the project site is located in a predominately industrial and commercial area. Residential uses are located approximately 330 feet to the southwest of the project site. However, there is an existing railroad line in between the project site and the residential uses; therefore, impacts are less than significant and no mitigation is required.

d) Substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? **Less Than Significant With Mitigation Incorporated.**

Construction activities would be compliant with applicable noise regulations as defined in City's Municipal Code (8.44.020 of the Municipal Code). As a condition of project approval, the City would require that construction activities occur consistent with these requirements to avoid temporary construction noise impacts. Although the City has an exemption for construction-related noise, the following noise reduction measures are provided to reduce temporary noise levels. With implementation of Mitigation Measures N-1 through 9, noise impacts during construction would be less than significant.

Mitigation Measures

Construction

N-1 During all project site excavation and grading on site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer standards.

N-2 The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.

N-3 Equipment shall be shut off and not left to idle when not in use.

N-4 The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction.

N-5 The project applicant shall mandate that the construction contractor prohibit the use of music or sound amplification on the project site during construction.

N-6 The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment.

N-7 Limit the use of heavy equipment or vibratory rollers and soil compressors along the project boundaries to the greatest degree possible. It is acknowledged that some soil compression may be necessary along the project boundaries.

N-8 Jackhammers, pneumatic equipment and all other portable stationary noise sources shall be shielded and noise shall be directed away from sensitive receptors.

N-9 For the duration of construction activities, the construction manager shall serve as the contact person should noise levels become disruptive to local residents. A sign should be posted at the project site with the contact phone number.

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?* **No Impact.**

San Bernardino International Airport is located approximately seven miles to the southeast of the project site. No significant noise levels occur at the project site; no impact would occur and no mitigation is required.

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?* **No Impact.**

The proposed project site is not located within the vicinity of a private airstrip and therefore, would not expose persons to excessive airport-related noise levels. No mitigation is required.

Cumulative Impacts

As discussed above, all noise impacts can be mitigated to a less than significant level. Construction noise impacts are by nature localized. The distance of separation among the proposed project and other cumulative projects would be such that the temporary noise and vibration effects of the proposed project would not be compounded or increased by similar noise or vibration effects from other cumulative projects. Therefore, cumulative impacts relative to temporary and permanent noise generation associated with the proposed project would not be cumulatively considerable, and thus, less than significant.

13. Population and Housing

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion

a) *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?* ***No Impact.***

The project proposes the development of an industrial building and does not propose residential development. Although development of the facility would create additional job opportunities, it would not substantially induce growth in the area. Roads and infrastructure are already in place to serve the project, and no additional roadway extensions or infrastructure would be required. As the project does not propose new residences or additional roads, there would be no substantial population growth induced by the proposed project; no mitigation is required.

b) *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?* ***No Impact*** *and;*

c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?* ***No Impact.***

The proposed project would allow for the construction of one industrial building and would not incorporate residential uses. There are currently no residential structures on the site and therefore, the proposed project would not necessitate the construction of replacement housing elsewhere.

As discussed above in threshold 13.b, the site of the proposed project site does not include existing housing; therefore, the proposed project would not facilitate the displacement of residents and no related impact would occur and no mitigation is required.

Cumulative Impacts

The proposed project would not result in direct or indirect permanent or temporary impacts related to population or housing. Therefore, the proposed project would not result in incremental effects to population and housing that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. As a result, no cumulative impacts related to population and housing would occur.

14. Public Services

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	☐	☐	☒	☐
ii. Police protection?	☐	☐	☒	☐
iii. Schools?	☐	☐	☐	☒
iv. Parks?	☐	☐	☒	☐
v. Other public facilities?	☐	☐	☐	☒

Discussion

1) Fire protection? ***Less Than Significant Impact.***

Fire protection services would be provided by the City of San Bernardino Fire Department. The Fire Department has 161 Emergency Operations personnel. The Fire Department staffs 12 fire engine companies, 2 aerial truck companies, 1 heavy rescue, 5 4-wheel drive brush engines, 1 hazardous material response rig, and 1 medic squad housed in 12 stations in the City. The closest fire station to the project site is Station #225 located at 1640 Kendall Drive, approximately 0.95 mile northeast of the project site. This station houses one type 1 fire engine and the Fire Department's hazardous materials unit.

The project site is located within the City limits and within the service area of the Fire Department. Development of the project site as proposed by the project may incrementally increase the demand for fire protection services; consequently, the proposed project is subject to City fire suppression development impact fees. However, development would not increase to a substantial level considering the site's location and surrounding area of similar uses. Therefore, impacts would be less than significant and no mitigation is required.

2) Police protection? ***Less Than Significant Impact.***

Police protection services would be provided by the City of San Bernardino Police Department. The Police Department has 312 sworn officers and 150 non-sworn employees. The San Bernardino County Police Officer Training Center is located 0.1 mile east of the project site on Hallmark Parkway. However the closest police station is located at 710 North D Street, approximately 4.75 miles southwest of the project site.

Although a new warehouse/industrial building would be constructed and operate on the project site, the proposed project would be located in an urbanized area and would not result in a substantial increase in demand on police services. It is not anticipated to increase response times to the project site or vicinity. As required for a development of this type, the proposed project is subject to law enforcement development impact fees as imposed by the City of San Bernardino. The project does not propose or require new or physically altered police protection facilities. Therefore, impacts would be less than significant and no mitigation is required.

3) *Schools?* ***No Impact.***

The proposed project is a non-residential land use. Implementation of the proposed project would not directly result in an increased population in the City and would therefore not increase the need for the construction of additional school facilities. Furthermore, the San Bernardino City Unified School District would require development impact fees be paid by the applicant based on the square footage of the proposed project. Upon payment of the required fees, no significant impact to school services or facilities would occur and no mitigation is required.

4) *Parks?* ***Less than Significant Impact.***

The proposed project is a warehouse/industrial building and does not include a residential component. As such, the proposed project would not create a significant increased demand or need for the construction of park facilities. Therefore, the impact would be less than significant and no mitigation is required.

