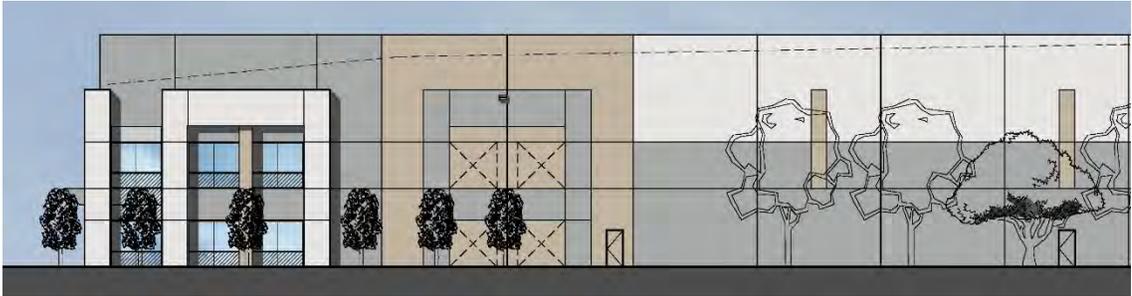


Mitigated Negative Declaration

Orange Show Logistics Center

San Bernardino, California



Lead Agency

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

Date: April 7, 2016

Public Review Draft

Mitigated Negative Declaration

Orange Show Logistics Center San Bernardino, California

Lead Agency

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

Applicant

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Lead Agency Discretionary Permits

Tentative Parcel Map No. 19681 (SUB 16-01)
Development Permit (DP-D15-13)

Date: April 7, 2016

Public Review Draft

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B	Mobile Source Health Risk Assessment
C	Cultural Resources Records Search
D	Geotechnical Investigation
E	Preliminary Water Quality Management Plan
F	Greenhouse Gas Emissions Report
G	Phase I Environmental Site Assessment
H	Hydrology Report
I	Noise Impact Analysis
J	Traffic Impact Analysis

ACRONYMS AND ABBREVIATIONS

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

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

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

1.0 INTRODUCTION

1.0 INTRODUCTION

1.1 DOCUMENT PURPOSE

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

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

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

1.2 HISTORY OF THE PROPOSED PROJECT SITE

The Project site consists of 15.64 acres of land in the City of San Bernardino, San Bernardino County, California. The Project site is located north of Orange Show Road, south of Norman Road, and west of Lena Road. Historically, the Project site contained six detached, single-family homes (five homes taking access from Norman Road and one home taking access from Orange Show Road), while the remaining portions of the property were undeveloped and may have been used for agricultural activities. In October 2015, the property owner began to prepare the property for redevelopment and demolished all vertical structures on the Project site under approved City of San Bernardino Demolition Permit Nos. D1500026 through D1500032.

1.3 PROJECT SUMMARY

The Project consists of applications for a Tentative Parcel Map (TPM No. 19681, SUB 16-01) and a Development Permit (DP-D 15-13). Tentative Parcel Map No. 19681 (SUB 16-01) proposes to consolidate the Project site’s existing 15 parcels into one legal parcel. Development Permit DP-D 15-13 proposes to develop the subject property with a logistics warehouse building containing 318,989 square feet (s.f.) of floor area and associated improvements including, but not limited to, surface parking areas, drive aisles, utility infrastructure, landscaping, exterior lighting, signage, and walls/fencing. The proposed warehouse building is designed for the potential future expansion to 342,000 s.f. of floor area (subject to future permit approval by the City of San Bernardino); therefore, for purposes of analysis, this MND evaluates the proposed warehouse building as containing 342,000 s.f. of floor area. Refer to Section 3.0, *Project Description*, for a comprehensive description of the proposed Project.

1.4 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

1.4.1 CEQA Objectives

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

1.4.2 CEQA Requirements for Environmental Setting and Baseline Conditions

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

The Project Applicant submitted applications for the proposed Project to the City of San Bernardino in September 2015; however, the City of San Bernardino did not determine the applications to be complete and request that the environmental analysis commence until the middle of October 2015. Accordingly, the environmental setting for the proposed Project is defined as the physical environmental conditions on the Project site and in the vicinity of the Project site as they existed in mid-October 2015.

