

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

**CITY OF SAN BERNARDINO
INITIAL STUDY FOR**

**Midnight & Pick-A-Part Auto Recycling Center
Conditional Use Permit 09-04
General Plan Amendment 08-05**

PROJECT DESCRIPTION/LOCATION:

American Team, LLC is proposing modification and expansion to its Midnight & Pick-A-Part Auto Recycling Center located on the east side of Waterman Avenue between 6th and 9th streets in the City of San Bernardino. The existing facility is an auto dismantling and recycling center; site modifications include the construction of 17 new canopies; the addition of 1,118 square feet of 1 ½-inch metal siding to an existing canopy; and various on-site improvements including fencing and gravel access roads. The Project also includes the approval of a new Conditional Use Permit (CUP) to include 12,500 square feet of auto repair space at the existing 28.77-acre site, and expansion of the existing auto recycling business onto 4.69 acres of vacant land, adjacent to the east, at the southerly terminus of Preston Street. The Expansion Area would be used solely for the storage of cleaned and drained automobiles. The expansion also includes the construction of a Preston Street cul-de-sac, the addition of two new fire hydrants, and storm water drainage improvements. The proposed expansion would require the approval of a General Plan Amendment (GPA) and Zone Change, from Industrial Light "IL" (APNs 0278-151-02, 03 & 23) and Commercial General "CG-1" (APN 0278-151-01) to Industrial Heavy "IH".

DATE:

January 2011

PREPARED FOR:

American Team, LLC
434 East 6th Street
San Bernardino, CA 92410

PREPARED BY:

Lilburn Corporation
1905 Business Center Drive
San Bernardino, CA 92408
909-890-1818

REVIEWED BY:

Independently reviewed, analyzed and exercised judgment
in making the determination, by the Development/Environmental Review Committee
on January 13, 2011, pursuant to Section 21082 of the California Environmental Quality Act (CEQA).

**CITY OF SAN BERNARDINO
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INITIAL STUDY**

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

1. **Project Title:** Midnight & Pick-A-Part Auto Recycling Center
Conditional Use Permit 09-04
General Plan Amendment 08-05

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

3. **Contact Person:** Aron Liang, Senior Planner
Phone Number: (909) 384-5057 ext 3337

4. **Project Location (Address/Nearest cross-streets):** 701 North Waterman Avenue; east side of Waterman Avenue between 6th and 9th streets in the City of San Bernardino (see Figure 1, Regional Location Map and Figure 2, Vicinity Map).

5. **Project Sponsor:** American Team, LLC
Address: 434 East 6th Street
San Bernardino, CA 92410

6. **General Plan Designation:** Industrial Heavy (IH), Industrial Light (IL), and Commercial General (CG-1)
Proposed: Industrial Heavy (IH)

7. **Description of project (describe the whole action involved, including, but not limited to, later phases of the project and any secondary, support, or off-site feature necessary for its implementation. Attach additional sheets, if necessary):**

American Team, LLC is proposing modifications and expansion to its Midnight & Pick-A-Part Auto Recycling Center at on the east side of Waterman Avenue between 6th and 9th streets in the City of San Bernardino (see Figure 1, Regional Location and Figure 2, Project Vicinity). Modifications to the existing 28.77-acre facility include the construction of 17 new canopies; the addition of 1,118 square feet 1 ½-inch metal siding to an existing canopy; and various on-site improvements including fencing and gravel roads (see Figure 3a). The Proposed Conditional Use Permit (CUP) would authorize the continued use of the Site for auto recycling activities, with the additional use of 12,500 square feet for auto repair under four separate canopies, three along the south side of 9th Street, and one on the east side of Waterman Avenue. The proposal also includes expansion of the existing auto recycling business onto 4.69 acres of vacant land, adjacent to the east, at the southerly terminus of Preston Street, for a total site size of 33.46 acres. The Expansion Area would be used solely for the storage of cleaned and drained automobiles. Improvements in the expansion area include the construction of a Preston Street cul-de-

**CITY OF SAN BERNARDINO
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INITIAL STUDY**

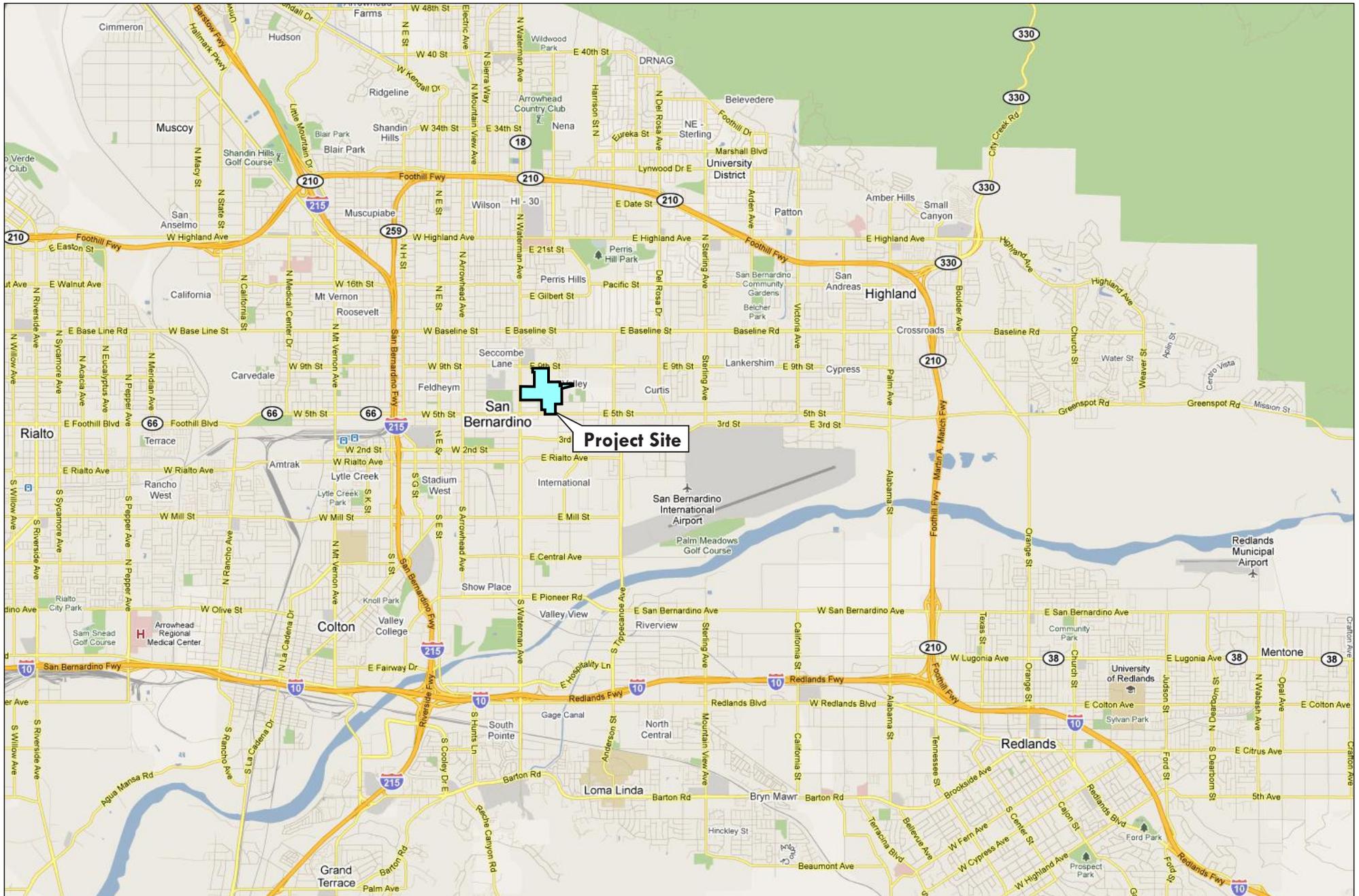
sac; installation of two private fire hydrants; and drainage improvements to direct storm water flows and protect storm water quality (see Figure 3b).

Drainage improvements within the Expansion Area include the construction of an 18-inch reinforced concrete storm drain pipe (RCP) to direct on-site storm water from Preston Street to the southeast property boundary, a 15-foot gravel swale/fire road, a vegetated swale with earthen berm, a 30-foot wide vegetated infiltration/detention basin, a 30-foot concrete spillway, and rock rip rap to mitigate on-site erosion and water quality impacts. Improvements associated with construction of a new cul-de-sac in Preston Street include wrought iron fencing, vegetative screens, sidewalks, and appurtenant drainage improvements.

The proposed expansion would also require the approval of a General Plan Amendment (GPA) and Zone change, from Industrial Light “IL” (APNs 0278-151-02, 03 & 23) and Commercial General “CG-1” (APN 0278-151-01) to Industrial Heavy “IH”.

- 8. Surrounding Land Uses and Setting:** The existing auto dismantling and recycling facility is located on 28.77 acres in a commercial/industrial area of the City. Current site usage is comprised of approximately two acres of recycled parts and fluid storage, and 20 acres of various auto dismantling and vehicle storage. Land uses to the north and south along Waterman Avenue also include auto-related repair and recycling, with other commercial establishments interspersed. North of 9th Street is a shopping center, and across Waterman Avenue to the west are commercial uses. Islands of vacant land are in the vicinity of the Project Site as well, including a parcel directly adjacent to the east. Two non-conforming residential uses are located north of the Expansion Area along Preston Street (see Figure 4, Existing and Surrounding Land Uses).

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

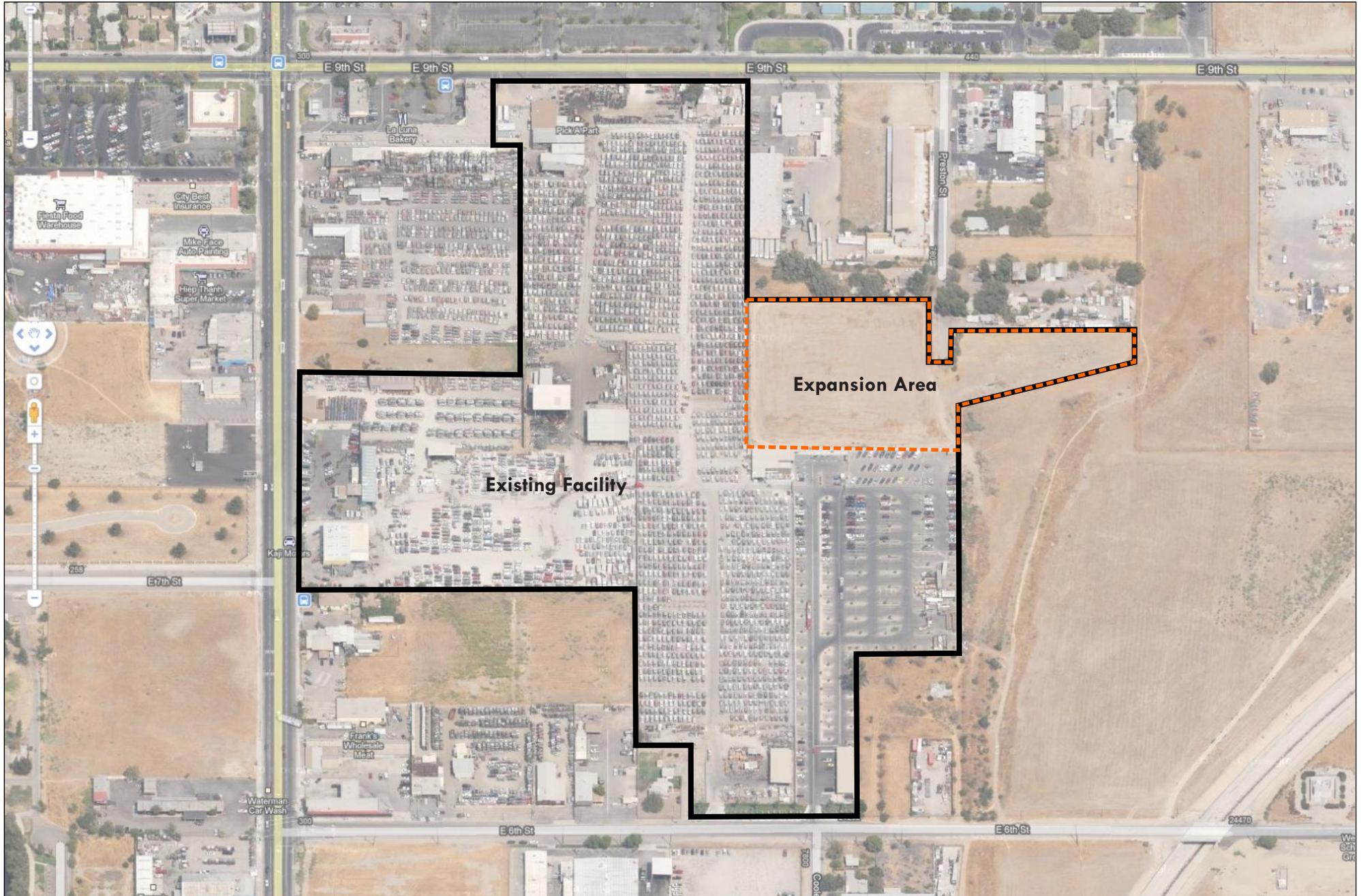


Project Location

Midnight and Pick-A-Part Auto Recycling Center American Team, LLC
 Initial Study
 City of San Bernardino, California