5) *Other public facilities?* ***No Impact.***

The proposed project would not result in a direct increase in population within the City; therefore, no impacts to other public facilities would occur with project implementation and no mitigation is required.

Cumulative Impacts

The proposed project would not result in a significant impact to any public services or facilities. Therefore, the proposed project would not result in incremental effects to public services or facilities that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. The proposed project would not result in cumulatively considerable impacts to public services or facilities.

15. Recreation

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Discussion

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? ***No Impact.***

The project applicant proposes development of a warehouse/industrial building to include office space, parking and landscaping. Because the project does not include development of any residences, which could generate increased demand for parks and recreational facilities, implementation of the proposed project would not generate an increase in demand on existing public or private parks or other recreational facilities that would either result in or increase physical deterioration of the facility. Therefore, no impact would result from the proposed project and no mitigation is required.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? ***No Impact.***

As previously addressed, the proposed project does not include residential development and would not create a significant increased demand or need for the construction of park facilities. Implementation of the proposed project would not include recreational facilities, nor would it require the construction or expansion of recreational facilities. Therefore, no impact would result from the proposed project and no mitigation is required.

Cumulative Impacts

The proposed project would not result in an increased use of recreational facilities or require construction or expansion of existing recreational facilities. Therefore, no cumulative impacts on recreational facilities would result from project implementation.

16. Transportation/Traffic

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

A Traffic Impact Study was prepared by Kimley-Horn and Associates (July 2016) to assess the potential traffic impacts of the proposed project. The findings of the TIS are summarized in this Initial Study; the traffic study is provided as Appendix E.

Discussion

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? ***Less Than Significant.***

The traffic study area was established in consultation with City staff through the Scoping Agreement process (City of San Bernardino Traffic Impact Study Guidelines). The traffic study area includes seven intersections as identified below.

- Palm Avenue at Hallmark Parkway
- Palm Avenue at I-215 SB Ramps
- Palm Avenue at I-215 NB Ramps
- Palm Avenue at Kendall Drive/Little League Drive
- Hallmark Parkway at Saratoga Way
- University Parkway at Hallmark Parkway
- University Parkway at I-215 SB Ramps
- University Parkway at I-215 NB Ramps
- University Parkway at Kendall Drive
- Georgia Boulevard at North Driveway
- Georgia Boulevard at South Driveway

Morning and evening peak hour traffic conditions were analyzed for the following scenarios:

- Existing Conditions
- Opening Year Base
- Opening Year Base Plus Other Projects
- Opening Year Base Plus Other Projects Plus Project Traffic
- Future Build-Out 2035 Cumulative Base
- Future Build-Out 2035 Cumulative Base Plus Project

Peak hour intersection operations at signalized and unsignalized intersections were evaluated using the methods prescribed in the Highway Capacity Manual (HCM) 2010, consistent with the requirements of the City of San Bernardino and the San Bernardino County Congestion Management Program (CMP). The City of San Bernardino guidelines require analysis of traffic operations to be based on the vehicular delay methodologies of the HCM (Transportation Research Board Special Report 209).

The following describes the roadways within the traffic study area for the proposed project.

Georgia Boulevard – Georgia Boulevard is currently a two-lane roadway that provides direct access for local businesses and development and allows on-street parking. Georgia Boulevard would provide direct access to the proposed project via two full-movement driveways.

Hallmark Parkway – Hallmark Parkway is currently a four-lane roadway through the study area with left-turn lanes at arterial intersections. Hallmark Parkway provides truck access for local businesses and development. The posted speed limit along Hallmark Parkway is 50 miles per hour, and on-street parking is not allowed. Hallmark Parkway is designated on the City of San Bernardino General Plan Circulation Element as a Secondary Arterial, which would provide four travel lanes within 88 feet of right-of-way.

University Parkway – University Parkway is currently a four- to six-lane roadway through the study area, with left-turn lanes at arterial intersections. University Parkway provides truck access to Secondary Arterials and Collectors. The posted speed limit along University

Parkway is 40 miles per hour. University Parkway is designated on the City of San Bernardino Circulation Element as a Major Arterial, which would provide six to eight travel lanes within 100 feet of right of- way.

Kendall Drive – Kendall Drive is currently a two-lane roadway within the study area, with left turn lanes at arterial intersections. The posted speed limit along Kendall Drive is 50 miles per hour. Kendall Drive is designated on the City of San Bernardino Circulation Element as a Major Arterial, which would provide six to eight travel lanes within 100 feet of right-of-way.

Palm Avenue – Palm Avenue is currently a two- to four-lane roadway within the study area, with left-turn lanes at arterial intersections. The posted speed limit along Palm Avenue is 45 miles per hour. Palm Avenue is designated on the City of San Bernardino Circulation Element as a Secondary Arterial, which would provide four travel lanes within 88 feet of right-of-way.

Significance Criteria

The City of San Bernardino General Plan Circulation Element establishes minimum Level of Service (LOS) standards, which require that City intersections operate at LOS D or better during the morning and evening peak hours. The City's Traffic Study Guidelines require new development to mitigate impacts that cause the level of service to fall below LOS D, or the peak hour volume to- capacity (v/c) ratio to increase as follows:

Level of Service (Without Project)	V/C Difference
C	>0.04
D	>0.02
E, F	>0.01

Mitigation would be required to either fix the deficiency, or reduce the v/c ratio so that it is below the level of service that occurs without the project. A traffic impact is considered significant if the project both (1) contributes measurable traffic to and (2) substantially and adversely changes the level of service at any off-site location projected to experience deficient operations under foreseeable cumulative conditions, where feasible improvements consistent with the City of San Bernardino General Plan cannot be constructed.

Existing Conditions

As identified in **Table 9: Summary of Intersection Operation**, all traffic study area intersections are currently operating at an acceptable level of service (LOS D or better) during both the morning and evening peak hours with the exception of Palm Avenue at the I-215 southbound ramps in the morning and University Parkway at the I-215 northbound ramps in the morning and evening peak hours.

