

CITY OF SAN BERNARDINO  
DEVELOPMENT SERVICES  
INITIAL STUDY

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CITY OF SAN BERNARDINO  
INITIAL STUDY FOR

Hallmark at Shenandoah Warehouse Project  
Development Permit Type XX XX-XX

**PROJECT DESCRIPTION/LOCATION:**

The proposed project includes the construction of a 340,080 square-foot high-cube warehouse on 14.43 acres. The building will be located at the northwest corner of Hallmark Parkway and Shenandoah Way in the City of San Bernardino, California. The project also includes demolition of an existing asphalt parking lot on the southern portion of the project site. The project site is generally located west of Interstate 215 and east of Cajon Boulevard, between Lexington Way and Saratoga Way. The project site is located on Assessor's Parcel Numbers 266-362-04 and -05.

**DATE:**

January 2015

**PREPARED FOR**

Summit Equities, LLC.  
24541 North 120<sup>th</sup> Place  
Scottsdale, Arizona 85255

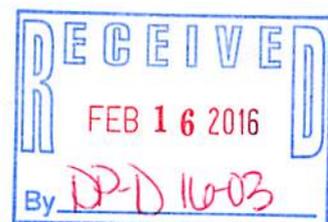
**PREPARED BY**

MIG | Hogle-Ireland  
1500 Iowa Avenue, Suite 110  
Riverside, California 92507  
951-787-9222

**REVIEWED BY**

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

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

1. **Project Title:** Hallmark at Shenandoah Warehouse
2. **Lead Agency Name:** City of San Bernardino  
**Address:** 300 North "D" Street  
San Bernardino, California 92418
3. **Contact Person:** Travis Martin, Assistant Planner  
**Phone Number:** 909-384-7272 x 5313
4. **Project Location (Address/Nearest cross-streets):** The project site is located at the northwest corner of Hallmark Parkway and Shenandoah Way, San Bernardino, California 92407 (See Exhibit 1, Regional Context and Vicinity Map).
5. **Project Sponsor:** Summit Equities, LLC  
24541 North 120<sup>th</sup> Place  
Scottsdale, Arizona 85255
6. **General Plan Designation:** Current – II. (Industrial Light)
7. **Description of Project (Describe the whole action involved, including, but not limited to, later phases of the project and any secondary, support, or off-site feature necessary for its implementation. Attach additional sheets, if necessary):**

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The proposed project includes the construction of a 340,080 square-foot high-cube warehouse on 14.43 acres (Assessor's Parcel Numbers 0266-362-04 and -05) of which 10,000 square feet is proposed to be used for office space (See Exhibit 2, Site Plan). The building will be located at the northwest corner of Hallmark Parkway and Shenandoah Way in the City of San Bernardino, California. The project also includes demolition of an existing asphalt parking lot on the southern portion of the project site (APN 0266-362-04). The project site is generally located north of Shenandoah Way, south of Lexington Way, east of Cajon Boulevard, and west of Hallmark Parkway. The project site is bounded on the north by an adjacent warehouse, on the south by Shenandoah Way, on the east by adjacent warehouses, and on the west by Hallmark Parkway.

The building will be constructed as a concrete tilt-up building with steel truss roof structure and wood deck. The proposed project includes parking stalls for 62 truck-trailers and 197 passenger vehicle spaces (9'x19'). The project has been designed with a minimum 10-foot setback on all yards and will have a maximum height of 50 feet. The project will include 73,050 square feet of landscaping. The property will be secured with an eight-foot tall metal fence. Ingress and egress is proposed at the project site via a 35-foot driveway on Hallmark Parkway and via 40-foot and 30-foot driveways on Shenandoah Way.

The project proposes two water quality detention basins on the southern boundary of the project site. The project will connect to sewers via a 6-inch lateral connection under Hallmark Parkway to include cleanouts at 6 feet inside each fire access and a monitoring manhole. Domestic water will be provided via a 2.5-inch connection under Hallmark Parkway. Irrigation water will be provided via two 2-inch service connections with backflow preventers. Construction is anticipated to begin in 2017.

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

The project site is surrounded by light industrial uses on all sides. Existing access to the site is provided via two driveways along Shenandoah Way. APN 0266-362-05 is generally covered with grasses and shrubs and APN 0266-362-04 is an existing asphalt parking lot. There are trees located throughout the parking lot that were planted as part of the parking lot median landscaping (See Exhibit 3, Photo Survey).

Direction	General Plan Designation	Zoning District	Existing Land Use
Project Site	Industrial Light (IL)	Industrial Light (IL)	Vacant, Parking
North	Industrial Light (IL)	Industrial Light (IL)	Light Industrial
South	Industrial Light (IL)	Industrial Light (IL)	Light Industrial
North	Industrial Light (IL)	Industrial Light (IL)	Light Industrial
South	Industrial Light (IL)	Industrial Light (IL)	Light Industrial

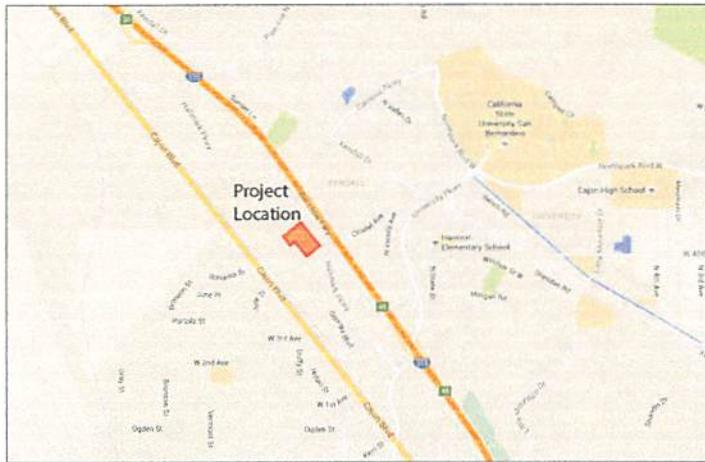
**9. Other agencies whose approval is required (e.g., permits, finance approval, or participation agreement):**

- Santa Ana Regional Water Quality Control Board
  - Storm Water Pollution Prevention Plan (SWPPP)
  - Water Quality Management Plan (WQMP)

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Regional



Vicinity



Exhibit 1 Regional and Vicinity Map

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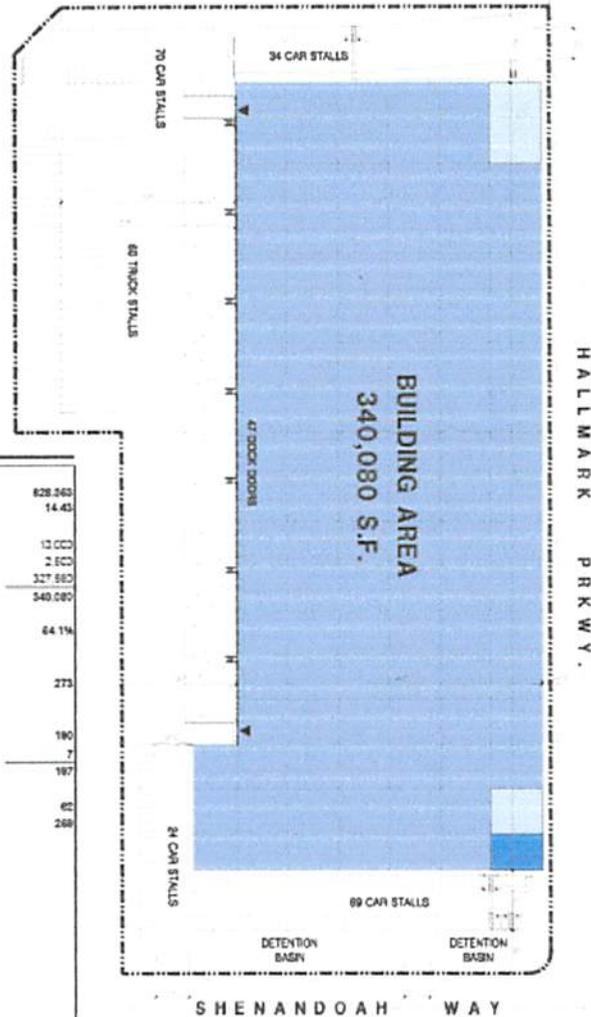
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Hallmark at Shenandoah Warehouse  
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Tabulation

<b>SITE AREA</b>		
Square feet		628,260
Acres		14.43
<b>BUILDING AREA</b>		
Office		10,000
Mezzanine		2,000
Warehouse		327,500
<b>TOTAL</b>		<b>340,080</b>
<b>COVERAGE</b>		
		64.1%
<b>AUTO PARKING REQUIRED</b>		
1/1250 SF		273
<b>AUTO PARKING PROVIDED</b>		
Standard (9'x18')		180
Accessible (8'x18')		7
<b>Total</b>		<b>187</b>
<b>TRAILER PARKING PROVIDED</b>		
		60
<b>TOTAL PARKING PROVIDED</b>		<b>247</b>
<b>LOT COVERAGE</b>		
75%		
<b>SETBACKS</b>		
	Bldg.	Landscape
Front	10'	10'
Side	10'	NA
Rear	10'	NA
<b>BUILDING HEIGHT</b>		
		50'
<b>ZONING ORDINANCE FOR CITY</b>		
		Zoning Designation - IL
<b>LANDSCAPE REQUIRED</b>		
15% of parking area		5,643
10' front landscape		14,748
<b>Total landscape required</b>		<b>20,391</b>
<b>LANDSCAPE PROVIDED</b>		
		73,060



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**Exhibit 2 Site Plan**  
Hallmark at Shenandoah Warehouse  
San Bernardino, California



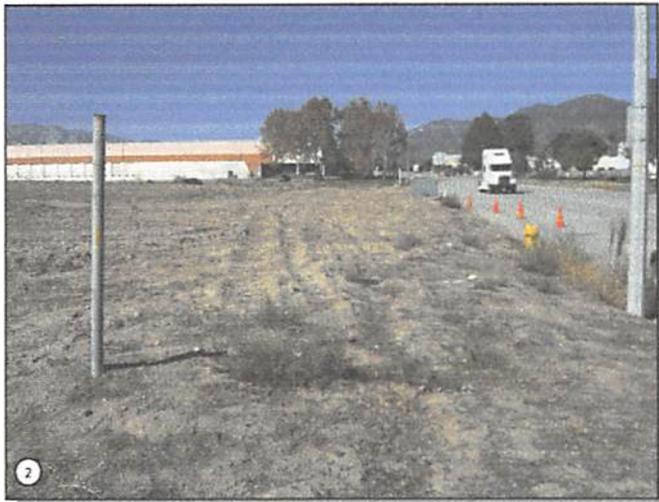
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### Exhibit 3 Photo Location Map

Hallmark at Shenandoah Warehouse  
San Bernardino, California

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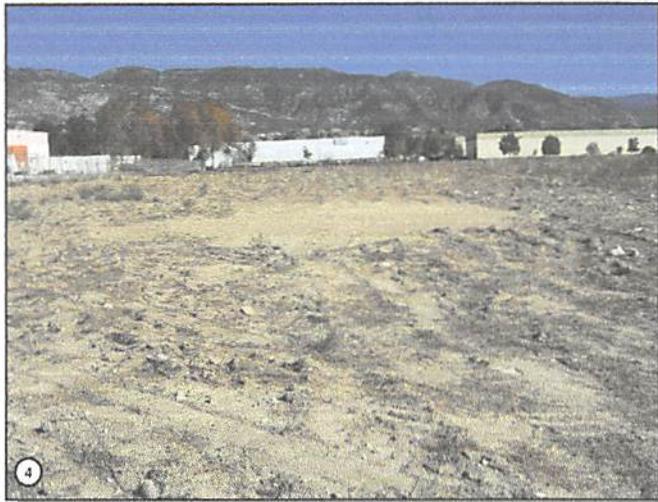
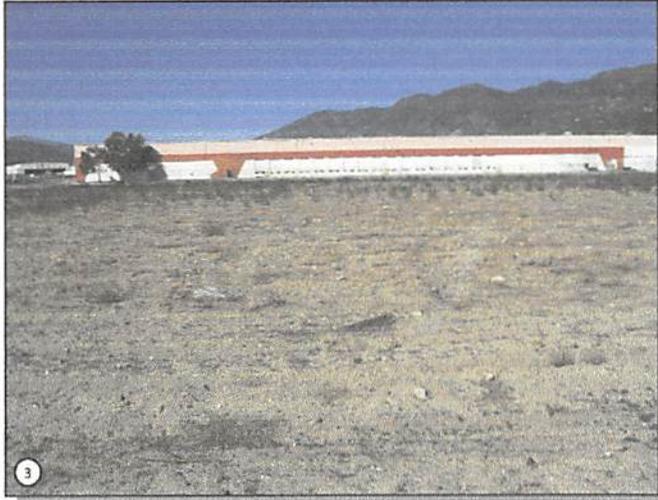


**Exhibit 3a Photographic Survey**

Hallmark at Shenandoah Warehouse  
San Bernardino, California

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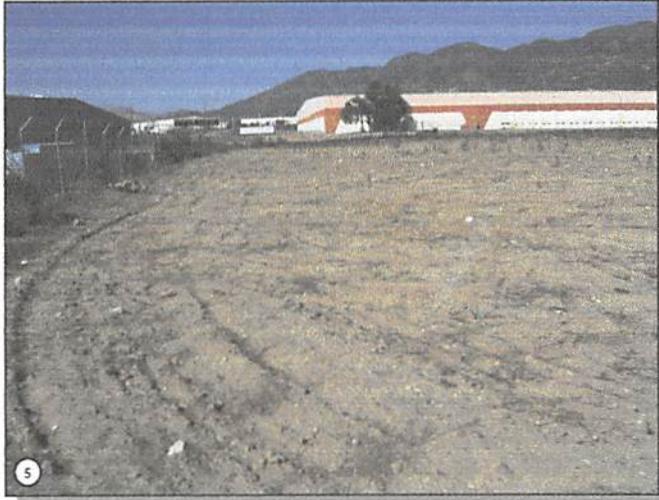


**Exhibit 3b Photographic Survey**

Hallmark at Shenandoah Warehouse  
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**Exhibit 3c Photographic Survey**

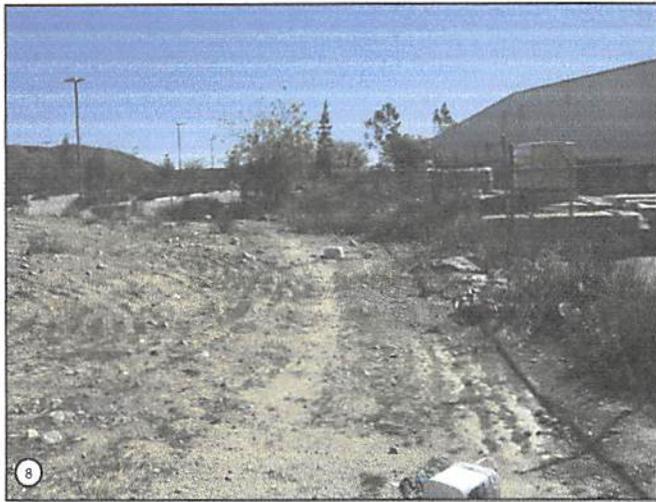
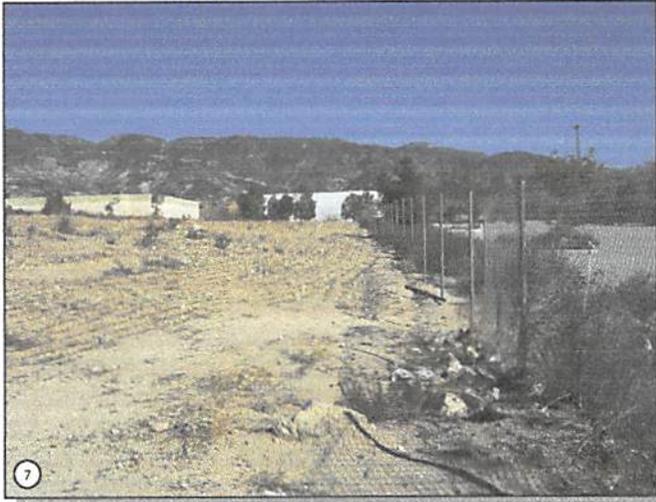
Hallmark at Shenandoah Warehouse  
San Bernardino, California

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**Exhibit 3d Photographic Survey**

Hallmark at Shenandoah Warehouse  
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**Exhibit 3e Photographic Survey**

Hallmark at Shenandoah Warehouse  
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**Exhibit 3f Photographic Survey**

Hallmark at Shenandoah Warehouse  
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**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

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

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

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

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
For

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

**Discussion:**

I. a) **Less than Significant Impact.** Scenic vistas can generally be defined as natural landscapes that form views of unique flora, geologic, or other natural features that are generally free from urban intrusions. Typical scenic vistas include views of mountains and hills, large, uninterrupted open spaces, and waterbodies. Scenic vistas generally play a large role in the way a community defines itself and also effects development patterns as projects are designed to take advantage of viewsheds. Scenic vistas can be impacted by development in two ways. Indirectly, a structure may be constructed where it blocks the view of a vista. Directly, a scenic vista itself may be altered (i.e., development on a scenic hillside). The project site is primarily vacant with a portion consisting of an asphalt parking lot. The project is a light industrial development proposed in an area dominated by light and medium industrial uses.