Figure 1





Project Vicinity

Midnight and Pick-A-Part Auto Recycling Center American Team, LLC
Initial Study
City of San Bernardino, California

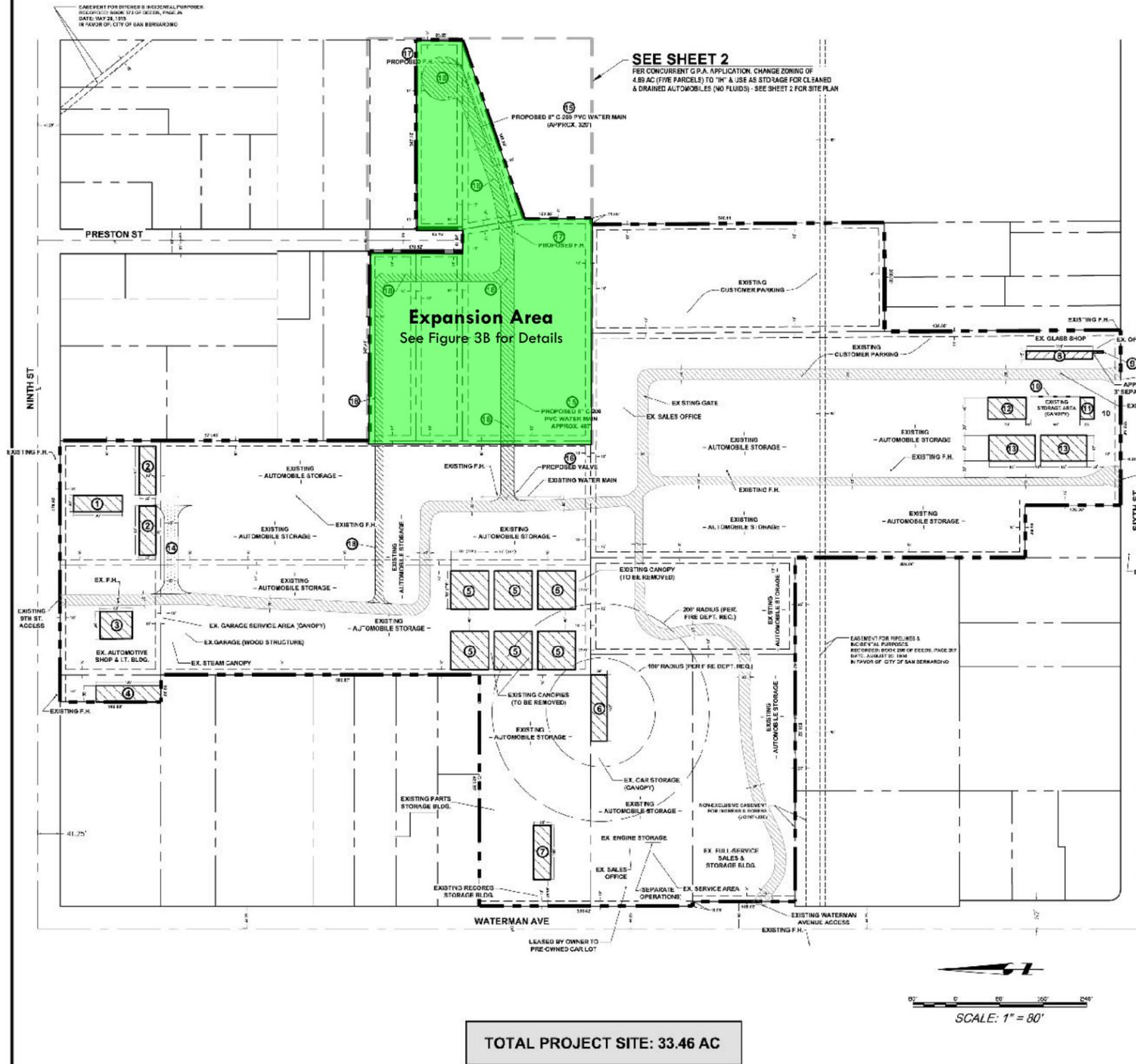
Figure 2



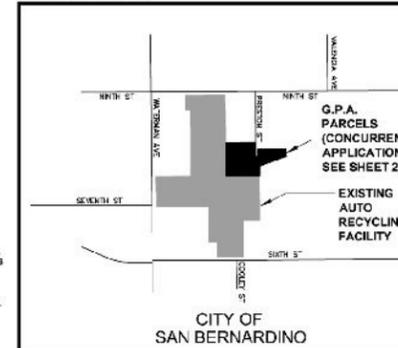
PRELIMINARY SITE PLAN CONDITIONAL USE PERMIT (C.U.P.) & GENERAL PLAN AMENDMENT (G.P.A.) APPLICATION

MIDNIGHT & PICK-A-PART AUTO RECYCLING CENTER

APN(S): 0140-301-18, 0140-301-19, 0140-301-20, 0278-141-36, 0278-141-37, 0278-161-03,
0278-161-07, 0278-161-35, 0278-161-07, 0278-161-35, 0278-161-17, 0278-161-18,
0278-141-25, 0278-161-35, 278-151-01, 0278-151-02, 0278-151-03, 0278-151-23,
& 0147-242-10



VICINITY MAP (N.T.S.)



MAP LEGEND

- PROJECT BOUNDARY
- EXISTING PROPERTY LINE
- EXISTING STREET CENTERLINE
- EXISTING STREET RIGHT-OF-WAY
- BUILDING SETBACKS
- EXISTING EPOC/ENVIRONMENTALS
- EXISTING INDEX CONTOURS
- EXISTING INTERVAL CONTOURS
- EXISTING CHAIN LINK FENCE
- EXISTING VEGETATION
- EXISTING POWER POLE
- ▭ EXISTING BUILDING
- ▨ EXISTING FIRE ACCESS LANE
- ▨ PROPOSED FIRE ACCESS LANE
- ▨ PROPOSED CANOPY
- ▨ PROPOSED 1.5" METAL SIDING

BUILDING SETBACKS (PER ZONING)*

ZONE	FRONT	SIDE	REAR
CS-1 - GENERAL COMMERCIAL 1	10'	-	-
H-1 - HEAVY INDUSTRIAL	10'	10'	10'
L-1 - LIGHT INDUSTRIAL	10'	10'	10'

*NOTE: THE 10' BUILDING SETBACK WHICH IS THE GENERAL REQUIREMENT FOR ALL ZONES IS APPLICABLE TO ALL PARCELS WITHIN THE ZONE UNLESS OTHERWISE SPECIFIED IN THE CITY ZONING ORDINANCES.

LAND USE & ZONING
 Existing Zoning: CS-1 (General Commercial 1)
 Proposed Zoning: H-1 (Heavy Industrial)
PROPERTY OWNER OF RECORD
 American Team LLC
 701 North Gateman Avenue
 San Bernardino, CA 92410
 Phone: (909) 386-7908
 Fax: (909) 386-4400

PROJECT OWNER
 American Team LLC
 701 North Gateman Avenue
 San Bernardino, CA 92410
 Phone: (909) 386-7908
 Fax: (909) 386-4400
EXHIBIT PREPARER
 Joseph E. Bonadiman & Associates, Inc.
 234 North Arrowhead Avenue
 San Bernardino, CA 92408
 Phone: (909) 381-1721
 Fax: (909) 381-1721

REPRESENTATIVE
 Joseph E. Bonadiman, P.E.
 Joseph E. Bonadiman & Associates, Inc.
 234 North Arrowhead Avenue
 San Bernardino, CA 92408
 Phone: (909) 381-1721
 Fax: (909) 381-1721
MSC APPLICATION INFORMATION
 Hazardous Waste Management Overlay District #7
 Near Archaeological Historical Sensitivity Area?
 No
 Existing Trees On Site:
 20 +
 Trees To Be Removed:
 0 (None)
 Located Near Identified Hazardous Waste Site:
 No

PROJECT DESCRIPTION

- Application for Conditional Use Permit (C.U.P.) for the following:
- Construction of these (15) new canopies on site, as per plans & detailed below.
 - Addition of 1,118 square feet of a 1.5" metal siding to an existing 30x100 canopy, as detailed per plans & detailed below.
 - On site landscape improvements as detailed on plans & detailed below.
 - Development of 4.89 acres for storage of cleaned and drained automobiles (as specified on Sheet 2).
 - Vacation/ dedication of the Preston Street easel & street improvements (as specified on Sheet 2).
- Application for General Plan Amendment (G.P.A.) & Zone Change as follows:
- Change of Zone for APNs 0278-151-02, 03, & 23 from "L" (Light Industrial) to "H" (Heavy Industrial).
 - Change of Zone for APN 0278-151-01 from "CC-1" (General Commercial) to "H" (Heavy Industrial).
- A Preliminary Category "W" has been approved by the City of San Bernardino (City).
 - A Preliminary Hydrology Study & Drainage Analysis has also been approved by the City.
 - The City Fire Department has reviewed and approved the project.

PROPOSED CANOPY IMPROVEMENTS

NO.	SIZE (SQ. FT.)	TYPE	PROPOSED USE	ARCH. DIV. NO.
1	2,700	3.0x90x30	AUTOMOBILE STORAGE	A-3
2	2,700	3.0x90x30	DISMANTLING & STORAGE	A-3
3	3,000	3.0x90x30	AUTOMOBILE STORAGE	A-4
4	3,000	3.0x90x30	AUTOMOBILE STORAGE	A-5
5	4,000	3.0x90x30	SHOP	A-6
6	3,000	3.0x90x30	VEHICLE REPAIR & STORAGE	A-7
7	3,200	3.0x90x30	AUTOMOBILE STORAGE	A-8
8	1,000	METAL & BRASS		8A
9	75	CHOPPY OVER EXISTING 4' SIDEWALK		9A
10	60	1.5" METAL SIDING ON EXISTING 30x100 CANOPY		A-9
11	1,118	ADDITION TO EXISTING 30x100 CANOPY (SEE TWO ENCLOSED SHEETS)		A-10
12	4,000	3.0x90x30	VEHICLE REPAIR & STORAGE	A-11
13	3,000	3.0x90x30	CORE STORAGE	A-10

ADDITIONAL PROPOSED SITE IMPROVEMENTS

- PROPOSED 24" GRAVEL ACCESS ROAD CONNECTOR 12' GRAVEL BASE
- PROPOSED 6" PVC U-200 WATER MAIN
- PROPOSED WATER VALVE
- PROPOSED ON-SITE FIRE HYDRANT
- PROPOSED 2" GRAVEL BASE FIRE ACCESS ROAD (2' GRAVEL BASE)

NOTE: SEE SHEET 2 FOR ADDITIONAL IMPROVEMENTS WITHIN 4.89 AC GENERAL PLAN AMENDMENT (GPA) APPLICATION PARCELS.