Table 9: Summary of Intersection Operation Existing Conditions

Int. #	Intersection	Traffic Control	Peak Hour	Existing Conditions		
				Delay (sec/veh)	V/C	LOS
1	Palm Avenue at Hallmark Parkway	U	AM	16.7	0.460	C
			PM	15.0	0.390	B
2	Palm Avenue at I-215 SB Ramps	S	AM	86.3	1.002	**F**
			PM	37.1	0.627	D
3	Palm Avenue at I-215 NB Ramps	S	AM	21.3	0.743	C
			PM	23.2	0.695	C
4	Palm Avenue at Kendall Drive/Little League Drive	S	AM	33.1	0.657	C
			PM	31.0	0.579	C
5	Hallmark Parkway at Saratoga Way	U	AM	11.7	0.290	B
			PM	14.8	0.340	B
6	University Parkway at Hallmark Parkway	S	AM	31.3	0.431	C
			PM	32.0	0.559	C
7	University Parkway at I-215 SB Ramps	S	AM	25.2	0.685	C
			PM	35.3	0.800	D
8	University Parkway at I-215 NB Ramps	S	AM	84.9	1.058	**F**
			PM	126.4	1.192	**F**
9	University Parkway at Kendall Drive	S	AM	30.7	0.604	C
			PM	33.5	0.686	C

Notes:
Bold and shaded values indicate intersections operating at LOS E or F or significant impact to intersection per City standards.
At a signalized intersection, delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.
At a two-way stop-controlled intersection, delay refers to the average vehicle delay on the worst movement.
Delay values are based on the methodology outlined in the 2010 Highway Capacity Manual.
S = Signalized
U = Unsignalized
Source: Kimley-Horn, 2016.

Opening Year 2017: Existing Plus Growth

For the purpose of this Initial Study, the project's Opening Year (the year the project would be constructed and occupied) is 2017. Based on consultation with City staff, an ambient growth rate of 3.0 percent per year to Opening Year 2017 was applied to existing traffic volumes to develop Opening Year 2017 Base forecasts.

As indicated in **Table 10: Summary of Intersection Operations Opening Year 2017 Base Conditions,** all traffic study area intersections would continue to operate at an acceptable level of service with the addition of ambient growth with the exception of the following intersection:

- Palm Avenue at the I-215 southbound ramps in the morning peak hour and University Parkway at the I-215 northbound ramps in the morning and evening peak hours.

Table 10: Summary of Intersection Operations Opening Year 2017 Base Conditions

Int. #	Intersection	Peak Hour	Opening Year Base Conditions		
			Delay (sec/veh)	V/C	LOS
1	Palm Avenue at Hallmark Parkway	AM	17.2	0.460	C
		PM	15.3	0.400	C
2	Palm Avenue at I-215 SB Ramps	AM	94.6	1.032	**F**
		PM	37.9	0.647	D
3	Palm Avenue at I-215 NB Ramps	AM	16.2	0.461	B
		PM	24.0	0.715	C
4	Palm Avenue at Kendall Drive/Little League Drive	AM	33.7	0.677	C
		PM	31.4	0.597	C
5	Hallmark Parkway at Saratoga Way	AM	11.8	0.290	B
		PM	15.1	0.340	C
6	University Parkway at Hallmark Parkway	AM	31.7	0.444	C
		PM	32.5	0.576	C
7	University Parkway at I-215 SB Ramps	AM	26.1	0.704	C
		PM	39.0	0.824	D
8	University Parkway at I-215 NB Ramps	AM	113.3	1.114	**F**
		PM	138.7	1.227	**F**
9	University Parkway at Kendall Drive	AM	31.3	0.622	C
		PM	34.3	0.707	C

Notes:
Bold and shaded values indicate intersections operating at LOS E or F or significant impact to intersection per City standards.
At a signalized intersection, delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.
At a two-way stop-controlled intersection, delay refers to the average vehicle delay on the worst movement.
Delay values are based on the methodology outlined in the 2010 Highway Capacity Manual.

Source: Kimley-Horn, 2016.

Opening Year 2017: Existing Plus Other Projects Condition

Information about Other Projects in the area was provided by the City of San Bernardino. Other Projects are any projects that has been approved but are not yet constructed/occupied, and projects that are in various stages of the application and approval process but have not yet been approved. A summary of Other Projects in the project vicinity and the trip generation associated with each project is provided in **Table 11, Summary of Other Projects.**