Scenic vistas in the project vicinity are limited to views of the San Bernardino Mountains to the north. The project consists of light industrial structures that are consistent in height with surrounding development. Furthermore, the project site is surrounded on all sides by other light industrial buildings; therefore, the project could not block any views of the San Bernardino Mountains. Impacts to scenic vistas will be less than significant.

I. b) **No Impact.** The project is not adjacent to a designated state scenic highway as identified on the California Scenic Highway Mapping System.<sup>1</sup> While scenic vistas form a complete viewshed, scenic resources are isolated occurrences of aesthetically pleasing forms. Typical examples of natural scenic resources include rock outcroppings, trees, and prominent ridgelines. Scenic resources can also be man-made, such as architecturally distinctive or historic buildings. The project site is primarily vacant with a portion consisting of asphalt. The project site is currently undeveloped but surrounded by light industrial development on all sides. There are no rock outcroppings on the site. On-site vegetation is limited to grasses and trees located throughout the parking lot portion of the site that were planted as part of the median landscaping.

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Therefore, no impact to scenic resources will occur.

- i. c) **Less than Significant Impact.** Development of the proposed project could result in a significant impact if it resulted in substantial degradation of the existing visual character or quality of the site and its surroundings. Degradation of visual character or quality is defined by substantial changes to the existing site appearance through construction of structures such that they are poorly designed or conflict with the site's existing surroundings.

Construction of the proposed buildings on the site would alter the existing visual character of the site. However, the project site is completely surrounded by light industrial development on all sides. The project area has exhibited a transition from vacant uses to industrial uses and is reflected in the General Plan land use designations for the area.

The design features of the proposed project are consistent with other industrial uses in the area. Furthermore, the project is required to comply with all pertinent design requirements and policies as listed in the City's Community Design Element and Development Code, to assure quality site design and building architecture that is consistent with the character of the area, and screens any potentially offensive views. Impacts to the visual character of the site and the area will be less than significant.

- i. d) **Less than Significant Impact.** Excessive or inappropriately directed lighting can adversely impact night-time views by reducing the ability to see the night sky and stars. Glare can be caused from unshielded or misdirected lighting sources. Reflective surfaces (i.e., polished metal) can also cause glare. Impacts associated with glare range from simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists).

The proposed project includes exterior parking lots, security lighting, and building interior lighting that will increase the amount of ambient light in the surrounding area. The proposed project is required to conform to the City's Development Code standards contained in Section 19.20.030.14 that requires lighting to be recessed or shielded and directed downwards to prevent glare onto adjacent properties. The section also requires lighting fixtures to be appropriate in scale, intensity, and height to the use it is serving. Compliance with the Development Code standards for lighting will ensure that lighting and glare impacts are less than significant. The project does not include any reflective materials such as glass or substantial amounts of polished metal; therefore, less than significant impacts related to glare will occur.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>II. AGRICULTURE AND FOREST RESOURCES:</b>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agriculture use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

- II a) **No Impact.** The map of Important Farmland in California (2012) prepared by the Department of Conservation for San Bernardino County does not identify the project site as being prime farmland, unique farmland, or farmland of Statewide Importance.<sup>2</sup> In addition, the City of San Bernardino General Plan does not identify any areas for agricultural use. Therefore, there will be no conversion of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance to a non-agricultural use as a result of this project.
- II b) **No Impact.** The Map of San Bernardino County Williamson Act Lands (2004) identifies the project site as being on non-enrolled land.<sup>3</sup> In addition the project is currently zoned Light Industrial (L.U). Therefore, there will be no conflict with existing zoning for agricultural use or a Williamson Act contract.
- II c) **No Impact.** Public Resources Code Section 12220(g) identifies forest land as *land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.* The project site and surrounding properties are not currently being managed or used for forest land or timber as identified in Public Resources Code Section 12220(g). The project site is zoned for light industrial uses. Development of this project will have no impact to any timberland zoning.
- II d) **No Impact.** As indicated in II c), the area is designated as non-forest land; thus, there will be no loss of forest land or conversion of forest land to non-forest use as a result of this project.

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- II e) **No Impact.** The project site is currently primarily vacant with no agriculture or forest uses. The project is surrounded by other light industrial uses. None of the surrounding sites contain existing agriculture or forest uses. Development of this project will not change the existing environment in a manner that will result in the conversion of farmland to non-agriculture use or forest land to a non-forest use.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>III. AIR QUALITY – Would the project:</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan? (South Coast Air Basin)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation based on the thresholds in the SCAQMD's "CEQA Air Quality Handbook?"	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>
f) Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

III a) **Less than Significant Impact.** A significant impact could occur if the proposed project conflicts with or obstructs the implementation of the South Coast Air Basin 2007 Air Quality Management Plan. Conflicts and obstructions that hinder implementation of the AQMP can delay efforts to meet attainment deadlines for criteria pollutants and maintaining existing compliance with applicable air quality standards. Pursuant to the methodology provided in Chapter 12 of the 1993 SCAQMD CEQA Air Quality Handbook, consistency with the South Coast Air Basin 2007 Air Quality Management Plan (AQMP) is affirmed when a project (1) does not increase the frequency or severity of an air quality standards violation or cause a new violation and (2) is consistent with the growth assumptions in the AQMP.\* Consistency review is presented below:

1. The project would result in short-term construction and long-term pollutant emissions that are less than the CEQA significance emissions thresholds established by the SCAQMD, with mitigation incorporated, as demonstrated in Section III et seq herein; therefore, the project could not result in an increase in the frequency or severity of any air quality standards violation and will not cause a new air quality standard violation.
2. The CEQA Air Quality Handbook indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plans, and *significant projects*. *Significant projects* include airports, electrical generating facilities, petroleum and gas refineries,

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designation of oil drilling districts, water ports, solid waste disposal sites, and off-shore drilling facilities; therefore, the proposed project is not defined as *significant*.

Based on the consistency analysis presented above, the proposed project will not conflict with the AQMP.

- III b) **Less than Significant with Mitigation Incorporated.** A project may have a significant impact if project related emissions would exceed federal, state, or regional standards or thresholds, or if project-related emissions would substantially contribute to existing or project air quality violations. The proposed Project is located within the South Coast Air Basin, where efforts to attain state and federal air quality standards are governed by the South Coast Air Quality Management District (SCAQMD). Both the State of California (State) and the Federal government have established health-based ambient air quality standards (AAQS) for seven air pollutants (known as *criteria pollutants*). These pollutants include ozone (O<sub>3</sub>), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), inhalable particulate matter with a diameter of 10 microns or less (PM<sup>10</sup>), fine particulate matter with a diameter of 2.5 microns or less (PM<sup>2.5</sup>), and lead (Pb). The state has also established AAQS for additional pollutants. The AAQS are designed to protect the health and welfare of the populace within a reasonable margin of safety. Where the state and federal standards differ, California AAQS are more stringent than the national AAQS.

Air pollution levels are measured at monitoring stations located throughout the air basin. Areas that are in nonattainment with respect to federal or state AAQS are required to prepare plans and implement measures that will bring the region into attainment. Table 1 (South Coast Air Basin Attainment Status) summarizes the attainment status in the Basin for the criteria pollutants. Discussion of potential impacts related to short-term construction impacts and long-term area source and operational impacts are presented below.

**Table 1  
South Coast Air Basin Attainment Status**

Pollutant	Federal	State
O <sub>3</sub> (1-hr)	--	Nonattainment
O <sub>3</sub> (8-hr)	Nonattainment	Nonattainment
PM <sup>10</sup>	Nonattainment	Nonattainment
PM <sup>2.5</sup>	Nonattainment	Nonattainment
CO	Attainment	Attainment
NO <sub>2</sub>	Attainment	Nonattainment
SO <sub>2</sub>	Attainment	Attainment
Pb	--	Nonattainment

Source: ARB 2011

**Construction Emissions**

The California Emissions Estimator Model (CalEEMod) version 2013.2.2 was utilized to estimate emissions from proposed construction activities.<sup>5</sup> Construction of the proposed project is expected to be completed and operation is anticipated to begin in 2018. Construction phase lengths for demolition, site preparation, grading, and paving were extrapolated from CalEEMod defaults. CalEEMod defaults for construction timing, equipment needs, and vehicle trips were used because no construction schedule has been developed for this project at this time. No import or export of soil was assumed for the project.

Based on the results of the model, maximum daily emissions from the construction of the proposed project will result in excessive emissions of volatile organic chemicals (identified as reactive organic gases) associated with interior and exterior coating activities. Using the default assumption of 250 g/l VOC content for non-residential interior and exterior surfaces, daily VOC emissions would reach 448.94 lbs/day.

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To compensate for excessive VOC emissions from coating activities for the proposed project, the model includes use of a maximum zero g/l VOC content for all interior and exterior surfaces. Use of low-VOC coatings during construction activities will reduce VOC emissions to 71.35 lbs/day during summer and winter months, less than the SCAQMD threshold. The requirement for use of low-VOC coatings has been included as Mitigation Measure AQ-1. The results of the CalEEMod output with mitigation incorporated is summarized in Table 2 (Maximum Daily Construction Emissions (lbs/day)).

**Table 2  
Maximum Daily Construction Emissions (lbs/day)**

Year	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<i>2017</i>						
Summer	6.17	69.69	47.98	0.09	10.00	6.46
Winter	6.18	69.70	47.88	0.08	10.00	6.46
<i>2018</i>						
Summer	4.30	31.87	40.82	0.09	5.23	2.50
Winter	4.38	32.16	41.65	0.08	5.24	2.51
<b>SCAQMD Threshold</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Potential Impact?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<i>Source: MIG 2016 CalEEMod</i>						
<i>Note: Volatile organic compounds are measured as reactive organic compounds</i>						

**AQ-1** Prior to issuance of building permits, the City Building Official shall verify that construction plans submitted by the project proponent reflect use of architectural coatings where the content of volatile organic compounds (VOC) does not exceed zero g/l for internal and exterior non-residential applications. This measure shall be verified through standard building inspections. The applicant shall bear the cost of implementing this mitigation.

**Operational Emissions**

Operational emissions are summarized in Table 3 (Long-Term Daily Emissions (lbs/day)). Long-term emissions will exceed the NO<sub>x</sub> daily threshold established by SCAQMD from mobile sources. In order to mitigate for excessive NO<sub>x</sub> emissions, Mitigation Measure AQ-2 will be incorporated. Mitigation Measure AQ-2 requires operations at the proposed facility to be implemented such that the SCAQMD daily threshold (established as the performance standard for the measure) will not be exceeded through application of common mitigation techniques for high-cube warehouses that could include use of higher-efficiency engines in the operator's fleet, installation of filters that reduce NO<sub>x</sub> emissions from the operator's fleet, or a reduction in the number of trucks permitted to enter the site on a daily basis. A 25 percent reduction is required to be demonstrated in order to meet the performance standard. Impacts will be less than significant with mitigation incorporated.

**Table 3  
Long-Term Daily Emissions (lbs/day)**

Source	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<i>Summer</i>						
Area Sources	14.91	0.00	0.04	0.00	0.00	0.00
Energy Demand	0.02	0.19	0.16	0.00	0.01	0.01
Mobile Sources	6.34	66.09	82.95	0.00	17.41	5.49
<b>Summer Total</b>	<b>21.27</b>	<b>66.29</b>	<b>83.16</b>	<b>0.33</b>	<b>17.43</b>	<b>5.51</b>
<i>Winter</i>						
Area Sources	14.91	0.00	0.04	0.00	0.00	0.00
Energy Demand	0.02	0.19	0.16	0.00	0.01	0.01

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Mobile Sources	6.58	68.53	89.25	0.33	17.42	5.49
<b>Winter Total</b>	<b>21.51</b>	<b>68.72</b>	<b>89.45</b>	<b>0.33</b>	<b>17.43</b>	<b>5.51</b>
<b>Threshold</b>	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Potential Impact?</b>	<b>No</b>	<b>Yes</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

**AQ-2** Prior to issuance of business licenses, the building tenant shall provide evidence to the City Planning Division that emissions from truck fleet trips and other operations will not exceed the South Coast Air Quality Management District's (SCAQMD) daily oxides of nitrogen threshold through documentation required by the State Truck and Bus Regulation (California Code of Regulations, Title 13, Section 2025). Oxides of nitrogen emissions from operations can be reduced in a variety of ways including, but not limited to, engine retrofitting, engine replacement, use of hybrid or zero emissions vehicles, and operational restrictions such as further limitations on idling beyond state requirements.

**Localized Significance**

As part of the SCAQMD's environmental justice program, attention has recently been focusing more on the localized effects of air quality. Although the region may be in attainment for a particular criteria pollutant, localized emissions from construction activities couple with ambient pollutant levels can cause localized increases in criteria pollutants that exceed national and/or State air quality standards.