JOSEPH E. BONADIMAN & ASSOCIATES INC.
 consulting engineers and surveyors
 234 N. ARROWHEAD AVE., SAN BERNARDINO, CA 92408-1013
 PHONE: (909) 381-1721 - FAX: (909) 381-1721

VERTICAL DATUM
 BENCHMARK: XXXX
 VERTICAL DATUM: XXXX
 ELEVATION: XXXX.XXX'
HORIZONTAL DATUM
 BASIS OF BEARINGS: XXXX

PRELIMINARY SITE PLAN
 CONDITIONAL USE PERMIT (C.U.P.) &
 GENERAL PLAN AMENDMENT (G.P.A.) APPLICATIONS
 MIDNIGHT & PICK-A-PART AUTO RECYCLING CENTER
 CITY OF SAN BERNARDINO, CA

REVISIONS

NO.	DESCRIPTION	BY	APPROVED	DATE

PREPARED FOR: AMERICAN TEAM LLC
 DRAWN BY: JDN SCALAR: 1" = 80'
 CHECKED BY: EJB JOB NO: 063303
 DATE: 07-26-10 SHEET: 1 OF 2 C-1

PRELIMINARY SITE PLAN CONDITIONAL USE PERMIT (C.U.P.) & GENERAL PLAN AMENDMENT (G.P.A.) APPLICATION

DEVELOPMENT OF 4.69 AC VACANT PROPERTY AS OUTDOOR AUTOMOBILE STORAGE AREAS

APN(S): 0278-151-01-0000, 0278-151-02-0000, 0278-151-03-0000, 0278-151-23, & 0147-242-10-0000
IN THE CITY OF SAN BERNARDINO, CA

PROPERTY OWNER:
Ted Randall Smith, Owner/Partner
American Team LLC
18603 Midway Drive
Perris, CA 92470
Phone: (951) 712-3258
Fax: (951) 855-4420

REPRESENTATIVE:
Joseph E. Bonadiman & Associates, Inc.
234 North Arrowhead Avenue
San Bernardino, CA 92408
Phone: (909) 885-3806
Fax: (909) 381-1721

SETBACKS:
BUILDING: 10', AS SHOWN ON PLAN.
L.S. BUFFER: 10' ALONG PROPOSED
PRESTON AVENUE FRONTAGE

APPLICANT:
Ted Randall Smith, Owner/Partner
American Team LLC
18603 Midway Drive
Perris, CA 92470
Phone: (951) 712-3258
Fax: (951) 855-4420

EXHIBIT PREPARER:
Joseph E. Bonadiman & Associates, Inc.
234 North Arrowhead Avenue
San Bernardino, CA 92408
Phone: (909) 885-3806
Fax: (909) 381-1721

TYPICAL AUTO. STORAGE SPACING (N.T.S.):

NOTE: STORAGE IS FOR P.A. PURPOSES ONLY. NO ACTUAL STORAGE IS PROPOSED ON EXISTING GROUND.

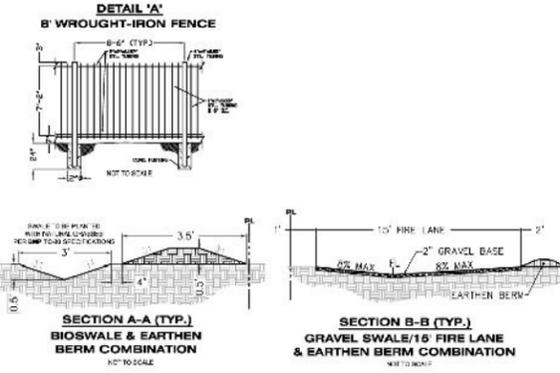
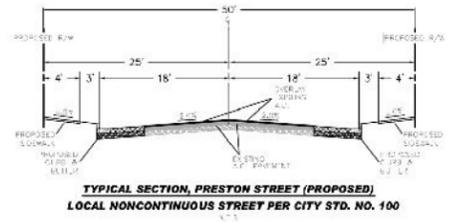
LAND USE & ZONING:
Existing Land Use: Vacant
Existing Zoning: CG-1 (General Commercial) & I-1 (Light Industrial)
Proposed Zoning: IH (Heavy Industrial)

PROJECT DESCRIPTION:

- 1.) Application for General Plan Amendment (GPA) to change Zoning of APNs 0278-151-01, 02, 03, & 23 to IH (Heavy Industrial).
- 2.) Conditional Use Permit (CUP) Application for the development of 4.69 AC shown on this plan for the storage of cleaned and drained automobiles, per improvements shown on this plan.
- 3.) Vacate/consolidation of the Preston Street sub-district and street improvements shown on this plan.
- 4.) Conditional Use Permit (CUP) Application for various canopy improvements to existing facility, as shown on Sheet 1.

PRELIMINARY CONSTRUCTION NOTES:

No.	DESCRIPTION
1	REHABILITATE EXISTING PRESTON STREET A/C PAVEMENT.
2	CONSTRUCT NEW SIDEWALK, CURB & GUTTER PER CITY STD. NO. 100.
3	CONSTRUCT CATCH BASIN PER CITY STD. NO. D-300, W=4'
4	CONSTRUCT 18" RCP STORM DRAIN PIPE.
5	CONSTRUCT 2" GRAVEL BASE FIRE ACCESS ROAD.
6	CONSTRUCT INFILTRATION (WQMP) / DETENTION (FLOOD CONTROL) BASIN "A".
7	CONSTRUCT 30" CONCRETE SPILLWAY TO EMULATE SHEET FLOW CONDITIONS.
8	CONSTRUCT NEW PRIVATE ON-SITE FIRE HYDRANT (NEW LATERAL TAP TO EXISTING MAIN). NOTE THAT MAINTENANCE OF PROPOSED HYDRANT IS TO BE THE RESPONSIBILITY OF THE PROPERTY OWNER, PER CITY WATER DEPARTMENT.
9	CONSTRUCT 8" WROUGHT IRON FENCE (SEE DETAIL "A", BELOW).
10	FUTURE SIDEWALK, CURB & GUTTER IMPROVEMENTS ALONG PRESTON STREET.
11	CONSTRUCT RIP-RAP FOR VELOCITY DISSIPATION.
12	CONSTRUCT 3" VEGETATED SWALE (BIOSWALE) - SEE SECTION A-A, BELOW.
13	CONSTRUCT 3.5' EARTHEN BERM - SEE SECTION A-A, BELOW.
14	CONSTRUCT GRAVEL SWALE/FIRE LANE/BERM - SEE SECTION B-B, BELOW.
15	CONSTRUCT UNDER PARKWAY DRAIN TO PRESTON STREET.
16	CONSTRUCT VEGETATED SWALE FROM TWO (2) DISCHARGE LOCATIONS TO EXISTING GULLY ("OLD WARM CREEK"), PER APPROVED DRAINAGE ACCEPTANCE LETTER WITH CITY OF RIVERSIDE RECORDED 07-01-10 (OFFSITE IMPROVEMENTS).
17	CONSTRUCT 8" CHAIN LINK FENCE.
18	CONSTRUCT 30" COMMERCIAL DRIVEWAY PER CITY STD. NO. 204, TYPE II.
19	CONSTRUCT 8" SWING GATE (30' CLEAR WIDTH).



JOSEPH E. BONADIMAN & ASSOCIATES INC.
consulting engineers and land surveyors
234 N. ARROWHEAD AVE., SAN BERNARDINO, CA 92408-1013
PHONE: (909) 885-3806 - FAX: (909) 381-1721

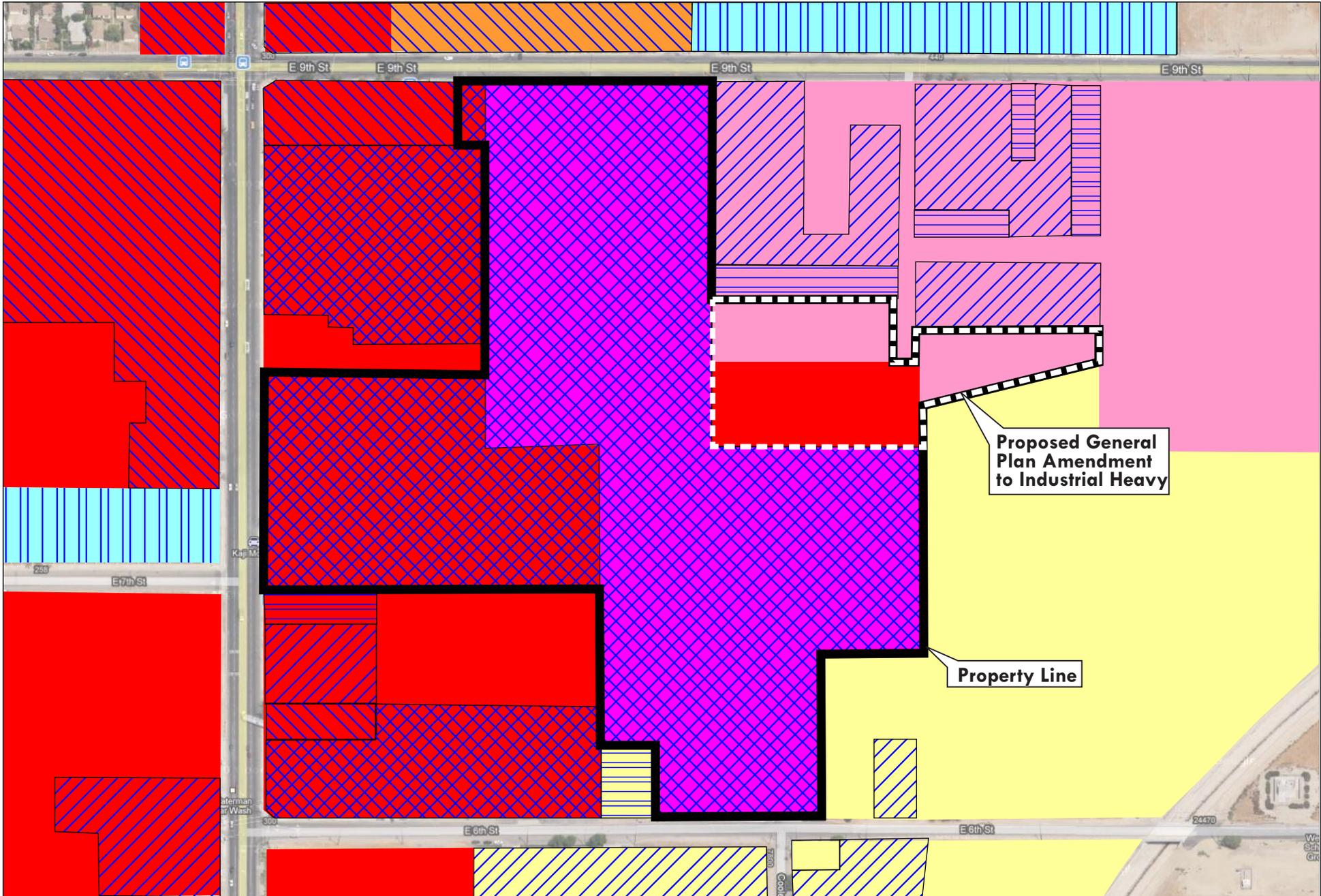
VERTICAL DATUM
BENCH MARK: XXXX
VERTICAL DATUM ELEVATION: XXXX
HORIZONTAL DATUM: XXXXXXX

PRELIMINARY SITE PLAN
MIDNIGHT & PICK-A-PART AUTO RECYCLING CENTER
AMERICAN TEAM, LLC
APN(S): 0278-151-01-0000, 0278-151-02-0000, 0278-151-03-0000, 0278-151-23, & 0147-242-10-0000