Table 11: Summary of Other Projects

Project Number	Location	Land Use	Quantity	Unit	Trip Generation Estimates						
					Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
1	4020 E. Highland Avenue	Shopping Center	18.000	KSF	769	11	7	18	32	35	67
2	575 W. Baseline Street	Shopping Center	20.000	KSF	854	12	7	19	36	39	75
3	Waterman Gardens	Senior Adult Housing-Detached	74	DU	272	6	11	17	12	8	20
		Apartment	337	DU	2,241	34	137	171	136	73	209
		Residential Condominium/Townhouse	38	DU	221	3	14	17	13	7	20
4	1064 W. Highland Avenue	Fast-Food Restaurant w/ Drive-Through	2.300	KSF	1,141	53	51	104	39	36	75
5	1107 W. 5th Street	Tire Store	1.575	KSF	39	3	2	5	3	4	7
6	1241 W. 5th Street	Quality Restaurant	6.365	KSF	573	4	1	5	32	16	48
7	1890 West Highland Avenue	Shopping Center	12.400	KSF	529	7	5	12	22	24	46
8	216 E. Baseline Street	General Office Building	5.200	KSF	57	7	1	8	1	6	7
9	2226 W. Foothill Boulevard	Residential Condominium/Townhouse	53	DU	308	4	19	23	18	9	27
10	Palm Avenue and Industrial Parkway	High-Cube Warehouse/Distribution Center	678.275	KSF	1,140	52	23	75	25	56	81
11	2865 N. Golden Avenue	Residential Condominium/Townhouse	3	DU	17	0	1	1	1	1	2
12	1541 W. Baseline Street	Church	4.180	KSF	38	1	1	2	1	1	2
13	2586 Shenandoah Way	Waste Water Treatment in Existing Facility	N/A	N/A	*	4	2	6	0	1	1
14	3909 N. Hallmark Parkway	Convenience Market (Open 15-16 Hours)	0.650	KSF	*	10	10	20	11	11	22
15	4680 N. Hallmark Parkway	Church	120.000	KSF	1,093	42	26	68	32	34	66
16	Kendall Drive and Palm Avenue	Coffee/Donut Shop w/ D.T.	1.822	KSF	1,491	93	90	183	39	39	78
		Fast-Food Restaurant w/ Drive-Through	3.000	KSF	1,488	69	67	136	51	47	98
17	2424 Kendall Drive	Day Care Center	68	Student	298	29	26	55	26	29	55
18	University Parkway and State Street	Coffee/Donut Shop w/ D.T.	3.600	KSF	2,947	185	177	362	77	77	154
19	5th Street and Waterman Avenue	Gasoline Station w/ Convenience Market	12	Fueling Position	4,818	115	111	226	73	73	146
20	3972 N. Waterman Avenue	Hotel	25	Room	204	8	5	13	8	7	15
		General Office Building	-9.796	KSF	-108	-13	-2	-15	-2	-12	-14
21	2114 W. Highland Avenue	Gasoline Station w/ Conv. Mkt. & Car Wash	8	Fueling Position	1,223	48	46	94	57	54	111
22	Kendall Drive and Campus Parkway	Recreational Community Center	5.851	KSF	198	8	4	12	8	8	16
23	Olive Avenue and Verdemont Drive	Single-Family Detached Housing	6	DU	57	1	3	4	4	2	6
24	2705 W. Lexington Way	Warehousing	155.000	KSF	552	37	10	47	12	37	49
25	1320 N. Lassen Street	General Light Industrial	265.716	KSF	1,852	215	29	244	31	227	258
26	Hallmark Parkway and Shenandoah Way	Warehousing	340.080	KSF	1,211	81	21	102	27	82	109
27	Little League Drive and Palm Avenue (Rancho Palm Specific Plan)	Single-Family Detached Housing	132	DU	1,257	25	74	99	83	49	132
		Shopping Center	98.000	KSF	4,185	58	36	94	175	189	364
28	Lytle Creek SP (10% capacity)	Single-Family Detached Housing	504	DU	4,823	95	284	379	321	188	509
		Condominium	336	DU	1,952	25	123	148	117	58	175
29	Renaissance Marketplace (25% of capacity)	Hotel	110.000	ROOMS	225	10	6	16	9	8	16
		Gasoline/Service Station	4.200	KSF	177	7	6	13	7	7	15

Table 11: Summary of Other Projects

Project Number	Location	Land Use	Quantity	Unit	Trip Generation Estimates						
					Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
		Fast-Food Restaurant w/D.T.	9.400	KSF	1,166	59	57	116	41	38	80
		South Side Area	523.567	KSF	3,335	53	24	77	137	154	291
		Internal Capture (Between North and South)			-177	-8	-8	-16	-7	-7	-14
Total Project Trips					**42,466**	**1,453**	**1,508**	**2.960**	**1,708**	**1,716**	**3,423**

KSF = Thousand Square Feet, DU = Dwelling Units
Source: Kimley-Horn, 2016.

Trip Generation

Trip generation information for Other Projects was obtained either from approved traffic studies, where available; or developed by Kimley-Horn if approved traffic studies were not available. Project information and trip generation assumptions for Other Projects are provided in Appendix D of the traffic study.

Trip Distribution and Assignment

The trip distribution and assignment for the Other Projects were either obtained from approved traffic studies, where available; or were developed by Kimley-Horn if approved traffic studies were not available. Trip distribution assumptions for Other Projects (Appendix D of the traffic study).

Peak Hour Operating Conditions

The Other Projects peak hour turning movement volumes were added to the Opening Year 2017 Base traffic volumes. The intersection level of service analysis was conducted for the morning and evening peak hours for the Opening Year 2017 Base Plus Other Projects traffic scenario. The results are shown on **Table 12, Summary of Intersection Operations Opening Year Base Plus Other Projects Conditions.**

Table 12: Summary of Intersection Operations Opening Year Base Plus Other Projects Conditions

Int. #	Intersection	Peak Hour	Opening Year Base Conditions		
			Delay (sec/veh)	V/C	LOS
1	Palm Avenue at Hallmark Parkway	AM	23.4	0.460	C
		PM	18.7	0.430	C
2	Palm Avenue at I-215 SB Ramps	AM	146.5	1.219	**F**
		PM	47.7	0.804	D
3	Palm Avenue at I-215 NB Ramps	AM	24.6	0.961	C
		PM	30.0	0.965	C
4	Palm Avenue at Kendall Drive/Little League Drive	AM	38.2	0.762	D
		PM	38.4	0.698	D
5	Hallmark Parkway at Saratoga Way	AM	14.6	0.360	B
		PM	19.7	0.420	C
6	University Parkway at Hallmark Parkway	AM	35.0	0.584	C
		PM	34.8	0.640	C
7	University Parkway at I-215 SB Ramps	AM	28.2	0.747	C
		PM	41.7	0.870	D
8	University Parkway at I-215 NB Ramps	AM	127.6	1.160	**F**
		PM	147.8	1.253	**F**
9	University Parkway at Kendall Drive	AM	35.5	0.703	D
		PM	38.3	0.781	D

Notes:
Bold and shaded values indicate intersections operating at LOS E or F or significant impact to intersection per City standards.
At a signalized intersection, delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.
At a two-way stop-controlled intersection, delay refers to the average vehicle delay on the worst movement.
Delay values are based on the methodology outlined in the 2010 Highway Capacity Manual.

Project Traffic

Project Trip Generation

Trip generation estimates for the proposed project are based on daily and peak hourly trip generation rates obtained from the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition). ITE trip generation estimates for the project are based on the trip generation rates for ITE Land Use: Warehouse (Land Use 150).