Construction-related criteria pollutant emissions and potentially significant localized impacts were evaluated pursuant to the SCAQMD Final Localized Significance Thresholds Methodology. This methodology provides screening tables for one through five-acre project scenarios, depending on the amount of site disturbance during a day using the Fact Sheet for equipment usage in CalEEMod.<sup>6</sup> Daily oxides of nitrogen (NO<sub>x</sub>), carbon monoxide (CO), and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) emissions will occur during construction of the project, grading of the project site, and paving of facility parking lot and drive aisles. Table 4 (Localized Significance Threshold Analysis) summarize on- and off-site emissions as compared to the local thresholds established for Source Receptor Area (SRA) 34 (Central San Bernardino Valley). Based on the use of four tractors and three dozers during site preparation activities, a 3.5-acre threshold will be used (using linear regression). A 200-meter receptor distance was used to reflect the proximity of residential uses to east of the project site. Note that particulate matter emissions account for daily watering required by SCAQMD Rule 403 (three times per day for a 61 percent reduction in fugitive dust). Emissions from construction activities will not exceed any localized threshold.

**Table 4  
Five Acre Localized Significant Threshold Analysis**

<b>Construction Activity</b>	<b>CO</b>	<b>NO<sub>x</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Paving Demolition	33.89	42.70	5.51	2.49
Site Preparation	39.40	51.75	9.80	6.41
Grading	46.81	69.59	6.70	4.45
Building Construction	18.13	26.41	1.78	1.67
Paving	14.49	17.16	0.94	0.86
Architectural Coating	1.85	2.01	0.15	0.15
<b>Maximum</b>	<b>46.81</b>	<b>69.59</b>	<b>9.80</b>	<b>6.41</b>
<b>Threshold</b>	<b>7,393.72</b>	<b>430.61</b>	<b>94.27</b>	<b>30.5</b>
<b>Potentially Significant?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

III c) **Less than Significant Impact.** Cumulative short-term, construction-related emissions and long-term, operational emissions from the project will not contribute considerably to any potential cumulative air quality impact because short-term project and operational emissions will not exceed any SCAQMD daily threshold with mitigation incorporated. As required of the proposed project, other concurrent construction projects and operations in the region will be required to implement standard air quality regulations and mitigation

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pursuant to CEQA requirements to prevent cumulative short-term impacts due to multiple construction projects. As such, impacts will be less than significant.

- III d) **Less than Significant Impact.** Sensitive receptors are those segments of the population that are most susceptible to poor air quality such as children, the elderly, the sick, and athletes who perform outdoors. Land uses associated with sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The proposed project includes demolition of an existing asphalt parking lot and the construction of a 340,080 square-foot high-cube warehouse on 14.43 acres. The nearest land uses that are considered *sensitive receptors* are the residential dwelling units located approximately 0.12 miles to the east of the project site.

A carbon monoxide (CO) hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO hotspots have the potential for violation of state and federal CO standards at study area intersections, even if the broader Basin is in attainment for federal and state levels. In general, SCAQMD and the California Department of Transportation Project-Level Carbon Monoxide Protocol (CO Protocol) recommend analysis of CO hotspots when a project has the potential for resulting in higher CO concentrations within the region and increases traffic congestion at an intersection by more than two percent that is operating at LOS D or worse. According to the City's General Plan Circulation Element, none of the intersections listed as worse than LOS D are located on or adjacent to the project site. The nearest intersection with an unacceptable LOS is Waterman Avenue and 36<sup>th</sup> Street, approximately 4 miles east of the project site.<sup>7</sup> Therefore, the project would not result in or contribute to the creation of a carbon monoxide hotspot and further modeling is not required. No impact will occur.

- III e) **No Impact.** According to the CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). The proposed project is sited within an existing industrial and commercial area. The proposed project does not produce odors that would affect a substantial number of people considering that the proposed project will not result in heavy manufacturing activities. No impact will occur.

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

**Discussion:**

IV-a) **Less than Significant Impact.** The General Plan EIR identifies critical habitat areas for San Bernardino kangaroo rat and coastal California gnatcatcher; the project site is not located in one of these areas.<sup>6</sup> The General Plan EIR also identifies biological resource areas and riparian corridors; the project site is not located in one of these areas. The proposed project includes demolition of an existing asphalt parking lot and the construction of a 340,080 square-foot high-cube warehouse on 14.43 acres at the northwest corner of Hallmark Parkway and Shenandoah Way. The project site is located in an area dominated by light industrial uses. However, this area remains in the process of becoming completely built-out and there are vacant parcels throughout the project vicinity. The proposed project includes work on two separate parcels, one of which is

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undeveloped land. The project site's northern parcel (APN 0266-362-05) is generally covered with grasses and shrubs. The southern parcel (APN 0266-362-04) is developed with a paved parking lot and trees that were planted as part of the median landscaping. According to the California Natural Diversity Database (CNDDDB), the special status animal and plant species listed in Tables 5 and 6 have been observed within the San Bernardino North Quadrangle.<sup>9</sup> The San Bernardino North Quadrangle covers approximately 63 square miles, including a portion of the San Bernardino National Forest. As such, although these species have been recorded in the project area, given the disturbed condition of the project site and the industrial nature of the surrounding area, impacts to candidate, sensitive or special status species will be less than significant.

**Table 5  
San Bernardino North Quadrangle Special Status Animal Species**

Common Name	Scientific Name	Federal Status	State Status
<i>Amphibians</i>			
southern mountain yellow-legged frog	<i>Rana muscosa</i>	FE	SE
San Gabriel slender salamander	<i>Batrachoseps gabrieli</i>	--	--
<i>Birds</i>			
least Bell's vireo	<i>Vireo bellii pusillus</i>	FE	SE
coastal California gnatcatcher	<i>Poliotptila californica californica</i>	FT	SSC
California horned lark	<i>Eremophila alpestris actia</i>	--	--
<i>Invertebrates</i>			
Andrew's marble butterfly	<i>Euchloe byantis andrewsi</i>	--	--
Crotch bumble bee	<i>Bombus crotchii</i>	--	--
<i>Mammals</i>			
San Bernardino flying squirrel	<i>Glaucomys sabrinus californicus</i>	--	SSC
San Bernardino kangaroo rat	<i>Dipodomys merriami parvus</i>	FE	SSC
western yellow bat	<i>Lasiurus xanthinus</i>	--	SSC
northwestern San Diego pocket mouse	<i>Chaetodipus fallax fallax</i>	--	SSC
San Diego desert woodrat	<i>Neotoma lepida intermedia</i>	--	SSC
San Diego black-tailed jackrabbit	<i>Lepus californicus bennettii</i>	--	SSC
Los Angeles pocket mouse	<i>Perognathus longimembris brevinaus</i>	--	SSC
<i>Reptiles</i>			
coast horned lizard	<i>Phrynosoma blainvillii</i>	--	SSC
San Bernardino ringneck snake	<i>Diadophis punctatus modestus</i>	--	--
two-striped garter snake	<i>Thamnophis hammondi</i>	--	SSC
rosy boa	<i>Charina trivirgata</i>	--	--
orangethroat whiptail	<i>Aspidoscelis hyperythra</i>	--	SSC
Source: California Department of Fish and Wildlife, California Natural Diversity Database (CNDDDB)			
Key:			
Federal	State		
FE: Federally-listed Endangered	SE: State-listed Endangered		
FT: Federally-listed Threatened	ST: State-listed Threatened		
	CSC: State Species of Special Concern		

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**Table 6  
San Bernardino North Quadrangle Special Status Plant Species**

Common Name	Scientific Name	Federal Status	State Status	CNPS Status
<i>Plants</i>				
Parish's desert-thorn	<i>Lycium parishii</i>	--	--	2B.3
San Bernardino Mountains owl's-clover	<i>Castilleja lasiorhyncha</i>	--	--	1B.2
singlewhorl burrobrush	<i>Ambrosia monogyra</i>	--	--	2B.2
San Bernardino aster	<i>Symphotrichum defoliatum</i>	--	--	1B.2
Parry's spineflower	<i>Chorizanthe parryi</i> var. <i>parryi</i>	--	--	1B.1
slender-horned spineflower	<i>Dodecabeema leptoceras</i>	SF	FE	1B.1
Santa Ana River woollystar	<i>Eriastrum densifolium</i> ssp. <i>sanctorum</i>	SF	FE	1B.1
California satintail	<i>Imperata brevifolia</i>	--	--	2B.1
black bog-rush	<i>Schoenus nigricans</i>	--	--	2B.2
Plummer's mariposa-lily	<i>Calochortus plummerae</i>	--	--	4.2
southern jewelflower	<i>Streptanthus campestris</i>	--	--	1B.3
hot springs fimbriistylis	<i>Fimbriistylis thermalis</i>	--	--	2B.2
smooth tarplant	<i>Centromadia pungens</i> ssp. <i>lucris</i>	--	--	1B.1
thread-leaved brodiaea	<i>Brodiaea filifolia</i>	FT	SE	1B.1
<i>Plant Communities</i>				
<i>Riversidian Alluvial Fan Sage Scrub</i>		N/A		
<i>Southern Sycamore Alder Riparian Woodland</i>		N/A		
Source: California Department of Fish and Wildlife, California Natural Diversity Database (CNDDDB)				
<b>Key:</b>				
California Native Plant Society (CNPS) Rare Plant Ranking System:				
1B: Plants listed as rare, threatened, or endangered in California and elsewhere				
2B: Plants rare, threatened, or endangered in California, but more common elsewhere				
3: Plants about which we need more information				
CNPS added a decimal threat rank to the List rank to parallel that used by the CNDDDB. This extension replaces the E (Endangerment) value from the R-E-D Code. CNPS ranks therefore read like this: 1B.1, 1B.2, etc. Threat code extensions and their meanings are as follows:				
.1 - Seriously endangered in California (over 80% of occurrences threatened / high degree of immediacy of threat)				
.2 - Fairly endangered in California (20-80% occurrences threatened)				
.3 - Not very endangered in California (<20% of occurrences threatened or no current threats known)				

- IV b) **No Impact.** The project site's northern parcel (APN 0266-362-05) is generally covered with grasses and shrubs. The southern parcel (APN 0266-362-04) is developed with a paved parking lot and trees that were planted as part of the median landscaping. The project site does not contain any riparian habitat or other sensitive natural community. No impact will occur.
- IV c) **No Impact.** According to the federal National Wetlands Inventory, the project site does not contain any wetlands and the proposed project would not disturb any off-site wetlands (see Section IX for discussion of project drainage features).<sup>10</sup> No impact will occur.
- IV d) **Less than Significant Impact.** The project site is in an urbanized area and is surrounded by light industrial uses on all sides, preventing the use of the project site and surrounding area as a wildlife corridor. The existing site and surrounding area does not currently provide for the movement of any native resident or migratory fish or terrestrial wildlife.

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

- IV e) **No Impact.** The proposed project site is located within an urbanized area and is not within the planning area of any Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan.<sup>11</sup> <sup>12</sup>No impact will occur.

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

Discussion:

- V a) **No Impact.** The project site is not located within a sensitive archaeological area as identified in the General Plan and General Plan EIR.<sup>19</sup> No impacts will occur.
- V b) **Less than Significant with Mitigation Incorporated.** According to the Phase I Cultural Resources Assessment completed for the proposed project, results from the California Historical Resources Information System-South Central Coastal Information Center (CHRIS-SCCIC) indicated that there were no previously recorded archaeological resources within the Study Area and no historical resources were identified during the pedestrian survey completed on November 25, 2015.

However, in the event of the unanticipated discovery of archaeological resources during earthmoving operations Mitigation Measures CULT-1 through CULT-4 are recommended to reduce potentially significant impacts to archaeological resources that are accidentally discovered during implementation of the proposed project to a less than significant level:

**CULT-1 Conduct Archaeological Sensitivity Training for Construction Personnel.** The Applicant shall retain a qualified professional archaeologist who meets U.S. Secretary of the Interior's Professional Qualifications and Standards, to conduct an Archaeological Sensitivity Training for construction personnel prior to commencement of excavation activities. The training session shall be carried out by a cultural resources professional with expertise in archaeology, who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards. The training session will include a handout and will focus on how to identify archaeological resources that may be encountered during earthmoving activities and the

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procedures to be followed in such an event, the duties of archaeological monitors, and, the general steps a qualified professional archaeologist would follow in conducting a salvage investigation if one is necessary.

**CULT-2 Cease Ground-Disturbing Activities and Implement Treatment Plan if Archaeological Resources Are Encountered.** In the event that archaeological resources are unearthed during ground-disturbing activities, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 25 feet shall be established around the find where construction activities shall not be allowed to continue until a qualified archaeologist has examined the newly discovered artifact(s) and has evaluated the area of the find. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by project construction activities shall be evaluated by a qualified professional archaeologist, who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards. Should the newly discovered artifacts be determined to be prehistoric, Native American Tribes/Individuals should be contacted and consulted and Native American construction monitoring should be initiated. The Applicant and City shall coordinate with the archaeologist to develop an appropriate treatment plan for the resources. The plan may include implementation of archaeological data recovery excavations to address treatment of the resource along with subsequent laboratory processing and analysis.

**CULT-3 Monitor Construction Excavations Monitor Construction Excavations for Archeological Resources in Younger Alluvial Sediments.** The Applicant shall retain a qualified archaeological monitor, who will work under the direction and guidance of a qualified professional archaeologist, who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards. The archaeological monitor shall be present during all construction excavations (e.g., grading, trenching, or clearing/grubbing) into non-fill younger Pleistocene alluvial sediments. Multiple earth-moving construction activities may require multiple archaeological monitors. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (native versus artificial fill soils), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered. Full-time monitoring can be reduced to part-time inspections if determined adequate by the project archaeologist.

**CULT-4 Prepare Report Upon Completion of Monitoring Services.** The archaeological monitor, under the direction of a qualified professional archaeologist who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards, shall prepare a final report at the conclusion of archaeological monitoring. The report shall be submitted to the Applicant, the South Central Costal Information Center, the City, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures. The report shall include a description of resources unearthed, if any, evaluation of the resources with respect to the California Register and CEQA, and treatment of the resources.

V c) **No Impact.** According to the Phase I Cultural Resources Assessment, results from the CHRIS-SCCIC indicated that there were no previously recorded historical resources within the Study Area and no historical resources were identified during the pedestrian survey. Therefore, impacts will occur.

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- V d) **Less than Significant with Mitigation Incorporated.** According to the Phase I Cultural Resources Assessment, results of the paleontological resources records search through Natural History Museum of Los Angeles County in Los Angeles (NHMLAC) indicate that no vertebrate fossil localities from the NHMLAC records have been previously recorded within the Study Area or within a one-mile radius. Moreover, no paleontological resources were identified by MIG during the pedestrian survey. These findings, however, do not preclude the existence of undiscovered paleontological resources located below the ground surface and lacking surface manifestation, which may be encountered during construction excavations associated with the proposed project. The Study Area has been previously mapped geologically as containing younger Quaternary Alluvium, derived as alluvial fan deposits from the San Gabriel Mountains to the north, primarily via Cable Creek from Cajon Canon to the northwest (McLeod 2016). These deposits typically do not contain significant vertebrate fossils, at least in the uppermost layers, but they may be underlain at relatively shallow depth by older sedimentary deposits that do contain significant fossil vertebrate remains (McLeod 2016).

As a result, Mitigation Measures CULT-5 through CULT-8 are provided in the following chapter to reduce potentially significant impacts to previously undiscovered paleontological resources and/or unique geological features that may be accidentally encountered during project implementation to a less than significant level.