REVISIONS			
NO.	DESCRIPTION	BY	DATE

PREPARED FOR: AMERICAN TEAM LLC
DRAWN BY: J.D.N. SCALE: 1" = 40'
CHECKED BY: E.J.B. JOB NO: 08363 SHEET: 2 OF 2 C-2
DATE: 07-26-10





Existing and Surrounding Land Uses

Midnight and Pick-A-Part Auto Recycling Center American Team, LLC
 Initial Study
 City of San Bernardino, California

Figure 4

- Existing Land Use**
-  Commercial
 -  Heavy Industrial
 -  Light Industrial
 -  Non-conforming Residential
 -  Public Facility

- General Plan Designations**
-  Industrial Light
 -  Industrial Heavy
 -  Residential Suburban
 -  Commercial General
 -  Commercial Heavy

 Public Facilities

0  275
 Approximate Feet
LILBURN
 CORPORATION

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology / Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation / Traffic |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

On the basis of this Initial Study, the City of San Bernardino Environmental Review Committee finds:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Aron Liang

Printed Name

ARON LIANG

Date

JANUARY 24, 2011

For

CITY OF SAN BERNARDINO

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

Discussion:

- a-b) According to the City’s General Plan, the Project Site is not within or near a scenic vista or scenic highway view corridor. Nearby streets, including portions of Waterman Avenue, 6th Street and 9th Street, are not designated scenic routes. Topography, although gently sloping, is primarily flat so views of the Site are limited, for the most part, to street frontage. There would be no impacts to scenic vistas or scenic resources.
- c) The Proposed Project would not degrade the existing visual character or quality of the Site. The surrounding area is primarily developed with auto maintenance and repair facilities. The majority of the proposed canopies would not be visible from surrounding frontage streets. The Expansion Area, although located at the end of Preston Street, is located on interior lots so views of this area are very limited. Use of the Expansion Area for car storage would not be out of character with adjacent industrial land uses. Views of the auto storage areas facing south on Preston Street would be screened with wrought iron fencing and a 10-foot landscaped buffer. Visual impacts are determined to be less than significant.
- d) Standard commercial lighting would be used for the auto repair facilities and would be designed in accordance with the City Development Code and Building standards. No on-site lighting is proposed for the Expansion Area as activities would be restricted to daylight hours. Site

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improvements or the storage of cars would not create a source of day or nighttime glare. No impacts resulting from light or glare would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
II. AGRICULTURE RESOURCES:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

- a) The Proposed Project does not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. The Resources Agency defines Prime Farmland, Unique Farmland, or Farmland of Statewide Importance for San Bernardino County as farmlands which include dryland grains of wheat, barley, oats, and dryland pasture. The Project Site does not meet these characteristics; therefore, no impact would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
III. AIR QUALITY – Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan? (South Coast Air Basin)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation based on the thresholds in the SCAQMD’s “CEQA Air Quality Handbook?”	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people based on the information contained in Project Description Form?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

- a) The Project Site is located in the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) has jurisdiction over air quality issues and regulations within the SCAB. To assist local agencies to determine if a project's emissions could pose a significant threat to air quality, the SCAQMD has published its Air Quality Rule Book. Both construction and operations emissions were modeled based on the SCAQMD standards and evaluated against the most recent thresholds applicable and found to be less than significant. The Proposed Project would not conflict with or obstruct implementation of the applicable air quality plan.

As noted in the City of San Bernardino General Plan Program EIR (Section 4.3.2), continued development throughout the city would significantly contribute to the further degradation of the ambient air quality of the South Coast Air Basin. The primary source of adverse air quality impacts is daily vehicle trips associated with maximum buildout of the City. Any new development within the San Bernardino area would aggravate existing air quality, which currently does not meet State or Federal air quality criteria. The City's most recent General Plan update, when viewed as a whole project, is expected to generate emissions levels that would exceed the AQMD thresholds for criteria pollutants, resulting in a significant unavoidable adverse air quality impact. A Statement of Overriding Considerations for the General Plan Update EIR was adopted by the City Council in November 2005.

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- b) The Proposed Project is the modification and expansion of an existing auto recycling facility. New construction primarily includes the installation of 17 permanent canopies, two private fire hydrants, gravel roadways and vegetated and non-vegetated drainage facilities. The Site development and construction was screened using SCAQMD “Rule Book” guidelines, and SCAQMD Off-Road Mobile Source Emissions Factors (2010). These tables are used to generate emissions estimates for development projects. The criteria pollutants screened for included: reactive organic gases (ROG), nitrous oxides (NO_x), carbon monoxide (CO), and particulates (PM₁₀ and PM_{2.5}). Two of these, ROG and NO_x, are ozone precursors.

Construction earthwork emissions are considered short-term, temporary emissions and are estimated in Tables 1 and 2. The following construction parameters were assumed:

On-Site Improvements, Typical daily equipment:

- 1 Water Truck operating 3 hours per day
- 1 Loader/Backhoe operating 8 hours per day
- 1 Other Material Handling Equipment operating 8 hours per day
- 1 Scraper/Grader operating 8 hours per day

Import/Export of Material

- The import of approximately 220 CY of gravel
- The import of approximately 900 CY of concrete
- Preston Street improvements: approximately 85 CY of construction material handling.
- Approximately 20 mile haul distance (roundtrip)
- 1 Loader operating 8 hours per day
- 4 street legal heavy duty trucks operating per hour, 32 trips per day.

**Table 1
Construction Emissions
On-Site Improvements
(Pounds per Day)**

Source¹	ROG	NO_x	CO	PM₁₀	PM_{2.5}
Water Truck	0.3	3.0	1.2	0.13	0.12
Loader/Backhoe	0.8	5.4	3.1	0.4	0.3
Scraper/Grader	2.6	23.3	9.9	1.0	0.9
Other Material Handling Equipment	1.4	13.0	4.5	0.6	0.5
Totals (lbs/day)	5.1	44.7	18.7	2.13	1.82
SCAQMD Threshold	75	100	550	150	55
Significant	No	No	No	No	No

¹ SCAQMD Off-Road Mobile Source Emissions Factors (2010)

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**Table 2
Construction Emissions
“Import/Export”
(Pounds per Day)**

Source	ROG	NO_x	CO	PM₁₀	PM_{2.5}
Loader ¹	0.8	5.4	534	0.4	0.3
Haul Trucks ²	1.9	25.6	8.0	1.3	1.3
Totals (lbs/day)	2.7	31.0	542	1.7	1.6
SCAQMD Threshold	75	100	550	150	55
Significant	No	No	No	No	No

¹ SCAQMD Off-Road Mobile Source Emissions Factors (2010)

² Emission Factors for On-Road Heavy-Heavy Duty Diesel Trucks (Emfac 2010)

As shown in Tables 1 and 2 Project emissions would not exceed SCAQMD thresholds.

Compliance with SCAQMD Rules 402 and 403

Although the Proposed Project does not exceed SCAQMD thresholds for construction emissions, the applicant is required to comply with all applicable SCAQMD rules and regulations as the South Coast Air Basin is in non-attainment status for ozone and suspended particulates (PM₁₀). The Project shall comply with Rules 402 (nuisance) and 403 (fugitive dust), that require the implementation of Best Available Control Measures (BACM) for each fugitive dust source, and the Air Quality Management Plan (AMCP), which identifies Best Available Control Technologies (BACT) for area sources and point sources, respectively. This would include, but not be limited to the following:

1. The project proponent shall ensure that any portion of the Site to be graded shall be pre-watered prior to the onset of grading activities.
 - (a) The project proponent shall ensure that watering of the Site or other soil stabilization method shall be employed on an on-going basis after the initiation of any grading activity on the Site. Portions of the Site that are actively being graded shall be watered regularly to ensure that a crust is formed on the ground surface, and shall be watered at the end of each workday.
 - (b) The project proponent shall ensure that all disturbed areas are treated to prevent erosion.
 - (c) The project proponent shall ensure that landscaped areas are installed as soon as possible to reduce the potential for wind erosion.
 - (d) The project proponent shall ensure that all grading activities are suspended during first and second stage ozone episodes or when winds exceed 25 miles per hour.

Exhaust emissions from construction vehicles and equipment and fugitive dust generated by equipment traveling over exposed surfaces, would increase NO_x and PM₁₀ levels in the area. Although the Proposed Project does not exceed SCAQMD thresholds during construction, the

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Project proponent would be required to implement the following conditions as required by SCAQMD:

2. To reduce emissions, all equipment used in grading and construction must be tuned and maintained to the manufacturer's specification to maximize efficient burning of vehicle fuel.
3. The project proponent shall ensure that construction personnel are informed of ride sharing and transit opportunities.
4. The operator shall maintain and effectively utilize and schedule on-site equipment in order to minimize exhaust emissions from truck idling.
5. The operator shall comply with all existing and future CARB and SCAQMD regulations related to diesel-fueled trucks, which may include among others: (1) meeting more stringent emission standards; (2) retrofitting existing engines with particulate traps; (3) use of low sulfur fuel; and (4) use of alternative fuels or equipment.

Operational Emissions

The Proposed Project is the expansion of an existing approved facility. The storage of drained and cleaned vehicles for dismantling/recycling and the expansion in the number of canopies on-site would not generate emissions. No new employees are associated with the expansion. However, the site modifications and expansion may result in approximately 15 additional vehicle trips per day. The addition of 15 trips per day is not anticipated to generate significant impacts and therefore, operational impacts are determined to be less than significant.

- c) The Proposed Project individually would not exceed any SCAQMD thresholds for criteria pollutants. The City of San Bernardino General Plan Update Draft EIR (Section 4.3.2) concluded that continued development would contribute to pollutant levels (buildout, daily vehicle trips) in the San Bernardino area, which already exceed State and Federal air quality criteria. Findings on potentially significant impacts of the General Plan update indicated that policies contained in the General Plan update and mitigations in the EIR are expected to reduce emissions associated with future development. However, even after application of these policies and mitigation measures, the General Plan update when viewed as a whole project, is expected to generate emissions levels that would exceed the AQMD thresholds for criteria pollutants, resulting in a significant unavoidable adverse air quality impact. A Statement of Overriding Considerations for the General Plan Update EIR was adopted by the City Council in November 2005.
- d) The Project Site is surrounded primarily by industrial and commercial development. As shown in Tables 1 and 2, development of the Proposed Project is not anticipated to exceed SCAQMD thresholds. Therefore, air quality impacts to sensitive receptors are determined to be less than significant.
- e) The Proposed Project would not generate emissions causing objectionable odors that would affect a substantial number of people. Impacts would be less than significant.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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- a) No adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the United States Fish and Wildlife Service (USFWS) would occur as a result of the Proposed Project. The Project Site does not occur within an area designated as critical habitat for any biological resource, nor does it fall within a Biological Resource Area as shown in Figure NRC-2 of the City of San Bernardino General Plan. Although the Expansion Area and areas to the east are vacant, the Project Site is generally within a developed area. No native vegetation is present on-site. No impact to critical habitat or sensitive species would occur.
- b) No riparian habitat occurs on or near the Project Site, nor does it fall within a Riparian Corridor as shown in Figure NRC-2 of the General Plan. Old Warm Creek Channel and an additional unnamed “blue-line” stream are shown on the San Bernardino South USGS 7.5’ Topographic Map south and east of the Project Site. These drainage channels receive, and would continue to receive, sheet flows subsequent to project development. No evidence of riparian habitat exists in neighboring downstream locations.

A further examination of hydrological connectivity with downstream waters revealed an obstruction between Old Warm Creek and “normal” downstream flows as the drainage culvert under 6th Street has been closed off, creating a basin effect just north of 6th Street. Source flows to Old Warm Creek have been diverted to the San Bernardino County Flood Control District’s newer, improved Warm Creek facility. Even under these “basin-like” conditions, Lilburn Corporation (September 2010) determined it does not support any riparian vegetation. No alteration of the bed, bank, channel or riparian resources of Old Warm Creek or the unnamed “blue-line” stream would result from development of the Proposed Project; therefore, the Project would not 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 USFWS. No impacts to riparian habitat would occur.