Passenger vehicle and truck mix rates for the project were derived from the City of Fontana Truck Trip Generation Study, published in August 2003, which indicates that truck trips for a warehouse use make up approximately 19.70 percent of the project trips on a daily basis. The Fontana study specifies a minimum truck rate of 19.70 percent of total project traffic, with 51 percent of trucks being 4+-axle, 23 percent 3-axle, and 26 percent 2-axle. These vehicle classification splits were applied to the daily and peak hour trip generation to develop an estimate of truck volumes by number of axles (2-axle, 3-axle, and 4+-axle trucks) that would be associated with the proposed project.

Passenger car equivalent (PCE) factors, per City recommendations, were then applied to the truck types, based on number of axles (2.0 PCE for 2-axle trucks, 2.5 PCE for 3-axle trucks, and 3.0 PCE for 4+-axle trucks) to determine the total PCE volumes to be generated by the project. With the PCE factors, project is estimated to generate 709 PCE trips on a daily basis, with 60 PCE trips in the morning peak hour, and 64 PCE trips in the evening peak hour. The use of the ITE Trip Generation Manual to estimate project trips and the Fontana Truck Trip Study to determine the truck mix for the warehouse use is in accordance with the San Bernardino Associated Governments (SANBAG) Congestion Management Program traffic study requirements (Appendix I of the traffic study) and current City policy.

Trip generation rates, PCE factors, and the resulting trip generation estimates for the proposed project are summarized on **Table 13, Summary of Project Trip Generation IPT I-215 Distribution Center II Trip Generation Rates** [1]. The project is estimated to generate 722 PCE trips on a daily basis, with 61 PCE trips in the morning peak hour, and 65 PCE trips in the evening peak hour.

Table 13: Summary of Project Trip Generation IPT I-215 Distribution Center II Trip Generation Rates [1]

ITE Land Use		ITE Code	Unit	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Warehousing		150	KSF	3.560	0.237	0.063	0.300	0.080	0.240	0.320
Project Trip Generation										
					AM Peak Hour			PM Peak Hour		
Project Land Use		**Quantity**	**Unit**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Warehousing		153.010	KSF	545	36	10	46	12	37	49
Passenger Vehicles				438	29	8	37	10	30	40
Trucks				107	7	2	9	2	7	9
Project Trips - Passenger Car Equivalents (PCE)										
Vehicle Type	**Vehicle Mix[2]**	**Daily Vehicles**	**PCE Factor [3]**		AM Peak Hour			PM Peak Hour		
				Daily	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Passenger Vehicles	80.3%	438	1.0	438	29	8	37	10	30	40
2-Axle Trucks	5.2%	28	2.0	56	4	1	5	1	4	5
3-Axle Trucks	4.5%	25	2.5	63	4	1	5	1	4	5
4+ Axle Trucks	10.0%	55	3.0	165	11	3	14	4	11	15
Total Truck PCE Trips				284	19	5	24	6	19	25
Total Project PCE Trips				**722**	**48**	**13**	**61**	**16**	**49**	**65**

[1] Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition
[2] Source: Truck Trip Generation Study - City of Fontana, August 2003.
[3] Source: City of San Bernardino Traffic Impact Study Guidelines, June 2015.
PCE = Passenger Car Equivalent; KSF = Thousand Square Feet
Source: Kimley-Horn, 2016.

Trip Distribution and Assignment

Trip distribution assumptions for the project were developed taking into account the proposed site uses, and the routes to and from the freeway system for the warehouse trucks. Separate distribution patterns were assumed for passenger car trips and truck trips. Trip distribution assumptions are shown on Figure 10 in the traffic study for passenger vehicles and on Figure 11 in the traffic study for trucks.

Trip distribution percentages at each study intersection were applied to the project trip generation to determine the project trips through each intersection. The resulting project related peak hour trips at the study intersections are shown on Figure 12 in the traffic study.

Future Conditions With Project

Opening Year 2017 Base Plus Other Projects Plus Project

As identified on **Table 14, Summary of Intersection Operations Opening Year Base Plus Other Projects Plus Project**, the following intersections, with the addition of project traffic, would continue to operate at a deficient level of service:

- #2 – Palm Avenue at I-215 Southbound Ramps: AM – LOS F
- #8 – University Parkway at I-215 Northbound Ramps: AM – LOS F, PM – LOS F

Table 14: Summary of Intersection Operations Opening Year Base Plus Other Projects Plus Project

Int. #	Intersection	Peak Hour	Opening Year Base Plus Other Projects			Opening Year Base Plus Other Projects Plus Project			Project Impact / Significance		
			Delay (sec/veh)	V/C	LOS	Delay (sec/veh)	V/C	LOS	Delay (sec/veh)	V/C	Sig.
1	Palm Avenue at Hallmark Parkway	AM	23.4	0.460	C	24.2	0.460	C	0.8	0.000	No
		PM	18.7	0.430	C	19.2	0.430	C	0.5	0.000	No
2	Palm Avenue at I-215 SB Ramps	AM	146.5	1.219	F	148.4	1.226	F	1.9	0.007	No
		PM	47.7	0.804	D	48.0	0.809	D	0.3	0.005	No
3	Palm Avenue at I-215 NB Ramps	AM	24.6	0.961	C	24.6	0.991	C	0.0	0.030	No
		PM	30.0	0.965	C	30.2	1.001	C	0.2	0.036	No
4	Palm Avenue at Kendall Drive/Little League Drive	AM	38.2	0.762	D	38.2	0.762	D	0.0	0.000	No
		PM	38.4	0.698	D	38.4	0.698	D	0.0	0.000	No
5	Hallmark Parkway at Saratoga Way	AM	14.6	0.360	B	14.7	0.360	B	0.1	0.000	No
		PM	19.7	0.420	C	20.2	0.430	C	0.5	0.010	No
6	University Parkway at Hallmark Parkway	AM	35.0	0.584	C	36.3	0.607	D	1.3	0.023	No
		PM	34.8	0.640	C	35.3	0.652	D	0.5	0.012	No
7	University Parkway at I-215 SB Ramps	AM	28.2	0.747	C	28.4	0.751	C	0.2	0.004	No
		PM	41.7	0.870	D	43.5	0.882	D	1.8	0.012	No
8	University Parkway at I-215 NB Ramps	AM	127.6	1.160	**F**	128.5	1.163	**F**	0.9	0.003	No
		PM	147.8	1.253	**F**	147.9	1.254	**F**	0.1	0.001	No
9	University Parkway at Kendall Drive	AM	35.6	0.703	D	35.8	0.707	D	0.2	0.004	No
		PM	38.3	0.781	D	38.5	0.783	D	0.2	0.002	No
10	Georgia Boulevard at North Driveway	AM	N/A	--	--	8.7	0.200	A	N/A	--	--
		PM	N/A	--	--	8.7	0.200	A	N/A	--	--
11	Georgia Boulevard at South Driveway	AM	N/A	--	--	9.0	0.200	A	N/A	--	--
		PM	N/A	--	--	8.8	0.200	A	N/A	--	--