- CULT-5**      **Conduct Paleontological Sensitivity Training for Construction Personnel.** The Applicant shall retain a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, shall conduct a Paleontological Sensitivity Training for construction personnel prior to commencement of excavation activities. The training will include a handout and will focus on how to identify paleontological resources that may be encountered during earthmoving activities, and the procedures to be followed in such an event; the duties of paleontological monitors; notification and other procedures to follow upon discovery of resources; and, the general steps a qualified professional paleontologist would follow in conducting a salvage investigation if one is necessary.
- CULT-6**      **Monitor Construction Excavations for Paleontological Resources is required at depths and strata's at five (5) feet and below.** The Applicant shall retain a qualified paleontological monitor, who will work under the guidance and direction of a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology. The paleontological monitor shall be present during all construction excavations (e.g., grading, trenching, or clearing/grubbing) into non-fill older Pleistocene alluvial deposits. Multiple earth-moving construction activities may require multiple paleontological monitors. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known paleontological resources and/or unique geological features, the materials being excavated (native versus artificial fill soils), and the depth of excavation, and if found, the abundance and type of paleontological resources and/or unique geological features encountered. Full-time monitoring can be reduced to part-time inspections if determined adequate by the qualified professional paleontologist.
- CULT-7**      **Cease Ground-Disturbing Activities and Implement Treatment Plan if Paleontological Resources Are Encountered.** In the event that paleontological resources and or unique geological features are unearthed during ground-disturbing activities, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 25 feet shall be established around the find where construction activities shall not be allowed to continue until appropriate paleontological treatment plan has been approved by the Applicant and the City. Work shall be allowed to continue outside of the buffer area. The Applicant and City shall coordinate with a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, to develop an appropriate treatment plan for the resources. Treatment may include implementation of paleontological salvage excavations to remove the resource along with subsequent laboratory processing and analysis or preservation in place. At the paleontologist's

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discretion and to reduce construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing.

**CULT-8 Prepare Report Upon Completion of Monitoring Services.** Upon completion of the above activities, the professional paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted to the Applicant, the City, the San Bernardino County Museum, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures.

V e) **Less than Significant with Mitigation Incorporated.** According to the Phase I Cultural Resources Assessment, no known human remains have been identified from the CHRIS-SCCIC database within a half-mile radius of the Study Area. No human remains were identified during the pedestrian survey of the Study Area. However, these findings do not preclude the existence of previously unknown human remains located below the ground surface, which may be encountered during construction excavations associated with the proposed project. Similar to the discussion regarding archaeological resources above, it is also possible to encounter buried human remains during construction given the proven prehistoric occupation of the region, the identification of multiple surface archaeological resources within a half-mile of the Study Area, and the favorable natural conditions that would have attracted prehistoric inhabitants to the area. As a result, Mitigation Measure CULT-9 is provided to reduce potentially significant impacts to previously unknown human remains that may be unexpectedly discovered during project implementation to less than significant levels.

**CULT-9 Cease Ground-Disturbing Activities and Notify County Coroner If Human Remains Are Encountered.** If human remains are unearthed during implementation of the Proposed Project, the City of San Bernardino and the Applicant shall comply with State Health and Safety Code Section 7050.5. The City of San Bernardino and the Applicant shall immediately notify the County Coroner and no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC shall then identify the person(s) thought to be the Most Likely Descendent (MLD). After the MLD has inspected the remains and the site, they have 48 hours to recommend to the landowner the treatment and/or disposal, with appropriate dignity, the human remains and any associated funerary objects. Upon the reburial of the human remains, the MLD shall file a record of the reburial with the NAHC and the project archaeologist shall file a record of the reburial with the CHRIS-SCCIC. If the NAHC is unable to identify a MLD, or the MLD identified fails to make a recommendation, or the landowner rejects the recommendation of the MLD and the mediation provided for in Subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall inter the human remains and items associated with Native American human remains with appropriate dignity on the property in a location not subject to further and future subsurface disturbance.

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

Discussion:

VI a) **Less than Significant Impact.** According to the Geotechnical Investigation prepared for the proposed project, based on the existing topography, and assuming a relatively balanced site, cuts and fills on the order of 3 to 5± feet are expected to be necessary to achieve the proposed site grades within the building area. The proposed project will follow the site grading recommendations within the Geotechnical Investigation prepared for the project site.<sup>14</sup> Impacts will be less than significant.

VI b) **Less than Significant Impact.** The proposed project will be subject to strong ground shaking impacts should a major earthquake occur in the future. As indicated in the geotechnical report prepared for the project, due to the distance to active faults the project would be subject to slight to strong levels of groundshaking. Potential impacts include injury or loss of life and property damage.

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Based on standards in place at the time of this report, the proposed development must be designed in accordance with the requirements of the latest edition of the California Building Code (CBC), which is based on the International Building Code (IBC). The IBC provides procedures for earthquake resistant structural design that include considerations for on-site soil conditions, occupancy, and the configuration of the structure including the structural system and height. The seismic design parameters presented below are based on the soil profile, and the proximity of known faults with respect to the subject site. Adherence to these requirements will reduce the potential of buildings collapsing during an earthquake, thereby minimizing injury and loss of life. Although structures may be damaged during earthquakes, adherence to seismic design requirements will minimize damage. The CBC is intended to provide minimum requirements to prevent major structural failure and loss of life. Adherence to existing regulations will reduce the risk of loss, injury, and death; impacts due to strong ground shaking will be less than significant.

- VI c) **Less than Significant Impact.** The proposed project is not located within a known fault zone as delineated on the Alquist-Priolo Earthquake Fault Zoning Map.<sup>15</sup> Therefore, the possibility of significant fault rupture on the site is considered to be low. Impacts will be less than significant.
- VI d,h) **Less than Significant Impact.** Erosion and loss of topsoil could result in damage to on-site structures and landscaping or to neighboring properties. Erosion can also impact downstream water bodies while loss of nutrient rich topsoil impacts the ability for vegetation to grow. The soils located within the project site are Tujunga gravelly loamy sand (IvC) (0 to 9 percent slopes).<sup>16</sup> According to the General Plan EIR, this is a "high blowing soil" type. The fine sandy texture is especially prone to erosion during periods of high winds that frequent the region and is susceptible to wind erosion if left exposed without adequate vegetative cover.<sup>17</sup> However, the proposed project is subject to SCAQMD Rule 403 and the erosion control requirements of the California Building Code (CBC) to prevent wind-blown and stormwater-related erosion. Rule 403 will minimize wind-blown erosion by requiring stabilization of disturbed soils during construction activities through measures such as daily watering. Required erosion control plans will ensure that measures are implemented at project sites to prevent or minimize erosion due to rain, ensuring that downstream water bodies are protected from sedimentation. With implementation of existing regulations, impacts due to erosion and loss of topsoil will be less than significant.
- VI e) **Less than Significant Impact.** According to the General Plan EIR Figure 5.5-2 Soil-Slip Susceptibility, the project site is not susceptible to slope failure.<sup>18</sup> According to the General Plan EIR Figure 5.5-3 Potential Subsidence Areas, the project is not located within an area of potential ground subsidence.<sup>19</sup> There are no mountains or hillside in the project vicinity and floodways in the vicinity are channelized, therefore, the project will not be subject to mudslide hazards. Impacts related to mudslides, landslides, subsidence, or other similar hazards will be less than significant.
- VI f) **Less than Significant Impact.** According to the Geotechnical Investigation conducted for the proposed project site, liquefaction is not considered to be a design concern.<sup>20</sup> In addition, according to the City's General Plan EIR, the proposed project site is not located within an area susceptible to liquefaction.<sup>21</sup> Less than significant impacts will occur.
- VI g) **No Impact.** There are no unique geological features on the project site or within the project vicinity. No impact will occur.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VII. GREENHOUSE GAS EMISSIONS – Would the project:</b>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

VII a) **Less Than Significant Impact.** Climate change is the distinct change in measures of climate for a long period of time.<sup>22</sup> Climate change can result from natural processes and from human activities. Natural changes in the climate can be caused by indirect processes such as changes in the Earth's orbit around the Sun or direct changes within the climate system itself (i.e. changes in ocean circulation). Human activities can affect the atmosphere through emissions of greenhouse gases (GHG) and changes to the planet's surface. Greenhouse gases differ from other emissions in that they contribute to the *greenhouse effect*. The greenhouse effect is a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the Sun hits the Earth's surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth because it keeps the planet approximately 60° F warmer than without it. Emissions from human activities since the beginning of the industrial revolution (approximately 150 years) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, thereby contributing to an average increase in the Earth's temperature. Greenhouse gases produced by human activities include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydro fluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF<sub>6</sub>). Since 1750, it is estimated that the concentrations of carbon dioxide, methane, and nitrous oxide in the atmosphere have increased over 36 percent, 148 percent, and 18 percent, respectively, primarily due to human activity. Emissions of greenhouse gases affect the atmosphere directly by changing its chemical composition while changes to the land surface indirectly affect the atmosphere by changing the way the Earth absorbs gases from the atmosphere.

GHG emissions for the project were quantified utilizing the California Emissions Estimator Model (CalEEMod) version 2013.2.2 to determine if the project could have a cumulatively considerable impact related to greenhouse gas emissions. A numerical threshold for determining the significance of greenhouse gas emissions in the South Coast Air Basin (Basin) has not been established by the South Coast Air Quality Management District (SCAQMD). As an interim threshold based on guidance provided in the CAPCOA *CEQA and Climate Change* handbook, a non-zero threshold approach based on Approach 2 of the handbook has been used. Threshold 2.5 (Unit-Based Thresholds Based on Market Capture) establishes a numerical threshold based on capture of approximately 90 percent of emissions from future development. The latest threshold developed by SCAQMD using this method is 10,000 metric tons carbon dioxide equivalent (MTCO<sub>2</sub>E) per year for industrial projects.<sup>23</sup> This threshold is based on the review of 711 CEQA projects.

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This threshold will be utilized herein to determine if emissions of greenhouse gases from this project will be significant.

The long-term GHG emissions for the proposed project are summarized in Table 7 (Greenhouse Gas Emissions Inventory). Table 7 represents the project's business as usual (BAU) emissions and does not include any form of mitigation or GHG reducing project features. Operational GHG emissions from the project are projected at 5,748.22 metric tons carbon dioxide equivalent (MTCO<sub>2</sub>E) per year. Greenhouse gas emissions from the proposed project will not exceed the maximum 10,000 metric tons carbon dioxide equivalent (MTCO<sub>2</sub>E) per year threshold established by SCAQMD. Impacts will be less than significant.

**Table 7  
Greenhouse Gas Emissions Inventory**

Source	GHG Emissions (MT/YR)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	TOTAL*
<b>Construction</b>				
Total	1,244.54	0.16	0.00	1,247.88
30-Year Amortization	41.48	0.01	0.00	41.60
<b>Operational</b>				
Area	0.01	0.00	0.00	0.01
Energy	390.91	0.02	0.00	392.52
Mobile	4,780.72	0.08	0.00	4,782.38
Waste	64.00	3.78	0.00	143.43
Water	315.57	2.54	0.06	388.28
Total Operational	5,551.21	6.42	0.07	5,706.62
<b>TOTAL</b>				<b>5,748.22</b>
Proposed SCAQMD Screening Threshold				<b>10,000</b>
Exceeds Screening Threshold?				<b>No</b>
* MTCO <sub>2</sub> E/YR Note: Slight variations may occur due to rounding. Construction emissions amortized over 30 years.				

Construction activities are short-term and cease to emit greenhouse gases upon completion, unlike operational emissions that are continuous year after year until operation of the use ceases. Because of this difference, SCAQMD recommends in its draft threshold to amortize construction emissions over a 30-year operational lifetime. This normalizes construction emissions so that they can be grouped with operational emissions in order to generate a precise project GHG inventory. Greenhouse gas emissions will not exceed the 10,000 MTCO<sub>2</sub>E threshold after construction of the project and therefore will not result in a significant impact.

- VII b) **No Impact.** State and local plans and regulations are described previously in Section VII.a. The City of San Bernardino has not adopted any plans, policies, or regulations designed to reduce greenhouse gas emissions. No impact will occur.

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

Discussion:

VIII a) **Less Than Significant Impact.** The proposed project could result in a significant hazard to the public if the project includes the routine transport, use, or disposal of hazardous materials or places housing near a facility which routinely transports, uses, or disposes of hazardous materials that are usually associated with industrial

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uses. The proposed project is located within a light industrial area within the city. The proposed project, however, does not include the routine use, transport, or disposal of hazardous materials. The proposed project also does not include a housing component and would therefore not place housing near any hazardous materials facilities.

During construction, there would be a minor level of transport, use, and disposal of hazardous materials and wastes that are typical of construction projects. This would include fuels and lubricants for construction machinery, coating materials, etc. Routine construction control measures and best management practices for hazardous materials storage, application, waste disposal, accident prevention and clean-up, etc. would be sufficient to reduce potential impacts to a less than significant level. Regular operation would not result in significant impacts involving use, storage, transport or disposal of hazardous wastes and substances. Impacts associated with the routine transport, use of hazardous materials or wastes will be less than significant.

- VIII b) **Less Than Significant Impact.** Construction of the proposed project will require the use and transport of hazardous materials such as asphalt, paints, and other solvents. Construction activities could also produce hazardous wastes associated with the use of such products. Construction of the proposed facility requires ordinary construction activities and will not require a substantial or uncommon amount of hazardous materials to complete. All hazardous materials are required to be utilized and transported in accordance with their labeling pursuant to federal and state law. Because of these existing regulations, construction activities do not pose a substantial risk to the public or the environment due to the use of hazardous materials; impacts will be less than significant.

The proposed project does not include the demolition of any buildings and/or structures that may potentially contain asbestos containing materials (ACM) or lead-based paint. As such, construction of the project would not pose a risk of harm to the public and the environment as a result of ACM and/or lead being released into the environment. Impacts will be less than significant.

- VIII c) **No Impact.** The proposed project will not result in the transport, use, and disposal of hazardous materials or wastes, as discussed in Section VIII.a; and there are no schools located within one-quarter mile of the project. The closest school to the project site is Vermont Elementary School, approximately one mile southwest of the project site. Harmon Elementary School is located approximately 0.75 miles east of the project site. No impact will occur since there are no schools located within one-quarter mile from the project site.

- VIII d) **No Impact.** The proposed project is not located on a site listed on the State *Cortese List*, a compilation of various sites throughout the state that have been compromised due to soil or groundwater contamination from past uses.<sup>24</sup>

Based upon review of the Cortese list, the project site is not:

- listed as a hazardous waste and substance site by the Department of Toxic Substances Control (DTSC),<sup>25</sup>
- listed as a leaking underground storage tank (LUST) site by the State Water Resources Control Board (SWRCB),<sup>26</sup>
- listed as a hazardous solid waste disposal site by the SWRCB,<sup>27</sup>
- currently subject to a Cease and Desist Order (CDO) or a Cleanup and Abatement Order (CAO) as issued by the SWRCB,<sup>28</sup> or
- developed with a hazardous waste facility subject to corrective action by the DTSC.<sup>29</sup>

No impacts related to Cortese List sites will occur.