- c) The Project would not 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 as the Site is not within or near, and does not drain to, any wetland habitat [see (b) above and Section IX, Hydrology and Water Quality, for additional discussion]. No impacts to federally protected wetlands would occur.
- d) Wildlife movement near the Site is restricted by heavy roadway traffic. The Site is completely devoid of native habitat and, with the exception of some highly disturbed vacant parcels to the east, is surrounded by dense development and unlikely to provide an important location relative to regional wildlife movement. No impact to a local or regional wildlife corridor would occur.
- e) The Proposed Project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat

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conservation plan because no such plan has been adopted in the area of the Project Site. The nearest conservation area is the Cajon Creek (Cal Mat) Habitat Conservation Management Area located approximately 7 miles northwest of the Site. No impacts would occur.

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

Discussion:

a-b) According to the City of San Bernardino’s General Plan Update and Associated Specific Plans Draft EIR (Figure 5.4-2 Archaeological Sensitivities), the Project Site is not located in a designated area of concern for Archaeological Resources or in an Urban Archaeological District containing Historical Archaeological Resources. It is however adjacent to the Waterman Avenue boundary of this designated District.

In October 2010, McKenna et al, conducted a Phase I Cultural Resources Investigation for the Project Site. Results of the investigation revealed four possible historic archaeological resources occur on or near the Project Site, but no prehistoric archaeological resources. The records search concluded that sensitivity for historic archaeological resources is considered high, but sensitivity is low for prehistoric archaeological resources. Results of an October 26, 2010 site survey revealed no evidence of any prehistoric occupation.

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- c) A Phase I Cultural Resources Investigation for the Project Site by McKenna et al in October 2010 revealed a high potential for historic resources on-site. An historic site records search revealed four previously identified sites, two of them on the Midnight & Pick-A-Part property, and two within one-half mile of the property. The on-site features include a segment of the San Bernardino, Arrowhead & Waterman Railroad and the alignment of the Heap Springs Ditch. The Site survey revealed no remaining evidence of either of the on-site features, and it was determined that the Proposed Project would not be likely to result in any adverse environmental impacts to these, or any nearby, resources. However, the following mitigation measure is recommended in the event that historical resources may be uncovered during any site excavation or grading activities.

CR-1: Should any historical resources be unearthed during grading, a qualified historic archaeologist shall be contacted to determine the significance and make recommendations to the City of San Bernardino for appropriate mitigation measures in compliance with the guidelines of the California Environmental Quality Act.

Implementation of the above mitigation measure would reduce potential impacts to unknown historical resources to a less than significant level.

Pioneer Memorial Cemetery is located across the street on the west side of Waterman Avenue. A long and colorful history surrounds this historic site, which is listed in the City's General Plan as a California Historical Landmark and Point of Historical Interest. The Proposed Project would have no affect on the cemetery. Existing views of the Project Site from the cemetery would not change. Neither would there be an effect on traffic in or near the cemetery (see Section XVI, Transportation/Traffic) resulting from the Proposed Project; therefore, no impacts would occur.

- d) Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata, and are generally revealed as small outcroppings visible on the surface of sites during grading. Potential for the presence of paleontological resources is based on the area's underlying geologic formation, and although the likelihood for unearthing fossil remains is low, the potential remains. A request for paleontological records from the San Bernardino County Museum for the Project Site was requested in September 2010, but no response has been received to date. According to McKenna et al, the Project Area is not considered sensitive for the presence of paleontological resources and no such resources have been found on the property. No adverse impacts to paleontological resources are expected; however, since the actual fossil distribution is unknown, the following mitigation measure shall be implemented:

CR-2: Should paleontological resources be unearthed during grading, a qualified vertebrate paleontologist shall be contacted to determine the significance, and make recommendations to the City of San Bernardino for appropriate mitigation measures in compliance with the guidelines of the California Environmental Quality Act.

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Implementation of the above mitigation measure would reduce potential impacts to paleontological resources to a less than significant level.

- e) Construction activities, particularly grading and soil excavation, carry the potential to uncover unknown buried human remains, therefore, the following mitigation measure shall be implemented:

CR-3: If human remains of any kind are found during mining activities, all activities must cease immediately and the San Bernardino County Coroner and a qualified archaeologist must be notified. The Coroner will examine the remains and determine the next appropriate action based on his or her findings. If the coroner determines the remains to be of Native American origin, he or she will notify the Native American Heritage Commission. The Native American Heritage Commission will then identify the most likely descendants to be consulted regarding treatment and/or reburial of the remains. If a most likely descendant cannot be identified, or the most likely descendant fails to make a recommendation regarding the treatment of the remains within 48 hours after gaining access to them, the contractor shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.

Implementation of the above mitigation measure would reduce potential impacts to unknown archaeological resources to a less than significant level.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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VI. GEOLOGY AND SOILS – Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Involve earth movement (cut and/or fill) based on information included in the Project Description Form? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Be located within an Alquist-Priolo Earthquake Fault Zone? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
e) Be located within an area subject to landslides, mudslides, subsidence, or other similar hazards as identified in the City's General Plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be located within an area subject to liquefaction as identified in the City's General Plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Modify any unique physical feature based on a site survey/evaluation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Result in erosion, dust, or unstable soil conditions from excavation, grading, fill, or other construction activities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

- a) On-site activities related to the movement of earth involve trenching to install approximately 235 feet of 18-inch reinforced concrete storm drain pipe and water mains to connect two new private fire hydrants; and minor grading (approximately 1,000 cubic yards of both cut and fill) to construct the earthen swales, berms and detention basin. Excavations for footings would be required for construction of the canopies at the existing site. These activities would have a minimal impact and are determined to be less than significant.
- b-c) Earthquakes, due to ground acceleration and shifting, can cause major damage to buildings and create hazards to people through the structural collapse. The Project Site is located approximately 2.75 miles east of the San Jacinto Fault System, and approximately 3.5 miles southwest of the San Andreas Fault System. Both faults are depicted on Figure S-3 of the City's General Plan and as delineated on the official State of California Alquist-Priolo Special Studies Zone earthquake fault maps (7.5 Minute Series, State of California Special Studies Zones, San Bernardino South Quadrangle), and are well-known to have the potential for significant impacts throughout the Southern California region.

To address these potential hazards, the City's development standards include an analysis of soil stability, and require strict adherence to the California Building Code, for the protection of its employees and residents. The potential for subsidence and liquefaction were considered when evaluating Site design and canopy footings, as discussed in (e-f) below. In addition, as part of the auto recycling center's Business Emergency/Contingency Plan for hazardous materials (see Section VIII, Hazards and Hazardous Materials), precautions and procedures to deal with hazardous materials release are in place and have been approved by the San Bernardino County

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Fire Department Hazardous Materials Division. The Business/Emergency Contingency Plan is reviewed annually and updated as necessary by the County Fire Department for site safety and hazardous materials compliance.

As proposed, the auto recycling facility modifications and expansion would not require the addition of new employees, and with existing protection measures in place, potential impacts from earthquake hazards as a result of the Proposed Project would be less than significant.

- d/h) To limit soil erosion related to storm water, a Water Quality Management Plan (WQMP) for the Project has been prepared which incorporates drainage design features to mitigate for storm related impacts (see Section IX, Hydrology and Water Quality). Site grading also contributes to the potential for topsoil loss due to the generation of fugitive dust during windy conditions. Site watering and grading limitations when winds exceed 25 miles per hour reduce this potential for wind erosion, and are discussed in Section III, Air Quality. As a result, impacts related to soil erosion are determined to be less than significant.
- e-f) The Project Site, due to its primarily flat topography, is not located in an area prone to land or mudslides. It is, however, identified as having a high potential for both liquefaction and ground subsidence, as shown in Figures S-5 and S-6 of the General Plan. Liquefaction is the transformation of loose, wet soil from a solid to a liquid state, often as a result of ground shaking during an earthquake, and occurs primarily in saturated, fine to medium grained soils in areas where the groundwater table is within 50 feet of the surface. Section 15.08.060, Item No. 5 of the City of San Bernardino Building Code provides an exemption from preparation of a Liquefaction Report for “non-essential structures” where the developer has assumed the site will liquefy and has designed for liquefaction. The proposed new canopies and canopies to be improved per the project fall into this category of “non-essential structures.” As such, per the aforementioned section of the City of San Bernardino Building Code, all canopy plans for this project shall be signed by a registered Civil Engineer and shall contain a statement to the effect that the building has been designed to withstand liquefaction. With Mitigation Measure GEO-1 incorporated, impacts would be less than significant.

GEO-1: Per Section 15.08.060 Item No. 5 of the City of San Bernardino Building Code, all canopy plans for this project shall be signed by a registered Civil Engineer and shall contain a statement to the effect that the building has been designed to withstand liquefaction.

- g) The Proposed Project would not modify any unique physical features. No unique geologic features were found during the Site survey/evaluation; therefore no impact would occur.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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VII. GREENHOUSE GAS EMISSIONS

–Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion:

According to CEQA Guidelines section 15064.4, when making a determination of the significance of greenhouse gas emissions, the “lead agency shall have discretion to determine, in the context of a particular project, whether to (1) use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use.” Moreover, CEQA Guidelines section 15064.7(c) provides that “a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts” on the condition that “the decision of the lead agency to adopt such thresholds is supported by substantial evidence”.

The City of San Bernardino has not adopted its own thresholds of significance for greenhouse gas emissions. However, the City finds persuasive and reasonable the approach to determining significance of greenhouse gas emissions established by South Coast Air Quality Management District (SCAQMD).

- a) In September 2006 Governor Schwarzenegger signed Assembly Bill 32, The Global Warming Solutions Act of 2006. The Act requires that by the year 2020, the Greenhouse Gas (GHG) emissions generated in California be reduced to the levels of 1990. However, although thresholds of significance guidelines have been developed; standards or significance thresholds have not yet been established by SCAQMD or the California Air Resources Board (CARB).

Per CEQA guidelines, new project emissions are treated as standard emissions, and air quality impacts are evaluated for significance on an air basin or even at a neighborhood level. Greenhouse gas emissions are treated differently, in that the perspective is global, not local. Therefore, emissions for certain types of projects might not necessarily be considered as new emissions if the project is primarily population driven. Many gases make up the group of pollutants that are believed to contribute to global climate change. However three gases are currently evaluated: Carbon dioxide (CO₂), Methane (CH₄), and Nitrous oxide (N₂O). SCAQMD provides guidance methods and/or Emission Factors that are used for evaluating a project’s emissions in relation to interim thresholds. An interim threshold of 10,000 MTCO₂E per year has

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been adopted by SCAQMD as potentially significant or global warming (Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, SCAQMD, October 2008). The modeled emissions expected from the Proposed Project compared to the SCAQMD interim threshold are shown below in Table 3

**Table 3
Construction Emissions
Greenhouse Gases**

Task	CO₂¹	CH₄¹	N₂O²
On-Site Improvements	4,127	0.6	0.04
Import/Export	3,228	0.13	0.0009
Total (lbs per day)	7,355	0.73	0.0409
Total Per Year (lbs)	367,750	36.5	2.05
MTCO ₂ e	166.8	0.02	0.0009
Total MTCO₂e	166.8		
Threshold	10,000 ³		
Significant	N/A		

¹ Off-Road Mobile Source Emissions Factors (2010);
Emission Factors for On-Road Heavy-Duty Diesel Trucks (Emfac 2010)
² California Climate Action Registry General Reporting Protocol, 2009I;
Table A9-8-C SCAQMD Handbook; Climate Leaders EPA, Section 3, Table 2.
³ Interim SCAQMD thresholds, 10,000 MTCO₂E/year

As shown in Table 3, Midnight & Pick-A-Part GHG emissions are not anticipated to exceed the SCAQMD interim GHG emissions threshold; therefore a less than significant impact is anticipated.