1.4.3 CEQA Requirements for a Mitigated Negative Declaration (MND)

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

1.4.4 Initial Study Findings

Section 4.0 of this document contains the Initial Study that was prepared for the proposed Project pursuant to CEQA and City of San Bernardino requirements. The Initial Study determined that implementation of the proposed Project would result in less than significant environmental effects under the impact areas of: Aesthetics, Agriculture and Forestry Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation/Circulation, and Utilities. The Initial Study determined that the proposed Project would result in potentially significant effects to the following issue areas, but the Project Applicant has agreed to incorporate mitigation measures that would avoid or mitigate the effects to a point where clearly no significant effects would occur: Air Quality, Biological Resources, and Cultural Resources. The Initial Study determined that, with the incorporation of mitigation measures there is no substantial evidence, in light of the whole record before the Lead Agency (City of San Bernardino), that the Project as revised may have a significant effect on the environment. Therefore, and based on the findings of the Initial Study, the City of San Bernardino determined that a MND shall be prepared for the proposed Project pursuant to CEQA Guidelines § 15070(b).

1.4.5 Format and Content of Mitigated Negative Declaration

The following components comprise the MND in its entirety:

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

Appendix A “Orange Show Logistics Center Air Quality Impact Analysis” prepared by Urban Crossroads and dated January 8, 2016.

Appendix B “Orange Show Logistics Center Mobile Source Health Risk Assessment” prepared by Urban Crossroads and dated January 18, 2016.

Appendix C “Cultural Resources Records Search for the Lena Drive Property, San Bernardino, California” prepared by Brian F. Smith and Associates and dated March 1, 2016.

Appendix D “Geotechnical Investigation, Proposed Warehouse Development, Northwest Corner Orange Show Road/South Lena Road, San Bernardino, California” prepared by NorCal Engineering and dated June 3, 2015.

Appendix E	“Water Quality Management Plan for Orange Show Assemblage” prepared by Thienes Engineering and dated December 8, 2015.
Appendix F	“Orange Show Logistics Center Greenhouse Gas Analysis” prepared by Urban Crossroads and dated January 8, 2016.
Appendix G	“Phase I Environmental Site Assessment, 540-605 East Orange Show Road” prepared by Hazard Management Consulting, Inc. and dated June 30, 2015.
Appendix H	“Preliminary Hydrology Calculations for Orange Show Assemblage” prepared by Thienes Engineering and dated December 3, 2015.
Appendix I	“Orange Show Logistics Center Noise Impact Analysis” prepared by Urban Crossroads and dated December 28, 2015.
Appendix J	“Orange Show Logistics Center Traffic Impact Analysis” prepared by Urban Crossroads and dated April 7, 2016.

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

1.4.6 Mitigated Negative Declaration Processing

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

This MND and a Notice of Intent (NOI) to adopt the MND will be distributed to the following entities for a 20-day public review period: 1) organizations and individuals who have previously requested such notice in writing to the City of San Bernardino; 2) owners of contiguous property shown on the latest equalized assessment roll; 3) responsible and trustee agencies (public agencies that have a level of discretionary approval over some component of the proposed Project); and 4) the San Bernardino County Clerk. The NOI identifies the location(s) where the MND, Initial Study, MMRP, and associated Technical Appendices are available for public review. The NOI also establishes a 20-day public review period during which comments on the adequacy of the MND document may be submitted to the City of San Bernardino Community Development Department, Planning Division.

Following the 20-day public review period, the City of San Bernardino will review any comment letters received and determine whether any substantive comments were provided that may warrant revisions to the MND document. If substantial revisions are not necessary (as defined by CEQA Guidelines § 15073.5(b)), then the MND will be finalized and forwarded to the City of San Bernardino Development/Environmental Review Committee (D/ERC) for review as part of their deliberations concerning the proposed Project.

The San Bernardino D/ERC has the authority to approve, conditionally approve, or deny the Project. Accordingly, a public hearing will be held before the San Bernardino Development/Environmental Review Committee to consider the proposed Project and the adequacy of this MND. Public comments

will be heard and considered at the hearing. At the conclusion of the public hearing process, the D/ERC will take action to approve, conditionally approve, or deny the proposed Project. If approved, the D/ERC will adopt findings relative to the Project's environmental effects as disclosed in the MND and a Notice of Determination (NOD) will be filed with the San Bernardino County Clerk.