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VIII e) **No Impact.** The proposed project is located approximately 7.25 miles northwest of the San Bernardino International Airport. The project site is not located within the airport influence area or land use plan for the airport.<sup>30</sup> The proposed project is not located within two miles of a private airstrip. No impacts will occur.

VIII f) **Less Than Significant Impact.** The proposed project will include one ingress-egress point along Hallmark Parkway and two along Shenandoah Way. A 40-foot driveway will be located along Hallmark Parkway. A 30-foot and 40-foot driveway will be located along Shenandoah Way. A drive aisle will wrap around the north, west, and south side of the proposed warehouse allowing circulation.

Per state Fire and Building codes, sufficient space will have to be provided around the buildings for emergency personnel and equipment access and emergency evacuation. All project elements, including landscaping, will be sited with sufficient clearance from existing and proposed structures so as not to interfere with emergency access to and evacuation from the site. The project is required to comply with the California Fire Code (Title 24, California Code of Regulations, Section 9). The project driveways will allow emergency access and evacuation from the site, and will be constructed to California Fire Code specifications. The project will not impair implementation of or physically interfere with an adopted emergency response plan or evacuation plan because no permanent public street or lane closures are proposed. Construction work in the street associated with the building will be limited to lateral utility connections that would be limited to nominal potential traffic diversion. Traffic control will be provided for any lane closures. Impacts related to the interference with adopted emergency response plan or emergency evacuation plan will be less than significant.

VIII g) **No Impact.** The project site is primarily vacant and surrounded by other vacant and developed parcels consisting of light industrial land uses. The project is not located within a wildfire hazard area.<sup>31</sup> No impact will occur.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IX. HYDROLOGY AND WATER QUALITY – Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, such as from areas of material storage, vehicle or equipment maintenance (including washing or detailing), waste handling, hazardous materials handling or storage, delivery areas, loading docks, or other outdoor areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (Panel No. 06071C8677H)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| j) Inundation by seiche, tsunami, or mudflow?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| k) Other:   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |

**Discussion:**

- IX a) Less Than Significant Impact.** Violations of water quality standards or waste discharge requirements, or degradation of water quality can result in potentially significant impacts to water quality and result in environmental damage or sickness in people. The project would result in a significant impact to water quality if water quality standards, waste discharge requirements, or degradation of water quality occurred.

Point-source pollutants can be traced to their original source. Point-source pollutants are discharged directly from pipes or spills. Raw sewage draining from a pipe directly into a stream is an example of a point-source water pollutant. The proposed project includes the construction of a 340,080 square-foot high-cube warehouse on 14.43 acres of which 10,000 square feet may be used for office space. Therefore, water quality impacts due to point sources would be less than significant.

Non-point-source pollutants (NPS) cannot be traced to a specific original source. NPS pollution is caused by rainfall or snowmelt moving over and through surface areas. As the runoff moves, it picks up and carries away natural and human-made pollutants, finally depositing them into lakes, rivers, wetlands, coastal waters, and even underground sources of drinking water. These pollutants include:

- Excess fertilizers, herbicides and insecticides from agricultural lands and residential areas
- Oil, grease, and toxic chemicals from urban runoff and energy production
- Sediment from improperly managed construction sites, crop and forest lands, and eroding streambanks
- Salt from irrigation practices and acid drainage from abandoned mines
- Bacteria and nutrients from livestock, pet wastes, and faulty septic systems
- Atmospheric deposition and hydromodification

Impacts associated with water pollution include ecological disruption and injury or death to flora and fauna, increased need and cost for water purification, sickness or injury to people, and degradation or elimination of water bodies as recreational opportunities. Accidents, poor site management or negligence by property owners and tenants can result in accumulation of pollutant substances on parking lots, loading and storage areas, or result in contaminated discharges directly into the storm drain system.

The proposed project would disturb approximately 14.43 acres of land and therefore will be subject to National Pollutant Discharge Elimination System (NPDES) permit requirements during construction activities in addition to standard NPDES operational requirements. As a co-permittee under the San Bernardino County's MS4 National Pollutant Discharge Elimination System (NPDES) permit, the City is required to implement all pertinent regulations of the program to control pollution discharges from new development. These regulations reduce NPS pollutant loading through the implementation of Best Management Practices (BMPs) and other control measures that minimize or eliminate pollutants from urban runoff, thereby protecting downstream water resources. BMPs as listed in the California Stormwater Quality Association's California Storm Water Best Management Practice Handbooks or the current San Bernardino

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County Storm Water Program's Report of Waste Discharge are proposed. Preparation of a Water Quality Management Plan (WQMP) is required to address issues associated with storm water discharges.

The proposed project includes the demolition of an existing asphalt parking lot, and the development of a 340,080 square-foot high-cube warehouse on 14.43 acres of which includes 10,000 square feet of office space. The proposed project site is mostly vacant except for the portion that is currently paved. Two detention basins are proposed to be located on the southern portion of the project site along Shenandoah Way. The proposed project will be required to adhere to all Santa Ana Regional Water Quality Control Board (SARWQCB) permitting requirements for construction and NPDES standards for stormwater runoff. The proposed project will require submittal to the local reviewing agency, the County of San Bernardino Flood Control, a Storm Water Pollution Prevention Plan (SWPPP) that will include BMPs that protect water quality during construction activities. The project Erosion Control Plan will include common construction BMPs such as gravel bag barriers and check dams to prevent off-site erosion. With implementation of BMPs for construction, existing regulations pertaining to stormwater runoff, impacts to water quality standards or waste discharge requirements will be less than significant.

- IX b) **Less than Significant Impact.** A significant impact could occur if the project results in the extraction of groundwater or the interference with groundwater recharge to such an extent that groundwater levels fall below the operating depths of existing wells. The proposed project includes the construction of a 340,080 square-foot high-cube warehouse on 14.43 acres. The southern portion of the project site (APN 0266-362-04) consists of an existing paved parking lot and the northern portion (APN 0266-362-05) is a vacant parcel. The project will not require a substantial amount of water other than that required for restrooms and landscape irrigation. The project will include the construction of impervious structures and pavement that will reduce the ability for groundwater recharge on the site when compared to its existing condition. The proposed impervious areas include the automobile and truck trailer parking areas and the drive aisles. The project proposes 44,143 square feet of landscaping. Two detention basins are proposed to be located on the southern portion of the project site along Shenandoah Way. The proposed detention basins will compensate for the increase in impervious surfaces by providing an area to retain water and allow percolation into the soil and groundwater basin. The project site is not the location of an existing groundwater spreading basin and will not significantly change the runoff from the project that may otherwise recharge groundwater basins; therefore, considering the project will not result in the substantial decrease in groundwater levels, impacts to well and groundwater pumping operations will be less than significant.
- IX c) **Less than Significant Impact.** Potentially significant impacts to the existing drainage pattern of the site or area could occur if development of the project results in substantial on- or off-site erosion or siltation. The project site generally drains from the north to the south. No streams, rivers, or drainage courses are located on the project site. Although the proposed project will add impervious surfaces that will increase runoff, two detention basins are proposed along Shenandoah Parkway to collect and hold site drainage. Erosion will further be controlled on-site through adherence to NPDES and Erosion Control Plan requirements. City enforcement of these requirements will occur during the grading plan check and inspection process. As a result of the drainage improvements, the design of the proposed project will not substantially alter drainage patterns in the area to the extent that substantial on- or off-site erosion or siltation will occur; therefore, impacts will be less than significant.
- IX d) **Less Than Significant Impact.** As was previously detailed in Section IX.c herein, the project would not result in an alteration of the drainage pattern or increase in flows that would result in flooding on- or off-site because all on- and off-site drainage will be controlled through on-site detention basins. Impacts related to on- or off-site flooding would be less than significant.
- IX e) **Less Than Significant Impact.** A potentially significant impact could occur if the project creates or contributes runoff that would exceed the capacity of existing or planned stormwater drainage systems or

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provide substantial additional sources of runoff. As was previously detailed in Section IX.c, project-related stormwater flows will be directed to two on-site detention basins located along Shenandoah Way in the southern portion of the project site. The detention basins will collect the flows and allow for infiltration into the soil and would not outlet to any downstream storm drain facilities. Additionally, the proposed project will require submittal to the local reviewing agency, the County of San Bernardino Flood Control, a Storm Water Pollution Prevention Plan (SWPPP) that will include BMPs that protect water quality during construction activities. The project Erosion Control Plan will include common construction BMPs such as gravel bag barriers and check dams to prevent off-site erosion. Impacts related to stormwater drainage systems and additional sources of polluted runoff will be less than significant.

- IX f) **No Impact.** The project does not propose any uses that will have the potential to otherwise degrade water quality beyond those issues discussed in Section IX.a herein.
- IX g) **No Impact.** The project does not propose any housing; therefore, no impacts related to flooding could occur.
- IX h) **No Impact.** The proposed project is not located within a 100-year floodplain.<sup>32</sup> The project site is located within Zone X defined as an area with reduced flood risk due to a levee. Therefore, the project will have no impact on impeding or redirecting flood flows within a 100-year floodplain.
- IX i) **Less than Significant Impact.** The Seven Oaks Dam is a single purpose flood control project constructed by the USCOE. The dam is located on the Santa Ana River in the upper Santa Ana Canyon eight miles northeast of the City of Redlands, which borders the City of San Bernardino to the southeast. The dam is of earth and rock filled construction, is 550 feet in height and 2,600 feet wide. The Dam operates in tandem with Prado Dam to provide flood protection to the region. During the early part of each flood season, runoff is stored behind the dam in order to build a debris pool to protect the outlet works. Small releases are made on a continual basis in order to maintain the downstream water supply. The dam is designed to provide 350-year flood protection and withstand an earthquake of 8-plus magnitude. During flood conditions, it creates a lake 500 feet deep extending three miles back into the canyon. In the unlikely event of dam failure, the southeastern portion of the City would be affected. The project site is located within the northwest portion of the City and is not located in a dam inundation area.<sup>33</sup> Impacts will be less than significant.
- IX j) **No Impact.** The project is not adjacent to any body of water that has the potential to seiche. The project site is approximately 65 miles from the Pacific Ocean and would not be impacted by a tsunami. The project site is not in the path of any potential mudflow; no impact will occur.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>X. LAND USE AND PLANNING – Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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:

- X a) **No Impact.** The proposed project will not disrupt or divide the physical arrangement of an established community. The project site and all surrounding sites are zoned Light Industrial (I.I). The project is consistent and compatible with other light industrial developments in the area. The project site and area has been in a state of transition from undeveloped uses to light industrial uses. The project does not propose construction of any roadway, flood control channel, or other structure that would physically divide any portion of the community. No impacts will occur.
- X b) **Less than Significant Impact.** The project site is surrounded by light industrial uses to the north, south, east, and west. The project site and vicinity are completely urbanized and are characterized by light industrial uses and surface street features. The project does not propose construction of any roadway, flood control channel, or other structure that would physically divide any portion of the community. The project is consistent and compatible with the designation of the surrounding properties. Therefore, the proposed project will not conflict with goals or policies designed to avoid environmental effects. Impacts will be less than significant.

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- X c) **No Impact.** The project is not located within a wildlife conservation plan or natural community conservation plan so it will not conflict with any applicable habitat conservation plan or natural community conservation plan.<sup>34 35</sup> No impact will occur.
- X d) **No Impact.** According to the City of San Bernardino Zoning Map, the project site is not located within or adjacent to the Hillside Management Overlay District.<sup>36</sup> No impact will occur.
- X e) **No Impact.** According to the City of San Bernardino Zoning Map, the project site is not located within Foothill Fire Zones A, B, or C as identified in the City's General Plan Safety Element.<sup>37 38</sup> No impact will occur.
- X f) **No Impact.** The project site is not located within the airport influence area of the San Bernardino International Airport.<sup>39</sup> No impact will occur.

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

Discussion:

XI a-c) **No Impact.** According to the San Bernardino General Plan EIR, the project site is within the MRZ-2 Mineral Zone. MRZ-2 areas indicate the existence of a construction aggregate deposit that meets certain State criteria for value and marketability based solely on geologic factors. However, according to the General Plan EIR, the project site is considered unsuitable for mineral production due to the fact that the area has already been developed with a variety of uses and intensities.<sup>40</sup> Due to the site's location within a light industrial area, recovery of aggregate resources from the site is not considered to be viable. No impacts to mineral resources will occur.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XII. NOISE – Would the project result in:</b>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the City's General Plan or Development Code, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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:**

*Fundamentals of Sound and Environmental Noise*

Noise can be defined as unwanted sound. Sound (and therefore noise) consists of energy waves that people receive and interpret. Sound pressure levels are described in logarithmic units of ratios of sound pressures to a reference pressure, squared. These units are called bels. In order to provide a finer description of sound, a bel is subdivided into ten decibels, abbreviated dB. To account for the range of sound that human hearing perceives, a modified scale is utilized known as the A-weighted decibel (dBA). Since decibels are logarithmic units, sound pressure levels cannot be added or subtracted by ordinary arithmetic means. For example, if one automobile produces a sound pressure level of 70 dBA when it passes an observer, two cars passing simultaneously would not produce 140 dBA. In fact, they would combine to produce 73 dBA. This same principle can be applied to other traffic quantities as well. In other words, doubling the traffic volume on a street or the speed of the traffic will increase the traffic noise level by 3 dBA. Conversely, halving the traffic volume or speed will reduce the traffic noise level by 3 dBA. A 3 dBA change in sound is the beginning at which humans generally notice a barely perceptible change in sound and a 5 dBA change is generally readily perceptible.<sup>41</sup>

Noise consists of pitch, loudness, and duration; therefore, a variety of methods for measuring noise has been developed. According to the California General Plan Guidelines for Noise Elements, the following are common metrics for measuring noise:<sup>42</sup>

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**LEQ (Equivalent Energy Noise Level):** The sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over given sample periods. LEQ is typically computed over 1-, 8-, and 24-hour sample periods.

**CNEL (Community Noise Equivalent Level):** The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7:00pm to 10:00pm and after addition of ten decibels to sound levels in the night from 10:00pm to 7:00am.

**LDN (Day-Night Average Level):** The average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of ten decibels to sound levels in the night after 10:00 p.m. and before 7:00 a.m.

CNEL and LDN are utilized for describing ambient noise levels because they account for all noise sources over an extended period of time and account for the heightened sensitivity of people to noise during the night. LEQ is better utilized for describing specific and consistent sources because of the shorter reference period.

- XII a) **Less than Significant with Mitigation Incorporated.** The proposed project includes the construction of a 340,080 square-foot high-cube warehouse on 14.43 acres. The building will be located at the northwest corner of Hallmark Parkway and Shenandoah Way in the City of San Bernardino, California. The project also includes demolition of an existing asphalt parking lot on the southern portion of the project site. The project site is generally located west of Interstate 215 and east of Cajon Boulevard, between Lexington Way and Saratoga Way. The project will provide 190 parking spaces, 91 trailer parking space, and 51 dock doors. In addition, 44,143 square feet of landscaping is proposed. A Noise Analysis Memorandum was prepared by MIG | Hogle-Ireland dated January 15, 2015.<sup>43</sup>

Operational Noise Standards (Exterior)

According to the City of San Bernardino General Plan Noise Element Noise and Land Use Compatibility Matrix, noise levels up to 70 dBA for industrial uses, 65 dBA for commercial uses, and 60 dBA for residential uses are normally acceptable.