- b) The state and local regulatory programs for GHG emissions and climate change are described above. There are no existing GHG plans, policies, or regulations that have been adopted by CARB or SCAQMD that would apply to this type of emissions source. It is possible that CARB may develop performance standards for Project-related activities prior to Project construction. In this event, these performance standards would be implemented and adhered to, and there would be no conflict with any applicable plan, policy, or regulation; therefore, impacts would be less than significant, and no mitigation would be required.

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

– Would the project:

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

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

- a-b) The Midnight & Pick-A-Part Auto Recycling Center is a member of the State of California Auto Dismantlers Association (SCADA), whose goal is to guide and educate its members in

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responsible environmental industry practices. To be a SCADA member, the auto dismantling business must responsibly, “through local, state and federal regulations, as well as its own concern for the protection of the environment,” provide for “the proper recycling or disposal of all automotive related hazardous materials.” The Association also invests in the latest technology to ensure hazardous chemicals don’t seep into the air, soil or water, and promotes recycling to “save precious resources”. To support this effort, the Association publishes a Partner’s in the Solution Guidance Manual which clearly outlines all pertinent environmental regulations and requirements.

Hazardous materials in the form of gasoline, motor oils and lubricants, oxygen, propane and antifreeze are collected and stored at the existing auto recycling facility. Requirements for hazardous materials reporting, inventory, and release response plans are established in Sections 2729 through 2732 of the California Code of Regulations (CCR). All facilities that handle 500 pounds, or 55 gallons, or 200 cubic feet (compressed gas) of hazardous materials, or more, at any one time must abide by these regulations, which establish procedures and minimum standards for hazardous material plans, inventory reporting and submittal requirements, emergency planning/response, and training.

State law also requires a transporter of hazardous waste, to hold a valid hazardous waste transporter registration issued by the California Department of Toxic Substances Control. It is unlawful to transfer custody of a hazardous waste to a transporter who does not hold a valid registration, and each shipment requires a Uniform Hazardous Waste Manifest that is signed by both generator and transporter. The waste must then be delivered to authorized facilities designated in the Manifest. The waste generator tracks the shipment and verifies it was received at its destination. Much of this waste, used motor oil for example, is being recycled and re-refined, reconditioned and/or reused in other industrial capacities.

The California Accidental Release Prevention Program requires that all regulated substance handlers register with the local fire or emergency response department. The San Bernardino County Fire Department Hazardous Materials Division oversees this Program, and a Business Emergency/Contingency Plan for hazardous materials for the facility is already in place and annually reviewed. The Plan outlines precautions and procedures necessary to protect the facility from accidental release of hazardous materials, and provides emergency remediation to minimize effects should an accidental spill occur. This Contingency Plan is reviewed annually and updated as necessary for Fire Department and hazardous materials compliance. In the event of accidental release, the City of San Bernardino’s Fire Department Hazardous Materials Response Team would be the first emergency responder, and the County Fire Department and the Santa Ana Regional Water Quality Control Board (RWQCB) must also be notified for guidance and cleanup oversight.

Waste tire storage is a known fire and vector hazard, therefore regular waste tire storage inspections are preformed, and unusable tires are collected and recycled, under the CalRecycle Tire Program regulated by the California Integrated Waste Management Board. Tire recycling facilities collect and break down waste tires, and integrate them back into productive uses such as rubberized asphalt.

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To protect the environment from the release of hazardous materials through storm water runoff, the auto recycling facility is subject to the state's Industrial Storm Water General Permit (Order 97-03-DWQ), also referred to as the General Industrial Permit, which is a National Pollutant Discharge Elimination System (NPDES) permit issued by the State Water Quality Control Board (SWQCB). This General Industrial Permit requires implementation of measures to achieve the performance standard of "best available technology economically achievable" (BAT) and "best conventional pollutant control technology" (BCT) to manage and prevent the release of pollution into storm water flows. The Permit also requires the development of a General Industrial Storm Water Pollution Prevention Plan (SWPPP), through which the management of pollutant sources is described. The SWPPP also includes provisions for regular Site monitoring and runoff sampling during storm events. An annual monitoring report describing performance is submitted to the SWQCB. SWPPP Best Management Practices to control storm water pollution include:

- Canopies to prevent rainwater from contacting pollutant storage areas
- Maintaining closed seals on all fluid containers
- Paving under fluid removal and crushing areas
- Protective berms to capture storm water
- Water filter systems with clarifiers and leach lines
- Storm water filter systems such as hay bales, absorbent socks, and vegetated swales
- Grouping and separating storage of flammables (gasoline) and explosives (oxygen)
- Cleaning and draining all vehicles before storage

The Expansion Site area would be used for the storage of automobiles that would be cleaned and drained at the existing facility. All hazardous materials are, and would continue to be, maintained and stored in compliance with all State and local regulations. With implementation of Best Management Practices (BMPs), compliance with all applicable regulations, and Mitigation Measures HAZ-1 and HAZ-2 identified below, potential impacts from the presence of vehicle-related hazardous materials would be less than significant.

HAZ-1: Automobiles shall be required to be cleaned and drained prior to storage at the 4.69-acre Expansion Area.

HAZ-2: Cleaning and draining of all vehicles shall abide by established hazardous materials practices and standards in conjunction with all federal, state, and local laws and as identified by the State of California Auto Dismantlers Association (SCADA) Partners in Solution Guidance Manual.

- c) One school is located within ¼-mile of the Project Site. Sierra High School is directly north of the Project Site, across 9th Street and east of the Waterman Shopping Center. It is a continuation high school which serves approximately 600, 9th through 12th Grade, students. Approximately 0.3 of a mile to the south and east on 7th Street is Monterey Elementary School, which serves approximately 720, K through 6th grade, students.

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An evaluation of the existing Midnight & Pick-A-Part Center's hazardous materials handling and monitoring under state and local laws [see (a-b) above] has determined that, although hazardous materials handling is taking place, all required precautions to prevent impacts to nearby schools and the neighboring community are in place. In order to ensure that no impacts occur as a result of the Site's expansion, mitigation measures HAZ-1 and HAZ-2 above shall be adhered to.

- d) A review of State and Federal regulatory agencies that evaluate hazardous material sites did not reveal chemical contamination or any record of a hazardous material/waste dump, spill, or transportation accident at the Project Site. The Project Site does not occur on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5; therefore, impacts would be less than significant.
- e) As shown in Figure LU-4 of the City's General Plan, the Project Site is not located within the San Bernardino International Airport (SBIA) Influence Area, although it does fall just outside its boundary. The Airport is located approximately 1.5 miles southwest of the Site. The Proposed Project would not increase the number of employees on-site or the number of residences in the area; therefore, the Project would have no impact on airport safety hazards related to people working or residing in the area.
- f) The Proposed Project would not alter or impair traffic circulation surrounding the Project Site. Access to the Site for vehicle recycling would continue from its current location on Waterman Avenue. Secondary emergency access would be provided from Preston Avenue to the Expansion Area. Access to Pick-A-Part parts recycling would continue via 6th Street, and access for future on-site auto repair uses would be from 9th Street.

The California Emergency Services Act requires cities to manage and coordinate emergency and recovery activities within its jurisdictional boundaries. The City of San Bernardino's Emergency Operations Plan includes policies and procedures that are to be administered, in coordination with the County of San Bernardino, in the event of a disaster. The proposed Project would not impair implementation of, or physically interfere with, this emergency response and/or evacuation plan; therefore, no impact would occur.

- g) The Project Site does not occur in a wildland fire hazard area as shown on Figure S-9 in the City's General Plan. The Site and surrounding area are urbanized and not near forested or grassland areas; therefore, no impacts related to wildland fires would occur.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, such as from areas of material storage, vehicle or equipment maintenance (including washing or detailing), waste handling, hazardous materials handling or storage, delivery areas, loading docks, or other outdoor areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (Panel No. 8684F)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
k) Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

- a) Development of the proposed Expansion Area would disturb more than one acre of undeveloped land, and therefore is subject to the National Pollutant Discharge Elimination System (NPDES) Storm Water Program and an analysis of waste discharge requirements. The State of California is authorized to administer local aspects of the NPDES. The Regional Water Quality Control Board (RWQCB), Santa Ana Region, has issued an area-wide NPDES Storm Water Permit for the County of San Bernardino and the incorporated cities of the valley region of San Bernardino

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County, including the City of San Bernardino. The City of San Bernardino then requires, through its development review process, implementation measures to enforce Project compliance according to requirements of this area-wide permit, along with requirements from the State Water Quality Control Board's General Construction Permit. Storm water impacts are evaluated in two primary areas: those generated during Project construction, and those related to Project design. Construction-related impacts are addressed in a General Construction Storm Water Pollution Prevention Plan (SWPPP); Project design-related storm water impacts are addressed in a Water Quality Management Plan (WQMP).

The purpose of a SWPPP is to: 1) identify pollutant sources that may affect the quality of storm water discharges associated with construction activities; and 2) identify, construct and implement stormwater pollution control measures to reduce pollutants in stormwater discharges from the construction site. A SWPPP is based on the principles of applying Best Management Practices (BMPs) to prevent Project-related pollutants from impacting surface waters, including, but not limited to, such actions as street sweeping of paved roads around the Site during construction, and the use of hay bales, silt fences or sand bags to control erosion during the rainy season. The BMPs may also require:

- preservation of existing vegetation and hydroseeding of basins and swales.
- avoid applying materials during periods of rainfall and protect freshly applied materials from runoff until dry.
- all construction-related equipment and vehicles to be serviced off-site.

A Water Quality Management Plan (WQMP) was prepared for the Proposed Project in July 2009 by Joseph E. Bonadiman & Associates, Inc. to address site-related storm water issues. As part of the WQMP, probable "hydrologic conditions of concern" related to on- and off-site drainage were analyzed for the entire Site. The potential for sedimentation and scouring from storm water flows entering, and an increase in the level of storm water pollutants exiting the Expansion Area were addressed and alleviated by implementing site design, source control, and/or treatment control BMPs. Drainage features are designed to minimize impervious surfaces and maximize on-site capture. The inclusion of vegetation further protects soils from eroding and promotes groundwater infiltration and the capture and filtering of pollutants. Hydrologic conditions were also re-evaluated for the existing site as well. It was determined that the proposed canopies would not increase run-off rates, as a majority of the canopies would be located over existing concrete, structures, or dirt-on-pavement. The canopies would, however, assist in reducing pollutant loads by shielding existing work/storage areas from rainwater. As a result, the following design features were incorporated into the Project and are listed here as mitigation measures:

HWQ-1: The majority of the 4.69-acre expansion area is to be left ungraded and pervious, with the exception of the proposed semi-pervious on-site access road and turnabout. To the greatest extent feasible, existing perimeter vegetation is to remain.

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- HWQ-2:** Infiltration trenches and a 30-foot wide infiltration detention basin will be constructed in the Expansion Area. Two of the three trenches will be hydroseeded with native, drought tolerant grasses, the third trench/fire road will include gravel, to slow flows and enhance infiltration and water quality. Grasses and landscaping shall be maintained by the property owner to ensure their proper functioning.
- HWQ-3:** Construction of a 30-foot concrete spillway with ungrouted rock rip rap at the detention basin outlet to emulate sheet flow conditions.
- HWQ-4:** Installation of an 18-inch storm drain to direct flows from Preston Street direct under the ground surface and through the Project Site to prevent surface erosion and protect water quality. Storm drain outlet onto ungrouted rock rip-rap will slow and disperse flows prior to exiting the property.
- HWQ-5:** Storm water runoff from proposed canopies on the Existing Site will drain into pervious, landscaped infiltration areas to capture, filter, and reduce flows through the existing Site. Storm gutters and drainage areas shall remain clean and free from trash and/or debris to ensure proper drainage.
- HWQ-6:** Project Site, and Preston Street catch basin, shall be inspected quarterly and kept free of trash and debris to maintain proper functioning of all on-site drainage systems. Oil and other hazardous material spills shall be cleaned up immediately according to a Spill Contingency Plan, and not be allowed to penetrate into the ground.
- HWQ-7:** Pesticide application in landscaped areas shall be performed by an applicator certified by the State of California.
- HWQ-8:** Outdoor material storage, work, and processing areas will be maintained according to specifications in the California Stormwater BMP Handbook.
- HWQ-9:** Operations shall include property owner education and an Employee Training/Education Program assisted by the California Stormwater Quality Association (CASQA) Industrial/Commercial Best Management Practices Handbook and pamphlets from San Bernardino County Flood Control.
- HWQ-10:** Business owner shall prepare an approved Operation and Maintenance Plan that includes inspection and maintenance of all BMPs, abiding by local requirements for self-inspection records. Operation and Maintenance for each BMP shall be fully funded by the Project owner.