Notes:
Bold and shaded values indicate intersections operating at LOS E or F or significant impact to intersection per City standards.
At a signalized intersection, delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.
At a two-way stop-controlled intersection, delay refers to the average vehicle delay on the worst movement.
Delay values are based on the methodology outlined in the 2010 Highway Capacity Manual.

Source: Kimley-Horn, 2016.

The project would not result in a significant impact to any of the study intersections in the Opening Year 2017 Base Plus Other Project Plus Project scenario.

Future Build Out Conditions

Future Build-Out 2035 Cumulative Base Conditions

To derive the Future Build-Out 2035 Cumulative Base intersection turning movement volumes, the San Bernardino Transportation Analysis Model (SBTAM) base year 2012 and build-out year 2040 future traffic projections were used. The resulting traffic volumes for Future Build-Out 2035 Cumulative Base are shown on Figure 14 of the traffic study.

Lane geometrics for the study intersections are assumed to be the same as Existing Conditions (Figure 3 of the traffic study). There are no programmed improvements in the study area based on the SCAG Regional Transportation Plan.

Intersection Level of Service analysis was conducted for the morning and evening peak hours for the Future Build-Out 2035 Cumulative Base condition.

As identified in **Table 15, Summary of Intersection Operations Future Build-Out Year 2035 Without And With Project**, under Build-Out 2035 conditions, the following intersection would operate at deficient level of service:

- #8 – University Parkway at I-215 Northbound Ramps: AM-LOS E, PM-LOS F

Table 15: Summary of Intersection Operations Future Build-Out Year 2035 Without And With Project

Int. #	Intersection	Peak Hour	Build-out Conditions Without Project			Build-out Conditions With Project			Project Impact / Significance		
			Delay (sec/veh)	V/C	LOS	Delay (sec/veh)	V/C	LOS	Delay (sec/veh)	V/C	Sig.
1	Palm Avenue at Hallmark Parkway	AM	18.7	0.500	C	19.2	0.500	C	0.5	0.000	No
		PM	22.6	0.540	C	23.3	0.540	C	0.7	0.000	No
2	Palm Avenue at I-215 SB Ramps	AM	38.4	0.783	D	38.9	0.787	D	0.5	0.004	No
		PM	47.0	0.825	D	47.7	0.830	D	0.7	0.005	No
3	Palm Avenue at I-215 NB Ramps	AM	19.8	0.460	B	19.9	0.460	B	0.1	0.000	No
		PM	21.6	0.663	C	21.9	0.675	C	0.3	0.012	No
4	Palm Avenue at Kendall Drive/Little League Drive	AM	35.1	0.711	D	35.1	0.711	D	0.0	0.000	No
		PM	32.0	0.590	C	32.0	0.590	C	0.0	0.000	No
5	Hallmark Parkway at Saratoga Way	AM	16.2	0.300	C	16.2	0.300	C	0.0	0.000	No
		PM	18.1	0.440	C	18.6	0.450	C	0.5	0.010	No
6	University Parkway at Hallmark Parkway	AM	34.4	0.591	C	35.4	0.619	D	1.0	0.028	No
		PM	33.0	0.595	C	33.3	0.604	C	0.3	0.009	No
7	University Parkway at I-215 SB Ramps	AM	25.0	0.733	C	25.1	0.736	C	0.1	0.003	No
		PM	33.8	0.808	C	34.6	0.819	C	0.8	0.011	No
8	University Parkway at I-215 NB Ramps	AM	56.3	0.979	**E**	56.9	0.981	**E**	0.6	0.002	No
		PM	133.4	1.257	**F**	133.6	1.258	**F**	0.2	0.001	No
9	University Parkway at Kendall Drive	AM	30.0	0.588	C	30.1	0.592	C	0.1	0.004	No
		PM	34.2	0.714	C	34.3	0.718	C	0.1	0.004	No
10	Georgia Boulevard at North Driveway	AM	N/A	--	--	8.7	0.200	A	N/A	--	--
		PM	N/A	--	--	8.7	0.200	A	N/A	--	--
11	Georgia Boulevard at South Driveway	AM	N/A	--	--	9.0	0.200	A	N/A	--	--
		PM	N/A	--	--	8.8	0.200	A	N/A	--	--

Notes:
Bold and shaded values indicate intersections operating at LOS E or F or significant impact to intersection per City standards.
At a signalized intersection, delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.
At a two-way stop-controlled intersection, delay refers to the average vehicle delay on the worst movement.
Delay values are based on the methodology outlined in the 2010 Highway Capacity Manual.

Source: Kimley-Horn 2016.

Future Build-Out 2035 Cumulative Base Plus Project

Project-related traffic was added to the Build-Out 2035 Cumulative Base traffic volumes. Build-out 2035 Cumulative Base Plus Project peak hour turning movement volumes at study intersections are show on Figure 15 in the traffic study.

Intersection Level of Service analysis was conducted for the morning and evening peak hours for the Future Build-Out 2035 Cumulative Base Plus Project condition.

As identified in Table 15 under Build-Out 2035 conditions, with the addition of project traffic, the following intersection would operate at deficient level of service:

- #8 – University Parkway at I-215 Northbound Ramps: AM-LOS E, PM-LOS F

The project would not result in a significant impact to any of the study intersections in the Future Build-Out 2035 Cumulative Base Plus Project scenario.