Construction Noise Standards

Pursuant to Section 8.54.070 of the City of San Bernardino Municipal Code, no person shall be engaged or employed in any work of construction, erection, alteration, repair, addition, movement, demolition, or improvement to any building or structure except within the hours of 7:00 AM and 8:00 PM.

Operational Noise Levels

To assess current and opening year traffic noise levels, vehicle trips associated with surrounding roadways were modeled utilizing the SoundPLAN software. SoundPLAN is a three-dimensional noise modeling software that accounts for the shielding and reflective effects associated with intervening topography and nearby buildings. Traffic noise from vehicular traffic generated by the proposed project was projected using SoundPLAN software was based on estimated trip generation provided by Kunzman Associates, Inc.<sup>44</sup>

A substantial increase in ambient noise is an increase that is *barely perceptible* (3 dBA). Operationally, the proposed project will result in periodic landscaping and other occasional noise generating activities. These activities are common in industrial uses and do not represent a substantial increase in periodic noise in consideration that the project site is located in an industrialized area.

As discussed above, traffic noise from vehicular traffic generated by the proposed project was projected using SoundPLAN software was based on estimated trip generation provided by Kunzman Associates, Inc.<sup>45</sup> The Opening Year 2017 and Year 2035 Without Project and With Project noise levels at neighboring uses were calculated using SoundPLAN software (see Attachment B of the Noise Analysis Memorandum for SoundPLAN

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output data). Noise levels at neighboring industrial uses were calculated (see Attachment B of the Noise Analysis Memorandum for output data) and projected at the ground floor. The 2017 Opening Year Without Project and With Project traffic noise levels during the AM and PM peak hours at neighboring uses are summarized in Table 8 (Opening Year 2017 Peak Hour Roadway Noise Levels) and Year 2035 Without Project and With Project noise levels during the AM and PM peak hours are summarized in Table 9 (Year 2035 Peak Hour Roadway Noise Levels). Exterior noise levels during Opening Year 2017 will be within the allowable exterior noise levels established by the City of San Bernardino at all studied industrial receptors. In addition, increases in traffic due to the proposed project will not result in a perceptible noise increase at any of the studied receptors. Therefore, less than significant impacts will occur.

**Table 8  
Opening Year 2017 Peak Hour Roadway Noise Levels**

Receptors	Without Project dBA CNEL		With Project dBA CNEL		Difference AM/PM	Significant? AM/PM
	AM	PM	AM	PM		
1 – Industrial (NW)	58.0	59.7	57.9	60.1	-0.1 / +0.4	No / No
2 – Industrial (NE)	58.9	60.6	58.8	61.0	-0.1 / +0.4	No / No
3 – Industrial (SE)	56.7	58.3	56.6	58.7	-0.1 / +0.4	No / No
4 – Industrial (W)	50.8	50.6	50.8	51.7	0.0 / +1.1	No / No
5 – Industrial (NW2)	59.6	61.4	59.5	61.8	-0.1 / +0.4	No / No
6 – Industrial (SE2)	57.8	59.5	57.7	59.9	-0.1 / +0.4	No / No

**Table 9  
Year 2035 Peak Hour Roadway Noise Levels**

Receptors	Without Project dBA CNEL		With Project dBA CNEL		Difference AM/PM	Significant? AM/PM
	AM	PM	AM	PM		
1 – Industrial (NW)	58.0	59.7	57.9	60.1	-0.1 / +0.4	No / No
2 – Industrial (NE)	58.9	60.6	58.8	61.0	-0.1 / +0.4	No / No
3 – Industrial (SE)	56.7	58.3	56.6	58.7	-0.1 / +0.4	No / No
4 – Industrial (W)	50.8	50.6	50.8	51.7	0.0 / +1.1	No / No
5 – Industrial (NW2)	59.6	61.4	59.5	61.8	-0.1 / +0.4	No / No
6 – Industrial (SE2)	57.8	59.5	57.7	59.9	-0.1 / +0.4	No / No

Project operational noise levels were also modeled. The proposed project includes 25 dock doors at the western side of building. Anticipated activities at the eastern side of the building include truck engine start-up, idling, backup alarms, and door slamming. These activities will occur adjacent to the industrial uses to the west of the project site. According to SoundPLAN default noise levels for truck activity, project operation would result in noise levels reaching 56.0 dBA at the industrial use to the west. Project operation will not exceed the allowable 70 dBA noise level at industrial uses; less than significant impacts will occur.

Construction Noise Levels

Construction noise levels were estimated for nearby receptors using the FHWA Roadway Construction Noise Model (RCNM) (see Attachment A of the Noise Analysis Memorandum for output data). Temporary noise increases will be greatest during the demolition phase. The model indicates that the use of construction equipment such as excavators, dozers, and concrete saws could expose the industrial use located approximately 350 feet to the west of the center of the project site to a combined noise level of 72.7 dBA  $L_{max}$ . Construction equipment could expose the industrial use located to the northwest, northeast, and southeast of the center of the

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project site to a combined noise level of 67.2 dBA  $L_{max}$ , 71 dBA  $L_{max}$ , and 64.2 dBA  $L_{max}$ , respectively. Construction activity could result in noise levels in excess of the allowable noise levels at the industrial uses to the northeast and west during the demolition phase. Therefore, Mitigation Measure N-1 has been incorporated to reduce the impact to neighboring uses during construction.

Because noise levels during construction activities are anticipated to exceed the City's exterior noise standards, mitigation measures will be necessary to minimize noise levels at the industrial uses to the northeast and west. Mitigation Measure N-1 will be incorporated to minimize noise associated with general construction activities. Mitigation Measure N-1 requires preparation of a construction noise reduction plan to reduce temporary noise impacts by a minimum of 2.7 dBA which is a feasible performance standard based on available technology. Engineered controls include retrofitting equipment with improved exhaust and intake muffling, disengaging equipment fans, and installation of sound panels around equipment engines. These types of controls can achieve noise level reductions of approximately 10 dBA.<sup>46 47</sup> Implementation of Mitigation Measure N-1 will reduce temporary noise impacts by a minimum of 2.7 dBA, resulting in a maximum construction noise level of 70 dBA at the industrial use to the west of the project site. Therefore, with implementation of Mitigation Measure N-1, impacts related to construction noise will be less than significant.

**Mitigation Measures**

**N-1** Prior to issuance of grading permits, the Applicant shall submit a mitigation plan prepared by a qualified engineer or other acoustical expert for review and approval by the Planning Division that identifies noise control measures that achieve a minimum 2.7 dBA reduction in construction-related noise levels. The mitigation plan may include use of sound curtains, engineered equipment controls, or other methods. Noise control requirements shall be noted on project construction drawings and verified by the Building Department during standard inspection procedures.

**XII b) Less than Significant Impact.** Vibration is the movement of mass over time. It is described in terms of frequency and amplitude and unlike sound; there is no standard way of measuring and reporting amplitude. Vibration can be described in units of velocity (inches per second) or discussed in decibel (dB) units in order to compress the range of numbers required to describe vibration. Vibration impacts to buildings are generally discussed in terms of peak particle velocity (PPV) that describes particle movement over time (in terms of physical displacement of mass). For purposes of this analysis, PPV will be used to describe all vibration for ease of reading and comparison. Vibration can impact people, structures, and sensitive equipment. The primary concern related to vibration and people is the potential to annoy those working and residing in the area. Vibration with high enough amplitudes can damage structures (such as crack plaster or destroy windows). Groundborne vibration can also disrupt the use of sensitive medical and scientific instruments such as electron microscopes. Common sources of vibration within communities include construction activities and railroads.

According to the Caltrans vibration manual, large bulldozers, vibratory rollers (used to compact earth), and loaded trucks utilized during grading activities can produce vibration, and depending on the level of vibration, could cause annoyance at uses within the project vicinity or damage structures. Caltrans has developed a screening tool to determine if vibration from construction equipment is substantial enough to impact surrounding uses.

The Caltrans vibration manual establishes thresholds for vibration impacts on buildings and humans. These thresholds are summarized in Tables 10 (Vibration Damage Potential Threshold Criteria) and 11 (Vibration Annoyance Potential Threshold Criteria).

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**Table 10  
Vibration Damage Potential Threshold Criteria**

Structural Integrity	Maximum PPV (in/sec)	
	Transient	Continuous
Historic and some older buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial and commercial structures	2.00	0.50

*Source: Caltrans 2013*

**Table 11  
Vibration Annoyance Potential Threshold Criteria**

Human Response	PPV Threshold (in/sec)	
	Transient	Continuous
Barely perceptible	0.035	0.012
Distinctly perceptible	0.24	0.035
Strongly perceptible	0.90	0.10
Severely perceptible	2.00	0.40

*Source: Caltrans 2013*

Construction activities that use vibratory rollers and bulldozers are repetitive sources of vibration; therefore, the *continuous* threshold is used. Industrial structures are located to the east and south of the project site. As a worst case scenario, the *historic and some older buildings* threshold is used. Based on the threshold criteria summarized in Tables 1 and 2, vibration from use of heavy construction equipment for the proposed project would be below the thresholds to cause damage to nearby structures shown in Table 12 (Distances to Vibration Receptors) and Table 13 (Construction Vibration Impacts).

**Table 12  
Distances to Vibration Receptors**

Receptors	Distance from Center of Project Site (ft)
1 – Industrial (NW)	661
2 – Industrial (NE)	425
3 – Industrial (SE)	930
4 – Industrial (W)	350

**Table 13  
Construction Vibration Impacts**

Receptors	Equipment	PPV <sub>ref</sub>	Distance (feet)	PPV
1 – Industrial (NW)	Vibratory Roller	0.21	661	0.0030
2 – Industrial (NE)	Vibratory Roller	0.21	425	0.0053
3 – Industrial (SE)	Vibratory Roller	0.21	930	0.0019
4 – Industrial (W)	Vibratory Roller	0.21	350	0.0068
1 – Industrial (NW)	Large Bulldozer	0.089	661	0.0013
2 – Industrial (NE)	Large Bulldozer	0.089	425	0.0022
3 – Industrial (SE)	Large Bulldozer	0.089	930	0.0008
4 – Industrial (W)	Large Bulldozer	0.089	350	0.0029
1 – Industrial (NW)	Loaded Truck	0.076	661	0.0011

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2 – Industrial (NE)	Loaded Truck	0.076	425	0.0040
3 – Industrial (SE)	Loaded Truck	0.076	930	0.0022
4 – Industrial (W)	Loaded Truck	0.076	350	0.0034

Construction of the project does not require rock blasting, pile driving, or the use of a jack hammer, but will use a vibratory roller, and large bulldozer, and loaded trucks. All of the receptors will experience less than *barely perceptible* vibration from construction of the proposed project. Furthermore, these construction activities will be limited to the allowable hours as discussed in above. With regard to long-term operational impacts, activities associated with the project will not result in any vibration-related impacts to adjacent or on-site properties. Impacts will be less than significant.

XII c) **Less than Significant Impact.** A substantial increase in ambient noise is an increase that is *barely perceptible* (3 dBA). Operationally, the proposed project will result in periodic landscaping and other occasional noise generating activities. These activities are common in industrial uses and do not represent a substantial increase in periodic noise in consideration that the project site is located in an industrialized area. Exterior noise levels under Without and With Project traffic scenarios and on-site operation of the proposed project will not exceed the acceptable noise standard for industrial uses. Impacts related to permanent increases in ambient noise levels in the project vicinity will be less than significant.

XII d) **Less Than Significant Impact.** As discussed in question XII.a, implementation of Mitigation Measure N-1 will feasibly reduce temporary construction noise to within the allowable noise levels at neighboring land uses. Impacts related to temporary construction noise will be less than significant with mitigation incorporated.

Operationally, the project will result in periodic landscaping and other occasional noise generating activities. These activities are common in industrial uses and do not represent a substantial increase in periodic noise in consideration that the project vicinity is characterized by industrial uses and vacant land. Furthermore, the project is subject to the City of San Bernardino General Plan Noise and Land Use Compatibility Matrix standards which permits noise levels up to 70 dBA for industrial uses. With compliance with this existing regulation, periodic operational noise increases will be less than significant.

XII e) **No Impact.** The project site is not located within the airport influence area of the San Bernardino International Airport.<sup>48</sup> No impact will occur.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIII. POPULATION AND HOUSING – Would the project:</b>				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Remove existing housing and displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

XII a) **Less than Significant Impact.** The Southern California Association of Governments (SCAG) 2012-2035 Regional Transportation Plan (RTP) growth projections are developed utilizing a comprehensive analysis of fertility, mortality, migration, labor force, housing units, and local policies such as land use plans. Growth projections for the 2012-2035 RTP predicted a citywide employment growth between 2020 and 2035 of approximately 31,900 new employees.<sup>49</sup> Based on average employees per square foot of warehouse in San Bernardino County, the proposed project is estimated to generate 475 new employees in the area.<sup>50</sup> This project's estimated 475 employees are within the citywide projection for 2020 and 2035 respectively. This project would accommodate additional local employment that is well within the growth forecasts developed for the RTP. Furthermore, the project does not include any infrastructure extension or expansion and therefore will not result in any indirect population growth. Impacts will be less than significant.

XII b) **No Impact.** The project site is surrounded by light industrial uses on all sides. APN 0266-362-05 is generally covered with grasses and shrubs and APN 0266-362-04 is an existing asphalt parking lot. No homes are located on the project site. The proposed project will not remove existing housing or displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. No impacts will occur.

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Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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 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 type="checkbox"/>	<input checked="" type="checkbox"/>

- b) Other:

Discussion:

- XIV a) **Fire Protection, Less than Significant Impact.** The proposed project is located within the service area of the City of San Bernardino Fire Department as well as the County of San Bernardino Fire Department. Emergency medical care, hazardous materials teams and resources, aircraft rescue and fire fighting services, and fire safety inspection for businesses are provided by the department. The department operates from twelve stations and has mutual joint response agreements with the cities of Loma Linda, Colton, Rialto, Central Valley Fire District, and the U.S. Forest Service. The nearest fire station to the project site is San Bernardino City Fire Station 225, located at 1640 Kendall Drive, approximately one mile east of the project site.<sup>51</sup>

The proposed project includes the construction of a 340,080 square-foot high-cube warehouse on 14.43 acres (Assessor's Parcel Numbers 266-362-04 and -05) of which 10,000 square feet may be used for office space.

Development of the proposed project would not interfere with fire access to the project site or surrounding industrial uses. In addition, Development Impact Fees are collected at the time of building permit issuance for approved projects to offset incremental impacts of development on services. With the inclusion of these standard regulatory measures, impacts related to expansion of fire protection services will be less than significant.

**Police Protection, Less than Significant Impact.** The proposed project is located within the service area of the City of San Bernardino Police Department, which divides the City into five districts. The project site is located within 2.5 miles of the Northern District Office located at 941 Kendall Drive.