Implementation of Mitigation Measures HWQ-1 through HWQ-10 would ensure potential impacts to water quality are reduced to a less than significant level.

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- b) The Proposed Project would not deplete groundwater supplies nor would it interfere with groundwater recharge. Project related water use would be limited to dust control during grading and construction of drainage and Preston Street improvements and the potential use of two proposed fire hydrants in the event of emergencies. Vegetated swales would be temporarily irrigated, as necessary, until grasses become self-sustaining. Project design features as identified in the WQMP would enhance groundwater infiltration, protect water quality, and reduce off-site storm flow. Features such as vegetated basins and swales, and pervious surfaces/landscaping adjacent to the canopies to catch and filter pollutants have been included by design into the storm flow systems to address both off-site water volume and quality. With design features and mitigation measures identified in (a) above in place, impacts to groundwater resources would be less than significant.
- c-e) Proposed on-site drainage improvements would not alter the existing drainage pattern of the Site or surrounding area, nor would it result in substantial erosion or an increase in the rate or amount of surface runoff that would result in flooding on- or off-site. Neither would the Proposed Project contribute to runoff water that would exceed the existing, or planned, capacity of storm water drainage systems, or provide substantial additional sources of polluted runoff.

As part of the Water Quality Management Plan (WQMP) described in (a) above, probable “hydrologic conditions of concern” related to on- and off-site drainage were analyzed. The potential for sedimentation and scouring from storm water flows entering the Site, and an increase in the level of storm water pollutants exiting the Site were addressed and alleviated by implementing Site design, source control, and/or water quality treatment control BMPs. Existing storm flows entering and exiting the proposed Expansion Area were categorized as sheet flow (Lilburn Corporation September 2010), and although proposed drainage improvements would accumulate flows via the storm drain pipe and drainage swales, detention basins and energy dissipating rock rip rap have been designed to recreate sheet flows as storm water exits the Site.

A Preliminary Hydrology Study and Drainage Analysis prepared in October 2009 by Joseph E. Bonadiman & Associates, Inc. calculated the effects of drainage improvements as proposed. The Study determined that for a 25-year storm event, 24-Hour Peak Discharge volumes would be reduced by approximately 3 cubic feet per second (cfs), and for the 100-Year storm event, 24-Hour Peak Discharge would be reduced by approximately 5 cfs. This represents an 11 percent *reduction* in the volume, for both storm scenarios, of storm water exiting the Site as compared to existing conditions. For all of the above-stated reasons, and with design features and Mitigation Measures HWQ-1 through HWQ-10 [see (a) above] in place, impacts to storm flows would be less than significant.

- g-h) The Project Site is not located within, or near, a 100-year floodplain as shown in the City’s General Plan, Figure S-1, 100 Year Flood Plain. No Project-related impacts within a 100-year flood plain would occur.
- i) Flood inundation resulting from the failure of the Seven Oaks Dam is a potential hazard for a large portion of the City of San Bernardino, and according to General Plan Figure S-2, the Project Site does occur within the Seven Oaks Dam inundation area. As the Proposed Project

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would not increase the exposure of additional people or structures (other than canopies and drainage improvements) to a flood event, impacts related to flood hazards are considered less than significant.

- j) There are no oceans, lakes or reservoirs near the Project Site; therefore impacts from seiche and tsunami would not occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be developed within the Hillside Management Overlay District?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Be developed within Foothill Fire Zones A, B, or C as identified in the City’s General Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be developed within the Airport Influence Area as adopted by the San Bernardino International Airport Authority?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

- a) The Proposed Project would not physically divide the established community. The existing site is used for auto recycling and storage, and the Expansion Site is located on a vacant parcel surrounded on three sides by other industrial uses. The proposed canopies are comparable in size

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and design to similar canopies within the existing Project Site. No impacts to continuity of the community would occur.

- b) The Proposed Project includes a General Plan Amendment to change the Project Expansion Area land use designation from Commercial General (CG-1) to Industrial Heavy (IH), and Industrial Light (IL) to Industrial Heavy (IH). The existing Project Site is currently designated as Industrial Heavy on the internal portions of the Site and the frontages along 6th Street and 9th streets, and Commercial General along Waterman Avenue. The Commercial General designation is atypical for an interior lot lacking major street frontage, as Commercial uses typically require frontage street exposure. To extend the adjacent Industrial Heavy designation to include this interior, off-street area would represent an improvement in site planning. In addition, the Plan Amendment would not detrimentally affect the adjacent Industrial Light area to the north, as the parcel is, again, contiguous to an existing Industrial Heavy area. It is also located at the end of a cul-de-sac, and would be screened from view by those accessing adjacent light industrial uses. As the proposed recycled automobile storage is passive, nonodiferous, and generally quiet, impacts to adjacent land uses would be less than significant. With approval of the proposed General Plan Amendment by the San Bernardino City Council, no conflict with the General Plan would occur; therefore, impacts would be less than significant.
- c) No habitat conservation or natural community conservation plans have been adopted for the Site or surrounding area. The nearest conservation area is the Cajon Creek (Cal Mat) Habitat Conservation Management Area located approximately 7 miles northwest of the Site. No impact to this area would occur.
- d) According to the General Plan, property that contains areas of 15-percent slopes and greater are included within the Hillside Management Overlay District (HMOD). The Project Site is relatively flat with a maximum overall relief of approximately two feet. No impacts from development within a hillside area would occur.
- e) As shown on Figure S-9 in the City's General Plan, the Project Site does not occur in an area considered as a Fire Hazard Zone. No impacts related to wildland fires would occur.
- f) As shown in Figure LU-4 of the City's General Plan, the Project Site occurs outside of the San Bernardino International Airport (SBIA) Influence Area. No impacts related to aircraft or flight patterns are expected.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located in a Mineral Resource Zone as adopted by the State Mining and Geology Board and identified in the City’s General Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

a-c) No loss of valuable mineral resource would occur with Project development. The Project would utilize approximately 220 cubic yards of gravel aggregate for the on-site roadways. These resources are commercially available in the southern California region without any constraint and no potential for adverse impacts to the natural resources base supporting these materials is forecast to occur over the foreseeable future. The Project demand for mineral resources is not significant due to the abundance of available local aggregate resources.

The Project Site is located on the border of an MRZ-2 and MRZ-3 Mineral Resource Zone as adopted by the State Mining and Geology Board and as identified in the City’s General Plan, Figure NRC-3. The primary goal of the mineral resource classification system is to identify regionally significant mineral deposits in an effort to conserve and develop them for anticipated aggregate production regional needs. The MRZ-2 areas indicate the existence of construction aggregate deposits that meet certain State criteria for value and marketability based solely on geologic factors. By statute, however, the Board does not utilize existing land uses as a criterion in its classification of Mineral Resources Zones.

Based on the centrally located urbanized location of the Site, mining would not be a suitable use for the Project Site. The City’s General Plan has identified suitable areas for mining in its Industrial Extractive (IE) designation, which is located along Cajon Creek at the northwestern edge of the City. The Project Site was also excluded from those areas identified as Regionally Significant Construction Aggregate Sectors in Figure 5.9-2 of the City’s General Plan Update and Associated Specific Plans Environmental Impact Report. The Proposed Project would have no impact on available mineral resources.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XII. NOISE – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the City’s General Plan or Development Code, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundbourne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or Airport Influence Area, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

a/d) The predominant rating scales for noise in the State of California are the Equivalent-Continuous Sound Level (L_{eq}), and the Community Noise Equivalent Level (CNEL), which are both based on the A-weighted decibel (dBA). The purpose of these standards and guidelines is to provide a framework for local standards of human exposure to noise. L_{eq} is defined as the total sound energy of time-varying noise over a sample period. CNEL is defined as the time-varying noise over a 24-hour period, with a weighting factor of 5 dBA applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and 10 dBA applied to events occurring between 10:00 p.m. and 7:00 a.m. defined as sleeping hours). Residential development, schools, churches, hospitals, and libraries have a normally acceptable community noise exposure range of 60 dBA CNEL to 70 dBA CNEL. Industrial development, manufacturing, and warehousing, have a normally acceptable community noise exposure range of 70 dBA CNEL to 80 dBA CNEL.

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Development of the Expansion Area would require a minimal amount of Site preparation (i.e. grading and excavation) for installation and construction of the drainage improvements. These activities require the use of heavy equipment such as backhoes and dozers that would generate noise heard both on and off the Project Site. The most proximate residential area that is subject to potential construction noise impacts are two single-family non-conforming residential units just north of the Project boundary. Maximum one-hour construction noise could possibly peak as high as 89 dBA at the backyards of the nearest sensitive noise receptor during construction. However, these activities would only occur sporadically over a period of one to two days. Sierra High School is located approximately 660 feet north of the Project Site; far enough away that anticipated noise would not exceed local ambient noise levels.

Restricting the time of construction activities as outlined in the City of San Bernardino Municipal Code (8.54.070), would further reduce this impact. Although the construction noise levels exceed the 65 dBA standard for residential properties, these units are nonconforming uses according to the City's General Plan and zoning restrictions. These units are surrounded, and have been for many years, by heavy industrial noises. According to the City's Municipal Code (8.54.060), all temporary construction activities are exempt from these noise standards, provided construction activities are limited to the daytime hours (7:00 a.m. to 6:00 p.m.), and construction equipment is properly maintained with working mufflers. Implementation of Mitigation Measures N-1 through N-2 would ensure that construction noise levels would be reduced for nearby sensitive receptors; therefore impacts would be less than significant.

N-1: The developer shall require that all construction equipment is properly maintained with operating mufflers and air intake silencers, and prioritized the location of equipment staging and storage as far as practical from the existing residential units and school.

N-2: The developer shall require that all construction activities be restricted to occur between the hours of 7:30 am to 3:30 pm, Monday through Thursday, unless arrangement for an inspector is made at least 24 hours prior to any activity.

- b) Perceptible ground borne vibrations are typically associated with blasting operations and the use of pile drivers, neither of which would be used during construction of the Proposed Project. Consequently, no excessive ground borne vibration would be created by construction of the Project. As recycled vehicles enter and exit the Expansion Area, they would be moved by use of tow truck or forklift. Less than significant impacts due to Project-generated ground borne vibrations would result.
- c) No increases in, or new sources of, noise would be introduced to the Project Site as a result of the proposed Site modifications or expansion of the auto recycling facility. Ambient noise levels generated by the auto recycling facility are currently, and would continue to be, well below the allowable 80 dBA for Industrial zones. On-site activity would continue to be limited to daylight hours. Impacts to ambient noise levels would be less than significant.

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- e) The Project Site does not occur within the San Bernardino International Airport (SBIA) Influence Area, as shown in Figure LU-4 of the City’s General Plan, although it is adjacent to its boundary. The Airport is located approximately 1.5 miles to the southwest. Impacts from aircraft noise would have no effect on employees or visitors of the auto recycling facility.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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XIII. POPULATION AND HOUSING – Would the project:

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Remove existing housing and displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Other: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

- a) Proposed modifications and expansion of the existing auto recycling facility would have no impact on area population growth, either directly through the creation of new housing or employment, or indirectly through the extension of infrastructure. No impacts would occur.
- b) The Proposed Project would have no impact on existing housing, nor would it displace any residents or require the construction of housing elsewhere. No impacts to existing housing would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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XIV. PUBLIC SERVICES

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection, including medical aid?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks or other recreational facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

- a) **Fire Protection:** The City of San Bernardino Fire Department provides fire protection and emergency medical services to the Project Site and vicinity. The Fire Department provides emergency medical care (with emergency medical team personnel and paramedics), "HazMat" (hazardous materials) teams and resources, and aircraft rescue and fire fighting services. The Fire Department also conducts fire safety inspections of businesses, and educates the public about safety measures through school and disaster preparedness programs. As discussed in Section VIII, Hazards and Hazardous Materials, due to the on-site collection and storage of hazardous materials, the County of San Bernardino Hazardous Materials Division is also involved through the oversight of a Business Emergency/Contingency Plan [see Section VIII (a-b) for more details].