2.0 ENVIRONMENTAL SETTING

2.0 ENVIRONMENTAL SETTING

2.1 PROJECT SETTING

2.1.1 Project Location

Figure 2-1, *Regional Map*, and Figure 2-2, *Vicinity Map*, depict the location of the Project site. The Project site is located in western San Bernardino County, in the City of San Bernardino, immediately north of Orange Show Road, south of Norman Road, west of Lena Road, and approximately 0.2-mile east of Waterman Avenue. The Project site includes San Bernardino County Assessor Parcels 0280-142-21 and -29; 0280-162-01, -06, -07, -08, -09, -11, -12, -14, -15; and 0280-172-07, -08, -09, and -10.

2.1.2 Surrounding Land Uses and Development

Figure 2-3, *Surrounding Land Uses and Development*, depicts the existing land uses immediately surrounding the Project site. As shown, existing surrounding land uses include commercial and residential land uses to the west of the site, industrial land uses to the south (across Orange Show Road); commercial and residential developments to the east, and residential and vacant land uses to the north. The Norton Space and Aeronautics Academy is located approximately 0.23-mile to the north of the Project site.

2.2 EXISTING SITE AND AREA CHARACTERISTICS

Pursuant to CEQA Guidelines § 15125, the physical environmental condition for purposes of establishing the setting of an MND is the environment as it existed at the time the Lead Agency commenced the environmental analysis for the project. The Project's applications were filed with the City of San Bernardino in September 2015; however, the City of San Bernardino did not determine the applications to be complete and request that the environmental analysis commence until the middle of October 2015. As such, the environmental baseline for the Project is established as mid-October 2015 and the following subsections provide a description of the Project site's physical environmental condition as of that approximate date. Topics are presented on the following pages in no particular order of importance.

2.2.1 Land Use

The earliest available records indicate that the site was utilized primarily for agriculture as late as 1938. Beginning in the early 1950s and continuing through the middle of the 1960s the site transitioned to residential use, as six detached, single-family homes were constructed on the property over that time period. During the 1950s through middle 1960s, the undeveloped portions of the property may have continued to be used for agriculture (dryland farming). There was no substantial change to the Project site between the middle 1960s until approximately 2015, with the exception of the use of the eastern portion of the property as a storage yard beginning sometime after 1994 and ending sometime between 2005 and 2009. (HMC, 2015, pp. 4-5). Figure 2-4, *Aerial Photograph*, depicts the historic conditions at the Project site.

In October 2015, the property owner began to prepare the property for redevelopment and demolished all vertical structures on the Project site under approved City of San Bernardino Demolition Permit Nos. D1500026 through D1500032. Following demolition of the vertical structures, no remnants of the former residential structures remain on the subject property.