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Development of the project site will generate an incremental increase in the need for police protection in the project area. The design of the project includes perimeter walls, fencing, and gates to provide on-site security. The Police Department reviews its needs on a yearly basis and adjusts service levels as needed to maintain an adequate level of public protection. Development Impact fees are collected at the time of building permit issuance for approved projects to offset incremental impacts of development on services. Therefore, with the payment of these fees, impacts to law enforcement are anticipated to be less than significant.

**Schools, No Impact.** The proposed high-cube warehouse will not result in any direct population growth, or associated growth in students, within the San Bernardino City Unified School District. No impact related to school facilities will occur.

**Parks and Recreation, No Impact.** The proposed high-cube warehouse will not result in any direct population growth that would require expansion or acquisition of parkland. No impact will occur.

**Other Governmental Facilities, No Impact.** The proposed high-cube warehouse will not result directly in any population growth that would require expansion of any other public services such as libraries or hospitals. No impact will occur.

**Commented [AS1]:** Is this the standard answer for this? I think that the purpose of school districts charging developer fees is that new construction does result in (possibly indirect) student population growth...otherwise they wouldn't be able to charge industrial projects. If this is what is always put for this, though, I wouldn't worry about it.

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

**Discussion:**

- XIV a) **Less than Significant Impact.** The proposed industrial project will not directly result in population growth that would impact recreation facilities. The addition of employees to the project vicinity would result in increased use of local park facilities; however, increases in park and recreational facility demand will be incremental in nature and are anticipated by build out of the City's General Plan. Impacts to recreational facilities and/or parks will be less than significant.
- XIV b) **No Impact.** The proposed project does not include or require on- or off-site construction of recreational facilities. No impact will occur.

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

**Discussion:**

**XVI a) Less than Significant Impact.** The proposed project could reduce the performance of the local and/or regional circulation system if project-related vehicle trips decrease the Level of Service (LOS) on roadways upon occupancy of the project (opening year), thereby resulting in intersection deficiency. The definition of an intersection deficiency has been obtained from the City of San Bernardino General Plan. The General Plan states that peak hour intersection operations of Level of Service D or better are generally acceptable. Therefore, any intersection operating at Level of Service E to F will be considered deficient. For freeway facilities, the definition of deficiency is based on maintaining a level of service standard of Level of Service E or better, except where an existing Level of Service F condition is

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identified. A deficiency is, therefore, defined as any freeway segment operating or projected to operate at Level of Service F, unless the segment is currently identified. It should be noted that the project has been analyzed in a Traffic Impact Analysis (TIA) prepared by Kunzman Associates.<sup>52</sup>

**Existing Conditions**

Regional access to the project site is provided by the I-215 Freeway. Local access is provided by various roadways in the vicinity of the site. The east-west roadways expected to provide local access include University Parkway, Palm Avenue and Shenandoah Way. The north-south roadways expected to provide local access include Hallmark Parkway and Industrial Parkway.

**Trip Generation**

Trip generation has been estimated based on the Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012 and City of Fontana, Truck Trip Generation Study, August 2003. The TIA indicates the proposed development is projected to generate approximately 1,611 daily vehicle trips in Passenger Car Equivalents, 137 Passenger Car Equivalents of which will occur during the morning peak hour and 145 Passenger Car Equivalents of which will occur during the evening peak hour.

**Opening Year 2017 Traffic Analysis**

Project-generated trips are combined with existing traffic volumes, ambient growth in traffic volumes, and trips generated by other projects in the project vicinity to characterize Opening Year conditions and potential impacts. The opening year for analysis purposes in this report is 2017. The results of the Opening Year analysis are summarized in Table 14 (Opening Year Intersection Performance).

**Table 14  
Opening Year Intersection Performance**

Intersection	Without Project		With Project		Significant Impact?
	Delay	LOS	Delay	LOS	
Industrial at Palm	9.4	A	9.5	A	No
Hallmark at Shenandoah	10.6	B	11.0	B	No
Hallmark at University	34.0	C	34.3	C	No
Kendall/I-215 SB Ramps at Palm	40.8	D	42.8	D	No
I-215 SB Ramps at University	43.1	D	45.0	D	No
I-215 NB Ramps at Palm	12.5	B	12.5	B	No
I-215 NB Ramps at University	39.1	D	39.1	D	No

*Source: Kunzman Associates, Traffic Impact Analysis, 12/1/15*

The study area intersections are projected to operate at Level of Service D or better during the peak hours for Opening Year (2017) with project traffic conditions. As shown in Table 14 for Opening Year (2017) traffic conditions, the project generated trips does result in a significant impact at the study area intersections.

XVI b) **No Impact.** The project will not impact any Congestion Management Program (CMP) facilities.<sup>53</sup> No impact will occur.

XVI c) **No Impact.** The proposed project is located approximately 7.25 miles northwest of the San Bernardino International Airport. The project site is not located within the airport influence area or land use plan for the airport.<sup>54</sup> No impacts related to air traffic patterns will occur.

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- XVI d) **No Impact.** The project does not require any roadway or other circulation network changes that could result in traffic safety issues. Proposed landscaping is setback sufficiently to provide adequate line of sight at project intersections. No safety impact will occur.
- XVI e) **Less Than Significant Impact.** The proposed project will be accessible via two driveways on Shenandoah Way with a third driveway being located along Hallmark Parkway. As detailed in Section XVI.a, the project would not result in a substantial increase in traffic. Adequate on site emergency access will be provided as required by the San Bernardino County Fire Department. Therefore, the project would have less than significant impacts on the provision of adequate emergency access.
- XVI f) **Less Than Significant Impact.** The project will not result in conflicts with adopted policies or plans related to alternative modes of travel, such as bus transit, bicycles or walking paths. According to the General Plan Parks, Recreation, and Trails Element, the closest bike routes to the project site are located along University Parkway and Cajon Boulevard and trails are designated on or near the project site.<sup>55</sup> OmniTrans provides local transit service in the area. The closest route to the project site is Route 11 (San Bernardino – Muscoy – Cal State) which runs along University Parkway.<sup>56</sup> No existing routes are located directly adjacent to or near the project site. The project will provide adequate pedestrian access along the project frontage and onto the project site, although the project will be primarily served by vehicles due to the nature of the facility. The project would therefore not conflict with any non-motorized or transit plans, resulting in a less than significant impact.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVII. UTILITIES AND SERVICE SYSTEMS – Would the project:</b>				
a) Exceed wastewater treatment requirements of the Santa Ana Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

XVI a) **Less than Significant Impact.** The proposed project could affect Regional Water Quality Control Board treatment standards by increasing wastewater production, which would require expansion of existing facilities or construction of new facilities. Exceeding the RWQCB treatment standards could result in contamination of surface or ground waters with pollutants such as pathogens and nitrates.

The San Bernardino Municipal Water Department has operated the Water Reclamation Plant (WRP) since 1973. The WRP is a 33 MGD Regional Secondary Treatment facility that provides trusted, quality wastewater treatment services for the City of San Bernardino, Loma Linda, East Valley, San Bernardino International

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Airport, Patton State Hospital, and unincorporated San Bernardino County areas. Primary and secondary treatment processes are employed to meet the discharge standards specified in the National Pollutant Discharge Elimination Permit (NPDES) issued to the WRP by the State of California Regional Water Quality Control Board. Secondary treated wastewater from the WRP discharges to an offsite tertiary treatment facility operated jointly by the cities of San Bernardino and Colton called the Regional Tertiary Treatment Rapid Infiltration and Extraction (RIX) Facility. The RIX Facility currently discharges pursuant to Order No. Order No. R8-2013-0032 and National Pollutant Discharge Elimination System (NPDES) Permit No. CA8000304. The City of San Bernardino Municipal Water Department is the operator of the RIX Facility. The treatment system consists of tertiary equivalent wastewater treatment, including conventional filters, and rapid infiltration and extraction (RIX). The RIX Facility has a treatment capacity of 40 MGD. The infiltrated wastewater plus native groundwater is extracted and discharged to Reach 4 of the Santa Ana River, a water of the United States.

Wastewater flows associated with the proposed project would consist of the same kinds of substances typically generated by commerce use and no modifications to any existing wastewater treatment systems or construction of any new ones would be needed to treat this project's wastewater. Estimated wastewater generated by the proposed development is approximately 171,396 gallons per day (gpd) (wastewater is estimated to be 80 percent of total water use). This volume is within the treatment capacity of the WRP (33 MGD – 171,396 GD = 32,828,604 MGD) and the RIX facility (40 MGD – 171,396 GD = 39,828,604 MGD). This project would thus have a less-than-significant impact on the ability of the WRP and the RIX Facility to operate within its established wastewater treatment requirements, which are enforced via the facility's NPDES permit authorized by the Santa Ana Regional Water Quality Control Board (SARWQCB). Therefore, the project will have a less than significant impact related to wastewater treatment requirements of the SARWQCB.

- XVI b) **Less than Significant Impacts.** The proposed project includes the construction of a 340,080 square-foot high-cube warehouse on 14.43 acres of which 10,000 square feet may be used for office space. As discussed in XVI.a, wastewater treatment facilities have sufficient capacity to serve the proposed project and the construction of new water or wastewater treatment facilities or expansion of existing facilities will not be required.

Domestic water service to the City of San Bernardino and Sphere of Influence (SOI) is provided by the San Bernardino Municipal Water Department (SBMWD) and the East Valley Water District (EVWD). The primary source of water for SBMWD and the EVWD is groundwater from the Bunker Hill Sub-Basin. While groundwater is the principal source of supply in the planning area, other sources of water supply include the State Water Project (SWP). SBMWD facilities include four treatment plants with capacity of 50 million gallons per day and 27 chlorination facilities. The proposed project is estimated to use approximately 42,849 gallons of water per day which is within SBMWD's treatment capacity. Impacts related to the expansion of water and wastewater treatment facilities will be less than significant.

- XVI c) **No Impact.** The proposed project includes construction of on-site storm water facilities including two detention basins. Project-related stormwater flows will be directed to two on-site detention basins located along Shenandoah Way in the southern portion of the project site. The detention basins will collect the flows and allow for infiltration into the soil and would not outlet to any downstream storm drain facilities. Therefore, no impacts to the City's storm water facilities would occur.

- XVI d) **Less than Significant Impact.** Domestic water service to the City of San Bernardino and Sphere of Influence (SOI) is provided by the San Bernardino Municipal Water Department (SBMWD) and the East Valley Water District (EVWD). According to the 2010 San Bernardino Valley Urban Water Management Plan, the SBMWD has sufficient supplies to meet demands during normal, single-dry year, and multiple-dry year scenarios.<sup>57</sup> Additionally, the East Valley Water District has sufficient supplies to meet demands during

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normal, single-dry year, and multiple-dry year scenarios.<sup>58</sup> Both providers have Water Shortage Contingency Plans and Demand Management Measures in place to ensure water supplies remain available. Impacts related to water supplies will be less than significant.

XVI e) **Less than Significant Impact.** As discussed in XVI.a., the San Bernardino Water Reclamation Plant (WRP) has a treatment capacity of 33 MGD and the RIX Facility has a treatment capacity of 40 MGD. Estimated wastewater generated by the proposed development is approximately 171,396 gallons per day (gpd) (wastewater is estimated to be 80 percent of total water use).<sup>59</sup> This volume is within the treatment capacity of the WRP (33 MGD – 171,396 GD = 32,828,604 MGD) and the RIX facility (40 MGD – 171,396 GD = 39,828,604 MGD). Impacts related to waste water treatment facilities will be less than significant.

XVI f) **Less Than Significant Impact.** Significant impacts could occur if the proposed project will result in exceedance of existing permitted landfill capacity. The City of San Bernardino sent solid waste to the following facilities in 2014:

- Altamont Landfill & Resource Recovery
- American Avenue Disposal Site
- Antelope Valley Public Landfill
- Azusa Land Reclamation Co. Landfill
- Badlands Sanitary Landfill
- Barstow Sanitary Landfill
- California Street Landfill
- Chemical Waste Management, Inc. Unit B-17
- Commerce Refuse-To-Energy Facility
- Covanta Stanislaus, Inc.
- El Sobrante Landfill
- Forward Landfill, Inc.
- Frank R. Bowerman Sanitary LF
- Lamb Canyon Sanitary Landfill
- Lancaster Landfill and Recycling Center
- McKittrick Waste Treatment Site
- Mid-Valley Sanitary Landfill
- Olinda Alpha Sanitary Landfill
- Prima Deshecha Sanitary Landfill
- San Timoteo Sanitary Landfill
- Simi Valley Landfill & Recycling Center
- Southeast Resource Recovery Facility
- Victorville Sanitary Landfill

The facilities that received the most solid waste from the City of San Bernardino in 2014 include Lamb Canyon Sanitary Landfill and Olinda Alpha Sanitary Landfill.<sup>60</sup> Lamb Canyon Sanitary Landfill is located in Beaumont, California at 16411 State Highway 79. The landfill is permitted to accept 5,000 tons/day and has a maximum capacity of 33,041,000 cubic yards. As of January 8, 2009, the remaining capacity was 18,955,000 cubic yards. The facility is scheduled to close in 2021.<sup>61</sup> The Olinda Alpha Sanitary Landfill is located in Brea, California at 1942 N. Valencia Avenue. The landfill is permitted to accept 8,000 tons/day and has a maximum capacity of 148,800,000 cubic yards. As of December 31, 2014, the remaining capacity was 36,589,707 cubic

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yards. The facility is also scheduled to close in 2021.<sup>62</sup> Although these existing landfills currently used by Rialto are anticipated to close in 2021, other regional landfills have remaining capacity.

Different uses have varying levels of estimated solid waste production. Using the default calculations in the CalEEMod model, the proposed project will generate approximately 315.28 tons of solid waste per year.<sup>63</sup> There is adequate landfill capacity in the region to accommodate project-generated waste. Considering the availability of landfill capacity and the relatively nominal amount of solid waste generation from the proposed project, project solid waste disposal needs can be adequately met without a significant impact on the capacity of the nearest and optional, more distant, landfills. Therefore, it is not expected that the proposed project would impact the City's compliance with state-mandated (AB 939) waste diversion requirements. Impacts will be less than significant.

- XVI g) **No Impact.** The City of San Bernardino Integrated Waste Management Division complies with all federal, state, and local statutes regarding solid waste disposal and recycling. The proposed project will utilize the services provided by the City of San Bernardino and will not conflict with regulations relating to solid waste and recycling requirements. No impact will occur.

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

- |  |                          |                                     |                          |                          |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

**Discussion:**

XVIII a) **Less Than Significant with Mitigation Incorporated.** The proposed project will not substantially impact any scenic vistas, scenic resources, or the visual character of the area, as discussed in Section I and will not result in excessive light or glare. The environmental analysis provided in Section I found that impacts related to aesthetics will be less than significant. Section III found impacts related to Air Quality to be less than significant with incorporation of Mitigation Measure AQ-1 and AQ-2. Mitigation Measure AQ-1 required the City Building Official to verify that construction plans submitted by the project proponent reflect use of low VOC architectural coatings. Mitigation Measure AQ-2 required that prior to issuance of business licenses, the building tenant shall provide evidence to the City Planning Division that emissions from truck fleet trips and other operations will not exceed the South Coast Air Quality Management District's (SCAQMD) daily oxides of nitrogen threshold through documentation required by the State Truck and Bus Regulation (California Code of Regulations, Title 13, Section 2025). The project site is located within an urbanized area with little-to-no natural habitat. The environmental analysis provided in Section IV biological resources will be less than significant. Adverse impacts to historic resources will not occur. Impacts related to archeological, paleontological resources, and human remains will be less than significant with implementation of Mitigation Measures C-1 through C-9. Section VII found impacts related to greenhouse gas emissions to be less than significant. Section IX found impacts related to hydrology and water quality to be less than significant. Based on the preceding analysis of potential impacts in the responses to items I through XVII, no evidence is presented that this project will degrade the quality of the environment. The City hereby finds that impacts related to degradation of the environment, biological resources, and cultural resources will be less than significant with mitigation incorporation.