The City of San Bernardino has 12 fire stations within the City limits. The Fire Department also has mutual joint response agreements with the cities of Loma Linda, Colton, Rialto, Central Valley Fire District (Station #75, in Muscoy), and the U.S. Forest Service. The nearest station to the Project Site is Fire Station No. 221 located at 200 E. 3rd Street, approximately 0.6 mile south of the Project Site. The total number of personnel available to respond to emergencies, including two battalion Chief Officers, is currently 53, divided among fourteen companies. Response time for a unit varies, depending upon the location of the response site and whether units are responding to another call; however, the City's adopted response time standard is five minutes or less for 90 percent of the emergency calls for service.

The Proposed Project includes the installation of two new private on-site fire hydrants, in addition to 8 existing hydrants, to assist in combating potential fire hazards should they arise. Due to the on-site use and storage of hazardous and flammable materials, the business operator also has an Emergency/Contingency Plan that establishes procedures to follow in the event an emergency situation (such as a fire or hazardous spill) occurs. Oversight for this Plan is provided by the County of San Bernardino Fire Department, Hazardous Materials Division, and it is reviewed annually (see Section VIII, Hazards and Hazardous Materials) and renewed every three

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years. Due to the close proximity (0.6-mile) of an emergency fire response unit to the Project Site, and the maintenance, training and emergency preparation provided by the Emergency/Contingency Plan, implementation of the Proposed Project would not have a significant impact on fire protection services.

Police Protection: The City of San Bernardino Police Department provides law enforcement services for businesses and residences within the City limits. The City is divided into four Districts, with the Project Site being located in the Southeast District. The Police Department's Central Headquarters facility is located at 710 North "D" Street. All emergency calls and requests for service from the Project Site would be dispatched from this main station. As crime and calls for service change over time, the District's boundaries and staffing assignments are evaluated to maintain a balance of service across the City.

The proposed auto recycling facility modification and expansion includes construction of property fencing and gates, and the business maintains its own security service. No increase in service demands on existing police services are anticipated; therefore, impacts to law enforcement would be less than significant.

Schools: The proposed auto recycling facility modification and expansion would not result in a population increase, nor would it increase demand on school services; therefore, no impacts would result.

Parks: There are a total of 52 developed parks and recreational facilities in the City, encompassing approximately 540 acres, including three regional parks. Additionally, many school sites, community centers and senior centers throughout the City are available for recreational activities. No population increase would result from the Proposed Project and therefore no impact to parks would result.

Government Services: The proposed auto recycling facility modifications and expansion may result in an increase in volume of hazardous materials storage, however, since monitoring and oversight for these materials is already in place, this would not create an increase in service demand; therefore, impacts would be less than significant.

Maintenance of Public Facilities: Minor increases in traffic would occur as a result of the Proposed Project, which would contribute to incremental wear and tear on adjacent roadways. To cover costs for road construction and maintenance, a portion of the City's development application fees, in combination with revenue generated from the State's gasoline excise tax (Proposition 111 Motor Vehicle Fuel Tax, June 1990), is collected to offset public roadway maintenance. Impacts associated with local roadway maintenance would be less than significant.

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XV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

a-b) The proposed auto recycling facility modification and expansion would not increase the local population, nor would it result in the construction new or expansion of existing recreational facilities; therefore no impacts to recreational facilities would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC – 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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measures, or other standards established by the county congestion management agency for designated roads or highways?

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Other: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

- a-b) Access to and from the Project Site is via Waterman Avenue, 9th Street or 6th Street. Waterman Avenue is identified in the City’s General Plan Circulation Element as a Major Arterial, 9th Street a Secondary Arterial, and 6th Street a Collector Street. The City’s General Plan Draft EIR assigns four-lane Major Arterials a roadway capacity of 40,000 vehicles per day, two-lane Secondary Arterials of 12,000 vehicles per day, and two-lane Collector Streets of 10,000 vehicles per day. The proposed modification and expansion of the auto recycling facility is anticipated to result in an additional 15 vehicle trips (recycled cars transported via trailer or tow), on average, per day. Compared to the current traffic volume and designated capacity of Waterman Avenue, this increase would be less than significant.
- c) The Project Site does not occur in the San Bernardino International Airport Influence Area as shown in Figure LU-4 of the City’s General Plan. No impacts to air traffic patterns, including either an increase in traffic levels or a change in location of air traffic would result.
- d) The Proposed Project would not create or substantially increase hazardous conditions due to a design feature or incompatible uses. There are no sharp curves, dangerous intersections, or incompatible uses that would interfere with traffic flow. All street improvements would meet design criteria and be approved by the City of San Bernardino.

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- e) Project implementation would not impact emergency access. Site plans are required to meet all City design standards and are reviewed by City Planning, Building & Safety, and Fire Departments to ensure adequate emergency access is provided. Secondary emergency access is provided via Preston Street (see Figure 3b). No impacts would occur.
- f) The Proposed Project would not conflict with existing policies regarding alternative transportation, and no increased hazards to bicyclists or pedestrians would result; therefore, no impacts would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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XVII. UTILITIES AND SERVICE SYSTEMS –
Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the Santa Ana Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Result in determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

a,b,e) Wastewater collection and treatment for the Project Site is provided by the City of San Bernardino Water Department, and treated at the San Bernardino Water Reclamation Plant (SBWRP). The SBWRP is a 33 MGD (million gallons per day) regional secondary treatment facility that serves the City of San Bernardino, Loma Linda, Highland, East Valley and the San Bernardino International Airport, as well as neighboring unincorporated areas of San Bernardino County. Ultimately, new facilities, or an expansion of existing facilities, would be needed to accommodate the SBWRP service area proposed build-out of 48.2 MGD; however, this plant currently has sufficient capacity to service its region.

No aspect of the proposed facility modifications or expansion would affect existing wastewater quality, nor would the Proposed General Plan Amendment from Industrial Light and Commercial General to Industrial Heavy, result in an increase wastewater quantity. The existing facility currently meets, and would continue to meet, all requisites of the City of San Bernardino and the Santa Ana Regional Water Quality Control Board regarding wastewater output. Therefore, impacts are determined to be less than significant.

c) Flood control protection in the vicinity of the Project Area is administrated by the San Bernardino County Flood Control District, and design and construction of local storm drain facilities are the responsibility of the City of San Bernardino Public Works Department. A Preliminary Water Quality Management Plan and a Preliminary Hydrology Study & Drainage Analysis were prepared for the Proposed Project by Joseph E. Bonadiman & Associates, Inc. (2009), which included several Project design features to remediate storm water impacts (see discussion in Section IX, Hydrology and Water Quality). These drainage improvements are calculated to reduce off-site storm water runoff by 11 percent, as compared to existing conditions. In addition, current off-site flows are classified, and would remain, as sheet flow; therefore, impacts related to storm water drainage facilities would be less than significant.

d) The San Bernardino Municipal Water Department (SBMWD) provides domestic water service in the City. The SBMWD serves an area of approximately 43 square miles with 35,246 service connections. The Department produces over 497 gallons per capita per day, with the average

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metered consumption of 330 gallons per capita per day. Currently, the SBMWD available groundwater supply is approximately 49,460 acre-feet per year or 16.1 billion gallons per year.

Proposed existing Site modifications would not increase water demand. Impacts to water supply would be less than significant.

- f/g) Solid Waste: The proposed project would be served by the City of San Bernardino Refuse & Recycling Division, which provides collection services to residential and commercial/business customers for refuse, recyclables, and greenwaste. Materials that are not recycled in compliance with the Intergraded Waste Management Act (AB 939) are taken to one of two regional landfills in the valley, San Timoteo (permitted until 2026) or Mid-Valley (permitted until 2033), which are can receive up to 1,000 tons per day and 7,500 tons per day, respectively.

Because the auto recycling business centers on the recycling and reuse of automobile parts, usable parts are resold, unusable parts are recycled for scrap metals, and unusable tires are recycled with the CalRecycle Tire Program regulated by the California Integrated Waste Management Board. Consequently, the proposed 4.69-acre Expansion Site would not generate a significant amount of additional solid waste into the City’s waste stream. Likewise, minor changes in operations to include auto repair facilities would not significantly impact landfill capacity. The solid waste collection system would not be adversely affected by the development of the Project Site, and impacts would be less than significant.

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

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <p>a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of major periods of California history or prehistory?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

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

Discussion:

- a) The Project would not substantially degrade the quality of the environment, and the Site does not occur within an area designated as critical habitat for any biological resource. The Site and surrounding area occur within a primarily developed commercial and industrial area. No substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the USFWS would occur. Impacts would be less than significant.

A records search conducted by the San Bernardino County Museum Archaeological Information Center indicated the sensitivity for historic archaeological resources is considered high, but low for prehistoric archaeological resources. An historic record review and site investigation resulted in the determination that impacts to historic resources are not anticipated as a result of the Project; however, if any sensitive historic or pre-historic artifacts are uncovered during any excavation and construction activities, a qualified archaeologist should be contacted for evaluation of the deposits. Implementation of Mitigation Measures CR-1 through CR-3 as provided in this Initial Study would ensure potential impacts are reduced to a less than significant level.

- b) Impacts associated with the Proposed Project would not be considered adverse or unfavorable. The Project is not anticipated to generate significant amounts of solid waste, hazardous waste, traffic or air pollutants. All improvements would be required to comply with regulations set forth in the City's Development Code. No significant cumulative adverse impacts would result from implementation of the Proposed Project. Impacts would be less than significant.
- c) Proposed development at the Site would not cause substantial long-term adverse effects on human beings, either directly or indirectly. On-site hazardous materials handling complies with all federal, state and local requirements, with no impacts occurring to neighboring people or properties. Construction activities would temporarily increase ambient noise levels for the immediately surrounding area. The City's noise ordinance requires construction activities to be limited to the hours between 7:00 a.m. to 6:00 p.m. Monday through Friday, with no heavy construction occurring on weekends or national holidays. Additionally, all equipment is required to be properly equipped with standard noise muffling apparatus. Adhering to the City's noise ordinance and implementation of mitigation measures within this Initial Study would ensure impacts from construction would be less than significant.

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REFERENCES

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

1. City of San Bernardino, General Plan, November 1, 2005.
2. City of San Bernardino, General Plan Update and Associated Specific Plans Draft EIR, The Planning Center, July 25, 2005.
3. City of San Bernardino, Development Code, February 2007.
4. Joseph E. Bonadiman & Associates, Inc., Preliminary Water Quality Management Plan (WQMP) for Midnight & Pick-A-Part Auto Recycling Facility Conditional Use Permit (CUP) & General Plan Amendment (GPA) Applications for Various Improvements , July 7, 2009.
5. Joseph E. Bonadiman & Associates, Inc., Preliminary Hydrology Study and Drainage Analysis for Midnight & Pick-A-Part Auto Recycling Facility Conditional Use Permit (CUP) & General Plan Amendment (GPA) Applications for Various Improvements , October 8, 2009.
6. Lilburn Corporation, Midnight & Pick-A-Part Biological Resources Assessment and Jurisdictional Delineation, Site Survey, September 2010.
7. McKenna et al., A Phase I Cultural Resources Investigation: The Proposed Expansion of the Midnight & Pick-A-Part Auto Recycling Center, November 1, 2010.
8. State of California Auto Dismantlers Association (SCADA), Partners in the Solution – Guidance Manual, September 2006.
9. South Coast Air Quality Management District, CEQA Air Quality Handbook, 2010.