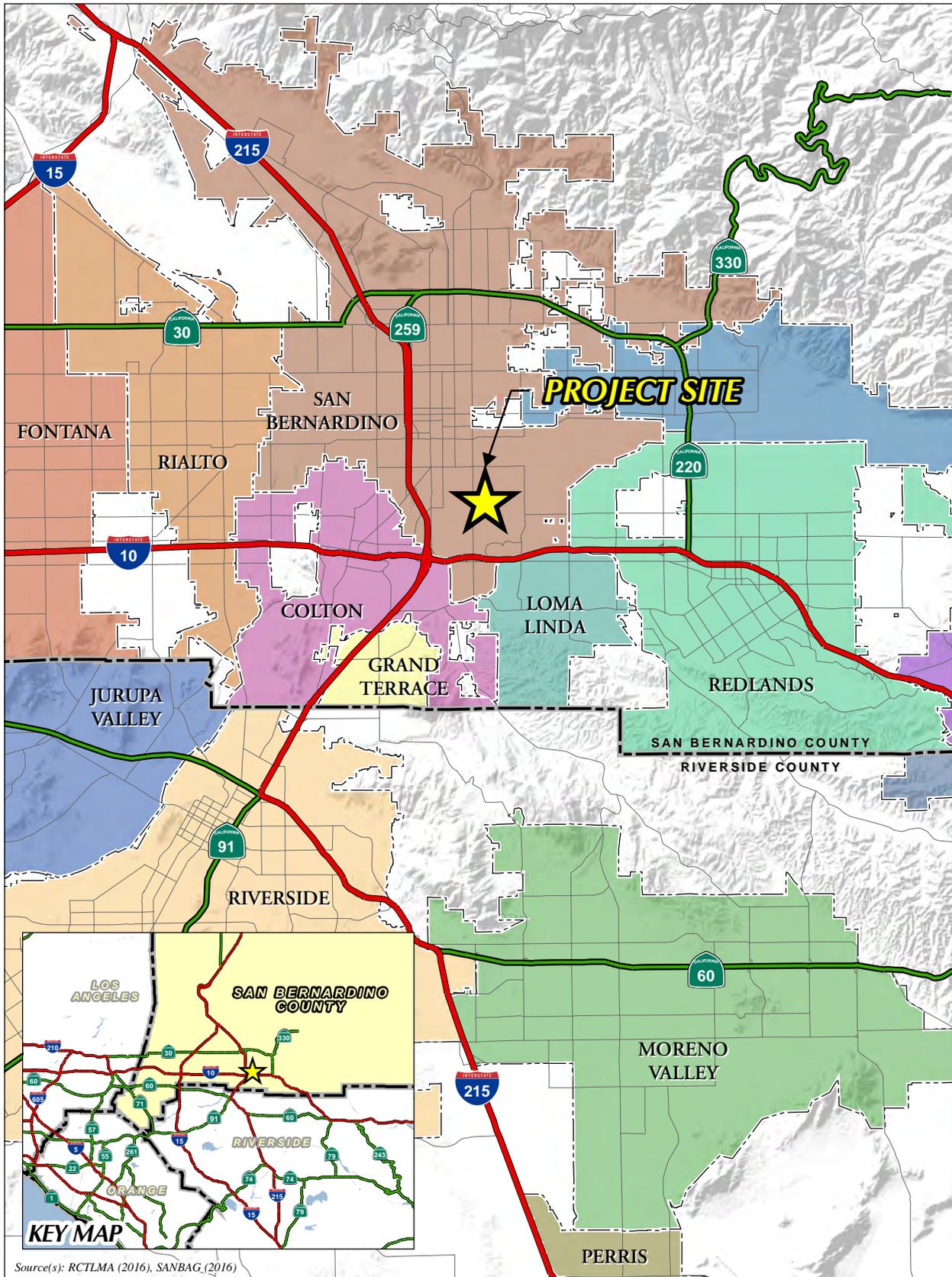
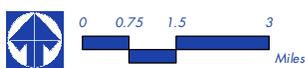


Figure 2-1

REGIONAL MAP



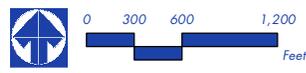
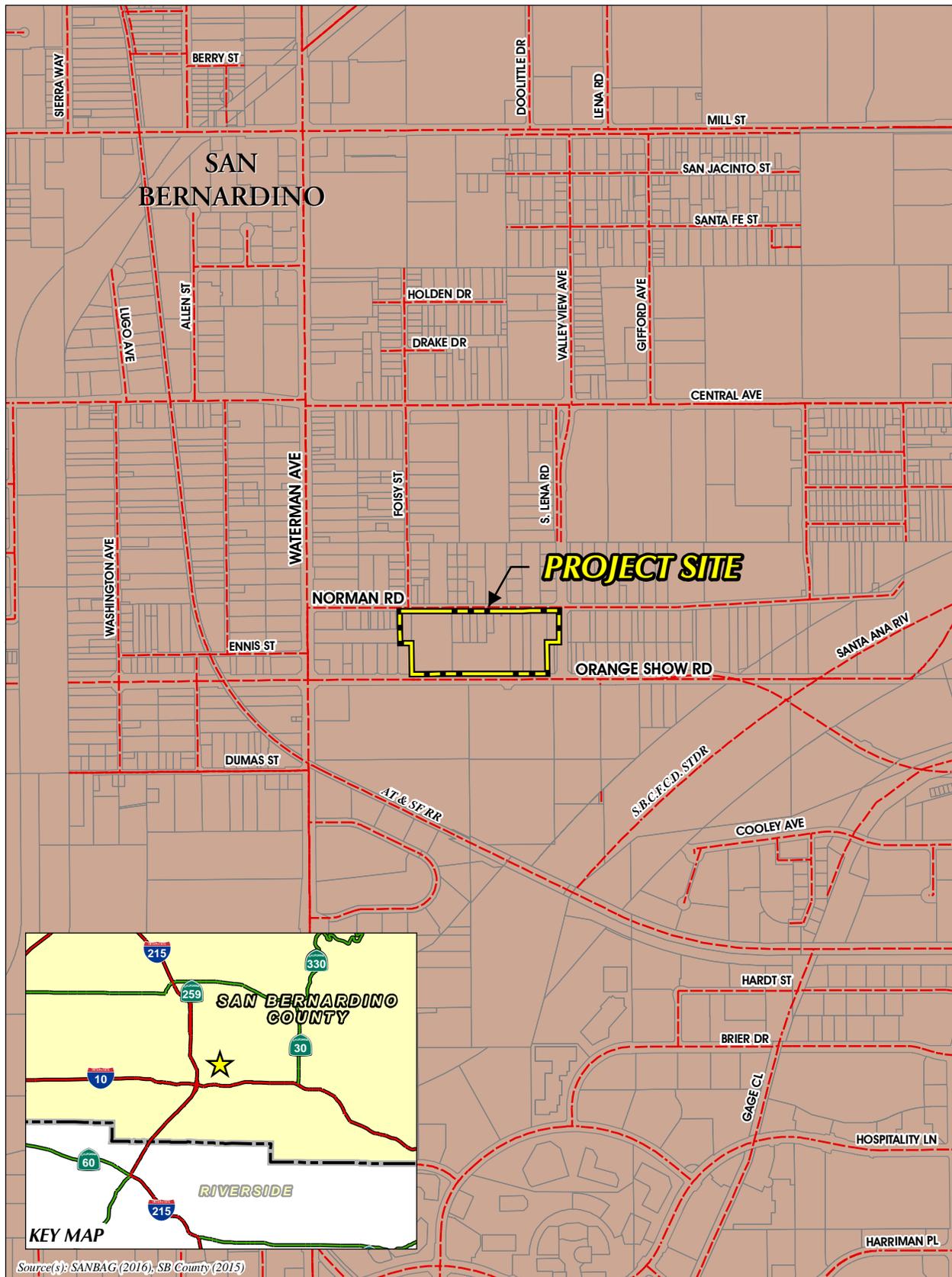