Based on the analysis of each scenario, the project would not result in a significant impact to any of the traffic study area intersections in the study scenarios. Therefore, no mitigation measures are 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 highways?* ***Less Than Significant Impact.***

The purpose of the CMP is to develop a coordinated approach to managing and decreasing traffic congestion by linking the various transportation, land use, and air quality planning programs throughout the County, consistent with that of SANBAG. The CMP requires review of substantial individual projects, which might on their own impact the CMP transportation system. Specifically, the CMP Traffic Impact Analysis measures impacts of a project on the CMP Highway System. Compliance with the CMP requirements ensures a city's eligibility to compete for State gas tax funds for local transportation projects.

The CMP requires that a Traffic Impact Analysis must include analysis of any CMP arterial monitoring intersection where a proposed project will add 50 or more trips during either the AM or PM weekday peak hour; and any freeway monitoring location where the project will add 150 or more trips, in either direction, during either the AM or PM peak hour. The proposed project would not add 50 or more trips during either the AM or PM weekday peak hour to a designated CMP intersection; and would not add 150 or more trips to any freeway mainline location, in either direction, during either the AM or PM peak hour. Therefore, the proposed project would not exceed a level of service standard established by the CMP for designated roads or highways. No mitigation is required.

c) *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?* ***No Impact.***

The proposed project would not include any aviation components or structures where height would be an aviation concern. No traffic impacts would occur and no mitigation is required.

d) *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?* ***No Impact.***

With respect to the proposed project, the roadway serving the project site is generally straight and flat. The site driveways and proposed project improvements would be designed to provide adequate sight distance for drivers entering and exiting the project site. The roadway infrastructure surrounding the project site would be developed and/or expanded consistent with City standards. The proposed project would not introduce any new design features that would create hazards to traffic. No significant impacts would occur and no mitigation is required.

e) *Result in inadequate emergency access?* ***Less Than Significant Impact.***

The proposed project would provide two access points from Georgia Boulevard. Constructed roadways and driveways are required to meet access standards of the City Fire Department. Compliance with the Fire Department requirements would ensure impacts remain less than significant. No mitigation is required.

f) *Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?* ***No Impact.***

The proposed project has been designed to be consistent with local policies, plans, and programs supporting alternative transportation. The main alternative transportation modes available to the project would be bus transit and bicycle access. Transit service is provided by Omnitrans; Transit Route 2 operates between the City of Loma Linda and the City of San Bernardino, traveling through San Bernardino along Kendall Drive and University Parkway, Transit Routes 5 and 7 operate within the City of San Bernardino, traveling along Northpark Boulevard and University Parkway, and Transit Route 11 operates within the City of San Bernardino, traveling along University Parkway in the vicinity of the project. Sidewalks would be provided along the project frontage. The project would not conflict with adopted policies, plans, or programs regarding alternative modes of transportation. No impact would result and no mitigation is required.

Cumulative Impacts

The traffic study addresses both the project-specific and the project's contribution to cumulative impacts. The project would not have a significant impact to any of the study intersections.

17. Utilities and Service Systems

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e. Result in a 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?	☐	☐	☒	☐
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g. Comply with federal, State, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Discussion

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? ***Less Than Significant Impact.***

The San Bernardino Municipal Water Department (SBMWD) treats, and disposes of all of the City's sewage at the San Bernardino Water Reclamation Plant and the Rapid Infiltration and Extraction. The SBMWD is permitted to treat 40 million gallons per a day (MGD). There is an existing 12-inch cement-lined and wrapped steel main in Georgia Boulevard. Currently, there are no future plans for additional water facilities in Georgia Boulevard[5]. Sanitary sewer lines that serve the project site are maintained by the City of San Bernardino and are already in place to serve the proposed project.

[5] Written correspondence from Ted Brunson, Associate Engineer, San Bernardino Municipal Water Department provided on 5/4/16.

Since the City's wastewater treatment facilities are operating below the permitted capacity of 40 MGD, wastewater generated by the proposed project would not result in an exceedance of any wastewater treatment requirements of the Santa Ana Regional Water Quality Control Board (RWQCB). Impacts would be considered less than significant.

b) *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?* ***No Impact.***

Sewer and water lines are already in place to serve the project, and expansion of existing facilities or construction of new wastewater treatment facilities would not be needed for implementation of the proposed project. Therefore, there would be no impact and no mitigation is 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?* ***No Impact.***

According to the Water Quality Management Plan (WQMP) prepared for this project, the project site generally surface drains easterly to Georgia Boulevard, with a smaller portion of the site (approximately one acre) located at the southerly end of the site draining to an adjacent property. With implementation of the proposed project, the southwesterly half of the proposed building, the southwesterly portion of the truck yard, the northwesterly portion of the parking lot, and a small portion of the northerly off-site truck yard would drain to catch basins in the on-site truck yard. Runoff would then be conveyed via a proposed storm drain to a set of underground infiltration facilities. Once the design capture volume (DCV) is met, the additional flows would drain to an existing 48-inch storm drain at the southeast property line.

The northeasterly half of the proposed building and the northeasterly portion of the parking lot would drain to a catch basin in the on-site parking lot. Runoff would then be conveyed via a proposed storm drain to another set of underground infiltration facilities. Once the DCV is met, the additional flows would drain to an existing 48-inch storm drain at the southeast property line.

The southeasterly parking lot would drain to a catch basin in the on-site parking lot. Runoff would then be conveyed via a proposed storm drain to a set of underground infiltration facilities. Similar to the rest of the site, once the DCV is met, the additional flows would drain to the same existing 48-inch storm drain at the southeast property line.

The proposed on-site underground infiltration facilities have been sized to capture and reduce the 100-year storm event discharge to the equivalent of a 25 year storm event. The 25-year storm event would be allowed to discharge off site as described above. The proposed underground infiltration facilities would capture and treat storm water generated on the site prior to discharge off–site.