XVIII b) **Less Than Significant with Mitigation Incorporated.** Cumulative impacts can result from the interactions of environmental changes resulting from one proposed project with changes resulting from

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other past, present, and future projects that affect the same resources, utilities and infrastructure systems, public services, transportation network elements, air basin, watershed, or other physical conditions. Such impacts could be short-term and temporary, usually consisting of overlapping construction impacts, as well as long term, due to the permanent land use changes and operational characteristics involved with the project.

Section 15130(b)(1) of the CEQA Guidelines identifies two methods to determine the scope of related projects for cumulative impact analysis:

*List-of-Projects Method:* a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency.

*Summary-of-Projections Method:* a summary of projections contained in an adopted general plan or related planning document or in a prior environmental document that has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.

**Non-Cumulative Impacts**

Impacts related to geology and soils, and airport hazards at the project-level have no potential for cumulative impacts because impacts are limited to on-site conditions and include no component that could result in similar impacts over time or space. Therefore, no cumulative impacts related to these topics will occur.

**Local Impacts**

Projects can contribute considerably to cumulative impacts in context of the local environment. Local cumulative impacts are limited to agricultural and forestry resources, air quality, biological resources, cultural resources, hazardous materials, groundwater levels, drainage and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation and traffic, and utilities and service systems. A general discussion of potentially significant cumulative impacts in the local context is summarized below.

The analysis provided in Section II found that no individual impacts will occur to agricultural resources; therefore, the project will not contribute considerably to agricultural resources. The analysis provided in Section XI found that no individual impacts will occur to mineral resources; therefore, the project will not contribute considerably to the loss of mineral resources. The analyses related to biological resources, hazards and hazardous materials, hydrology and water quality, land use and planning, population and housing, public services, recreational facilities, traffic and transportation, and utilities and services systems found that impacts will be less than significant; therefore, while the project will contribute to localized cumulative impacts, the project contribution will not be considerable.

Impacts related to air quality, cultural resources, and noise were found to be potentially significant and require mitigation to reduce to less than significant levels; therefore, the project could contribute considerably to significant regional cumulative impacts in these topical areas. These topics are discussed in detail below.

*Air Quality.* The analysis provided in Section III related to air quality found that impacts would be less than significant with mitigation incorporated during construction activities. In addition, air quality mitigation was included to reduce operational NOx emissions requiring that prior to issuance of business licenses, the building tenant shall provide evidence to the City Planning Division that emissions from truck fleet trips and other operations will not exceed the South Coast Air Quality Management District's (SCAQMD) daily

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oxides of nitrogen threshold. Therefore, while the project will contribute to localized or regional cumulative impacts, the project contribution will not be considerable.

*Cultural Resources.* The context for assessing cumulative impacts to local archeological knowledge of our past is the geographical extent of local historic and pre-historic knowledge. Loss of on-site archaeological resources could reduce or eliminate important information relevant to the City of San Bernardino and/or the Inland Empire. Mitigation Measures C-1 through C-9 have been incorporated requiring evaluation of any discovered potential archaeological and paleontological resources, the uniqueness of the archaeological sample or ancestry of the remains, and appropriate steps to preserve or curate the artifact or remains. This will eliminate any potential loss of important regional archaeological information that may be buried under the project site; therefore, the project will have no contribution to a cumulative loss of important local archaeological knowledge.

*Noise.* The project is not a substantial source of operational noise, as discussed in Section XII, and therefore would not contribute considerably to noise levels in the immediate vicinity of the project. The project will contribute to temporary increases in noise levels in the immediate project vicinity during construction activities; however, Mitigation Measures N-1 will be incorporated to minimize construction-related noise and therefore the project's contribution will not be considerable. The project will increase traffic in the project area; however, project traffic-related noise will not be discernible to the public and therefore will have no considerable contribution to cumulative traffic-related noise.

**Regional Impacts**

Projects can contribute considerably to cumulative impacts in context of the regional environment. Regional cumulative impacts are limited to air quality, biological resources, cultural resources, hazardous materials, wildfires, groundwater levels, drainage and water quality, flooding, land use and planning, mineral resources, noise, transportation and traffic, and utilities and service systems. A general discussion of potentially significant cumulative impacts in the regional context is summarized below.

No impacts related to mineral resources were identified. The analysis provided related to biological resources, hazards and hazardous materials, wildfires, groundwater levels, drainage and water quality, flooding, land use and planning, traffic, and utilities and services systems found that impacts will be less than significant; therefore, while the project will contribute to regional cumulative impacts, the project contribution will not be considerable.

Impacts related to air quality, cultural resources, and noise were found to be potentially significant and require mitigation to reduce to less than significant levels; therefore, the project could contribute considerably to significant regional cumulative impacts in these topical areas. These topics are discussed in detail below.

*Air Quality.* The context for assessing cumulative air quality impacts to the area is the extent to which project related emissions will contribute to a net increase of any criteria pollutant for which the project region is in non-attainment. The analysis provided in Section III related to air quality found that impacts would be less than significant with mitigation incorporated during construction activities. In addition, air quality mitigation was included to reduce operational NOx emissions requiring that prior to issuance of business licenses, the building tenant shall provide evidence to the City Planning Division that emissions from truck fleet trips and other operations will not exceed the South Coast Air Quality Management District's (SCAQMD) daily oxides of nitrogen threshold. Therefore, while the project will contribute to localized or regional cumulative impacts, the project contribution will not be considerable.

*Cultural Resources.* The context for assessing cumulative impacts to regional archeological knowledge of our past is the geographical extent of regional historic and pre-historic knowledge. Loss of on-site

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archaeological resources could reduce or eliminate important information relevant to the City of San Bernardino and/or the Inland Empire. Mitigation Measures C-1 through C-9 have been incorporated requiring evaluation of any discovered potential archaeological and paleontological resources, the uniqueness of the archaeological sample or ancestry of the remains, and appropriate steps to preserve or curate the artifact or remains. This will eliminate any potential loss of important regional archaeological information that may be buried under the project site; therefore, the project will have no contribution to a cumulative loss of important regional archaeological knowledge.

*Noise.* The context for assessing cumulative noise impacts to the region is the extent to which temporary or permanent noise generating sources exist in the area. The project is not a substantial source of operational noise, as discussed in Section XII, and therefore would not contribute considerably to noise levels in the immediate vicinity of the project. The project will contribute to temporary increases in noise levels in the immediate project vicinity during construction activities; however, Mitigation Measures N-1 will be incorporated to minimize construction-related noise and therefore the project's contribution will not be considerable. The project will increase traffic in the project area; however, project traffic-related noise will not be discernible to the public and therefore will have no considerable contribution to cumulative traffic-related noise.

**Global Impacts**

One topic of global concern is climate change. As discussed in Section VII, climate change is the result of numerous, cumulative sources of greenhouse gas emissions all over the world. The project will not contribute considerably to global climate change with implementation of existing regulations.

Based on the above analysis concerning the local, regional, and global impacts of the project in consideration of past, current, and future projects, the City of San Bernardino hereby finds that the contribution of the proposed project to cumulative impacts will be less than significant with mitigation incorporated.

- XVIII c) **Less Than Significant with Mitigation Incorporated.** Based on the analysis of the project's impacts in the responses to items I thru XVII, there is no indication that this project could result in substantial adverse effects on human beings. While there would be a variety of temporary adverse effects during construction related to noise and criteria pollutant emissions, these will be reduced to less than significant levels through mitigation. Long-term effects would include increased vehicular traffic, traffic-related noise, periodic on-site operational noise, minor changes to on-site drainage, and changing of the visual character of the site. The analysis herein concludes that direct and indirect environmental effects will at worst require mitigation to reduce to less than significant levels. Generally, environmental effects will result in less than significant impacts. Based on the analysis in this Initial Study, the City finds that direct and indirect impacts to human beings will be less than significant with mitigation incorporation.

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**Mitigation Measures**

**AIR QUALITY**

- AQ-1** Prior to issuance of building permits, the City Building Official shall verify that construction plans submitted by the project proponent reflect use of architectural coatings where the content of volatile organic compounds (VOC) does not exceed zero g/l for internal and exterior non-residential applications. This measure shall be verified through standard building inspections. The applicant shall bear the cost of implementing this mitigation.
- AQ-2** Prior to issuance of business licenses, the building tenant shall provide evidence to the City Planning Division that emissions from truck fleet trips and other operations will not exceed the South Coast Air Quality Management District's (SCAQMD) daily oxides of nitrogen threshold through documentation required by the State Truck and Bus Regulation (California Code of Regulations, Title 13, Section 2025). Oxides of nitrogen emissions from operations can be reduced in a variety of ways including, but not limited to, engine retrofitting, engine replacement, use of hybrid or zero emissions vehicles, and operational restrictions such as further limitations on idling beyond state requirements.

**CULTURAL RESOURCES**

- CULT-1** **Conduct Archaeological Sensitivity Training for Construction Personnel.** The Applicant shall retain a qualified professional archaeologist who meets U.S. Secretary of the Interior's Professional Qualifications and Standards, to conduct an Archaeological Sensitivity Training for construction personnel prior to commencement of excavation activities. The training session shall be carried out by a cultural resources professional with expertise in archaeology, who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards. The training session will include a handout and will focus on how to identify archaeological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event, the duties of archaeological monitors, and, the general steps a qualified professional archaeologist would follow in conducting a salvage investigation if one is necessary.
- CULT-2** **Cease Ground-Disturbing Activities and Implement Treatment Plan if Archaeological Resources Are Encountered.** In the event that archaeological resources are unearthed during ground-disturbing activities, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 25 feet shall be established around the find where construction activities shall not be allowed to continue until a qualified archaeologist has examined the newly discovered artifact(s) and has evaluated the area of the find. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by project construction activities shall be evaluated by a qualified professional archaeologist, who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards. Should the newly discovered artifacts be determined to be prehistoric, Native American Tribes/Individuals should be contacted and consulted and Native American construction monitoring should be initiated. The Applicant and City shall coordinate with the archaeologist to develop an appropriate treatment plan for the resources. The plan may include implementation of archaeological data recovery excavations to address treatment of the resource along with subsequent laboratory processing and analysis.

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- CULT-3**            **Monitor Construction Excavations Monitor Construction Excavations for Archeological Resources in Younger Alluvial Sediments.** The Applicant shall retain a qualified archaeological monitor, who will work under the direction and guidance of a qualified professional archaeologist, who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards. The archaeological monitor shall be present during all construction excavations (e.g., grading, trenching, or clearing/grubbing) into non-fill younger Pleistocene alluvial sediments. Multiple earth-moving construction activities may require multiple archaeological monitors. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (native versus artificial fill soils), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered. Full-time monitoring can be reduced to part-time inspections if determined adequate by the project archaeologist.
- CULT-4**            **Prepare Report Upon Completion of Monitoring Services.** The archaeological monitor, under the direction of a qualified professional archaeologist who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards, shall prepare a final report at the conclusion of archaeological monitoring. The report shall be submitted to the Applicant, the South Central Costal Information Center, the City, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures. The report shall include a description of resources unearthed, if any, evaluation of the resources with respect to the California Register and CEQA, and treatment of the resources.
- CULT-5**            **Conduct Paleontological Sensitivity Training for Construction Personnel.** The Applicant shall retain a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, shall conduct a Paleontological Sensitivity Training for construction personnel prior to commencement of excavation activities. The training will include a handout and will focus on how to identify paleontological resources that may be encountered during earthmoving activities, and the procedures to be followed in such an event; the duties of paleontological monitors; notification and other procedures to follow upon discovery of resources; and, the general steps a qualified professional paleontologist would follow in conducting a salvage investigation if one is necessary.
- CULT-6**            **Monitor Construction Excavations for Paleontological Resources is required at depths and strata's at five (5) feet and below.** The Applicant shall retain a qualified paleontological monitor, who will work under the guidance and direction of a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology. The paleontological monitor shall be present during all construction excavations (e.g., grading, trenching, or clearing/grubbing) into non-fill older Pleistocene alluvial deposits. Multiple earth-moving construction activities may require multiple paleontological monitors. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known paleontological resources and/or unique geological features, the materials being excavated (native versus artificial fill soils), and the depth of excavation, and if found, the abundance and type of paleontological resources and/or unique geological features encountered. Full-time monitoring can be reduced to part-time inspections if determined adequate by the qualified professional paleontologist.
- CULT-7**            **Cease Ground-Disturbing Activities and Implement Treatment Plan if Paleontological Resources Are Encountered.** In the event that paleontological resources

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and or unique geological features are unearthed during ground-disturbing activities, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 25 feet shall be established around the find where construction activities shall not be allowed to continue until appropriate paleontological treatment plan has been approved by the Applicant and the City. Work shall be allowed to continue outside of the buffer area. The Applicant and City shall coordinate with a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, to develop an appropriate treatment plan for the resources. Treatment may include implementation of paleontological salvage excavations to remove the resource along with subsequent laboratory processing and analysis or preservation in place. At the paleontologist's discretion and to reduce construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing.

**CULT-8**            **Prepare Report Upon Completion of Monitoring Services.** Upon completion of the above activities, the professional paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted to the Applicant, the City, the San Bernardino County Museum, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures.

**CULT-9**            **Cease Ground-Disturbing Activities and Notify County Coroner If Human Remains Are Encountered.** If human remains are unearthed during implementation of the Proposed Project, the City of San Bernardino and the Applicant shall comply with State Health and Safety Code Section 7050.5. The City of San Bernardino and the Applicant shall immediately notify the County Coroner and no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC shall then identify the person(s) thought to be the Most Likely Descendent (MLD). After the MLD has inspected the remains and the site, they have 48 hours to recommend to the landowner the treatment and/or disposal, with appropriate dignity, the human remains and any associated funerary objects. Upon the reburial of the human remains, the MLD shall file a record of the reburial with the NAHC and the project archaeologist shall file a record of the reburial with the CHIRIS-SCCIC. If the NAHC is unable to identify a MLD, or the MLD identified fails to make a recommendation, or the landowner rejects the recommendation of the MLD and the mediation provided for in Subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall inter the human remains and items associated with Native American human remains with appropriate dignity on the property in a location not subject to further and future subsurface disturbance.

**NOISE**

**N-1**                Prior to issuance of grading permits, the Applicant shall submit a mitigation plan prepared by a qualified engineer or other acoustical expert for review and approval by the Planning Division that identifies noise control measures that achieve a minimum 2.7 dBA reduction in construction-related noise levels. The mitigation plan may include use of sound curtains, engineered equipment controls, or other methods. Noise control requirements shall be noted on project construction drawings and verified by the Building Department during standard inspection procedures.

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