The project would not require or result in the construction of new storm water drainage facilities or the expansion of existing facilities. No impacts would result and no mitigation is required.

d) *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?* ***Less Than Significant Impact.***

The City of San Bernardino Municipal Water Department (SBMWD) provides domestic water for the City and the unincorporated areas of San Bernardino[6]. Buildout of the project site was anticipated in the City's General Plan and General Plan EIR and was planned for in the 2010 San Bernardino Valley Regional Urban Water Management Plan[7]. The City's General Plan land use designation for the project site is Industrial. The proposed use of the site by the project is consistent with the General Plan designation. As such, the proposed project would not increase the demand for water supplies on the project site beyond what has been assumed. Therefore, impacts are considered less than significant.

California Governor Jerry Brown issued Executive Order B-29-15 on April 1, 2015. This executive order mandates water conservation for residential, commercial and municipal users. Based on the executive order, the City of San Bernardino which was required to reduce water use by 28%. This executive order was extended in February 2016, and on May 18, 2016, the State Water Board adopted an emergency water conservation regulation that replaces the February 2016 emergency regulation. The May 2016 regulation effective June 2016 through January 2017 requires locally developed conservation standards based upon each agency's specific circumstances. It replaces the prior percentage reduction-based water conservation standard with a localized "stress test" approach. These standards require local water agencies to ensure a three-year supply assuming three more dry years like the ones the state experienced from 2012 to 2015. Water agencies that would face shortages under three additional dry years will be required to meet a conservation standard equal to the amount of shortage. Approval of the Project will not preclude the City from complying with this Executive Order.

e) *Result in a 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?* ***Less Than Significant Impact.***

Refer to response V.17(a) and (b) above. The wastewater infrastructure needed to serve the project site is already in place, and the City's wastewater facilities have adequate capacity to serve the project's demand. Impacts would be less than significant and no mitigation is required.

f) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?* ***Less Than Significant Impact.***

Burrtec Waste Industries, Inc. provides collection services to residential and commercial customers for refuse, recyclables, and green waste[8]. The City uses two Materials Recovery Facilities (MRFs) to manage collected waste and recyclables: the Burrtec Waste Industries, Inc. East Valley Transfer and Recycling MRF, and the Republic Services Inc. Inland Regional MRF. The Burrtec MRF has the expansion capability to accommodate up to 10,000 tons per

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6 City of San Bernardino General Plan. *Utility Element, Page 9-10*. November 2005.

7 Kennedy/Jenks Consultants. 2010 San Bernardino Valley Regional Urban Water Management Plan. 2010 as amended September 2012.

8 City of San Bernardino website, "Public Works – Integrated Waste Management Division." Accessed 5/2/16. http://www.ci.san-bernardino.ca.us/cityhall/publicworks/integrated_waste_management_division/default.asp.

day. It is not anticipated that the proposed project would affect existing facilities and cause the need to construct a new facility[9].

The Mid-Valley Sanitary Landfill, which serves the Valley region of San Bernardino County, has remaining capacity and is anticipated to remain open until 2033[10]. Therefore, impacts would be less than significant and no mitigation is required.

g) *Comply with federal, State, and local statutes and regulations related to solid waste?* ***Less Than Significant Impact.***

Refer to response V.17(f) above. The Mid-Valley Landfill is a facility that has been constructed to meet all required local, State, and federal rules and regulations. The proposed project would not compromise the City's compliance with federal, State and local statues and regulations related to solid waste. Impacts would be less than significant and no mitigation is required.

Cumulative Impacts

The proposed project would have a less than significant impact with respect to utilities/service systems. The proposed project would require water and wastewater infrastructure, as well as solid waste disposal for building facility operation. Development of public utility infrastructure is part of an extensive planning process involving utility providers and jurisdictions with discretionary review authority. The coordination process associated with the preparation of development and infrastructure plans is intended to ensure that adequate resources are available to serve both individual projects and cumulative demand for resources and infrastructure as a result of cumulative growth and development in the area. Individual projects are subject to review for utility capacity to avoid unanticipated interruptions in service or inadequate supplies. Coordination with the utility companies would allow for the provision of utility service to the proposed project and other developments. The proposed project and other planned projects are subject to connection and service fees to assist in facility expansion and service improvements triggered by an increase in demand. Because of the utility planning and coordination activities described above, no significant cumulative utility impacts are anticipated.

[9] Written correspondence from Gracie Johnson, Integrated Waste Field Inspector, City of San Bernardino provided on 4/25/16.

[10] CalRecycle website, "Facility/Site Summary Details: Mid-Valley Sanitary Landfill (36-AA-0055)." Accessed 5/2/16. http://www.calrecycle.ca.gov/SWFacilities/Directory/36-AA-0055/Detail/.

18. Mandatory Findings of Significance

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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?	☐	☒	☐	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?p	☐	☒	☐	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Discussion

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?* ***Less Than Significant Impact with Mitigation Incorporated.***

As described throughout the Initial Study analysis, the proposed project would not result in any significant impacts to the environment that cannot be mitigated to a less than significant level through the application of uniformly applied mitigation and development policies and/or standards. The proposed project would be required to implement a range of standard and uniformly applied development policies and standards, as well as implement mitigation measures identified in the analysis herein, which would reduce impacts to a less than significant level.

b) *Does the project have impacts which are individually limited, but cumulatively considerable (Cumulatively considerable means the projects incremental effects are considerable when compared to the past, present, and future effects of other projects)?* ***Less Than Significant Impact with Mitigation Incorporated.***

The proposed project would result in significant impacts in the following areas: biological resources, cultural resources, geology/soils and noise. A Mitigation Program has been prepared for each of these environmental issue areas in order to reduce impacts to less

than significant levels. Standard conditions would also be imposed upon the project. Other new development projects within the City would also be subject to these requirements.

All other impacts of the project were determined either to have no impact or to be less than significant, without the need for mitigation. Cumulatively, the proposed project would not result in any significant impacts that would substantially combine with impacts of other current or probable future impacts. Therefore, the proposed project, in conjunction with other future projects, would not result in any cumulatively considerable impacts.

c) *Does the project have environmental effects which will have substantial adverse effects on human beings, directly or indirectly?* **Less Than Significant Impact.**

As discussed in the respective sections, the proposed project would have no potentially significant impacts. Therefore, impacts related to adverse effects on human beings would be less than significant.

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