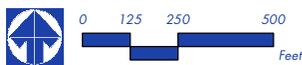
Figure 2-2

VICINITY MAP



Source(s): Google Earth (04-27-2014), SANBAG (2016), SB County (2015)

Figure 2-3

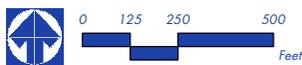


SURROUNDING LAND USES AND DEVELOPMENT



Figure 2-4

AERIAL PHOTOGRAPH



2.2.2 Aesthetics and Topographic Features

The Project site is relatively flat. The topographic high point on the property occurs in the central portion of the site, at approximately 1,030 feet above mean sea level (amsl). The topographic low point occurs in the western portion of the site, at approximately 1,024 feet amsl. Overall topographic relief across the Project site is approximately six (6) feet. Figure 2-5, *USGS Topographic Map*, illustrates the topographic character of the Project site.

The aesthetic character of the site is comprised of substantial disturbed/undeveloped land with isolated remnants of historical on-site residential development (i.e., debris). The Project site contains scattered trees and ruderal/weedy vegetation but does not contain any unique or scenic features.

2.2.3 Air Quality and Climate

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

In the Project region, the SCAB does not attain State and/or federal standards established for one-hour and eight-hour Ozone (O₃) concentrations and particulate matter (PM₁₀ and PM_{2.5}) concentrations (PM₁₀ attains federal standards but not State standards, PM_{2.5} does not attain State or federal standards). Local air quality in the vicinity of the Project site exceeded air quality standards within the last three years for one-hour and eight-hour ozone concentrations and particulate matter concentrations, as recorded at the nearest air monitoring station to the Project site (Central San Bernardino Valley 2 monitoring station). Refer to Table 2-3 in the Project's air quality report (refer to *Technical Appendix A*) for a summary of the number of days that local air quality exceeded applicable air quality standards over the last three years.

Air pollutants contribute to human health concerns. The SCAQMD conducted an in-depth analysis of the toxic air contaminants and their resulting health risks for all of Southern California. This study, titled "Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES IV)," shows that the Project area has an ambient cancer risk of 838.12 in one million persons (SCAQMD, n.d.). Information about specific air pollutants and their specific effects on human health are contained in the Air Quality and Health Risk Assessment reports contained as *Technical Appendix A* and *Technical Appendix B* to this MND, respectively.

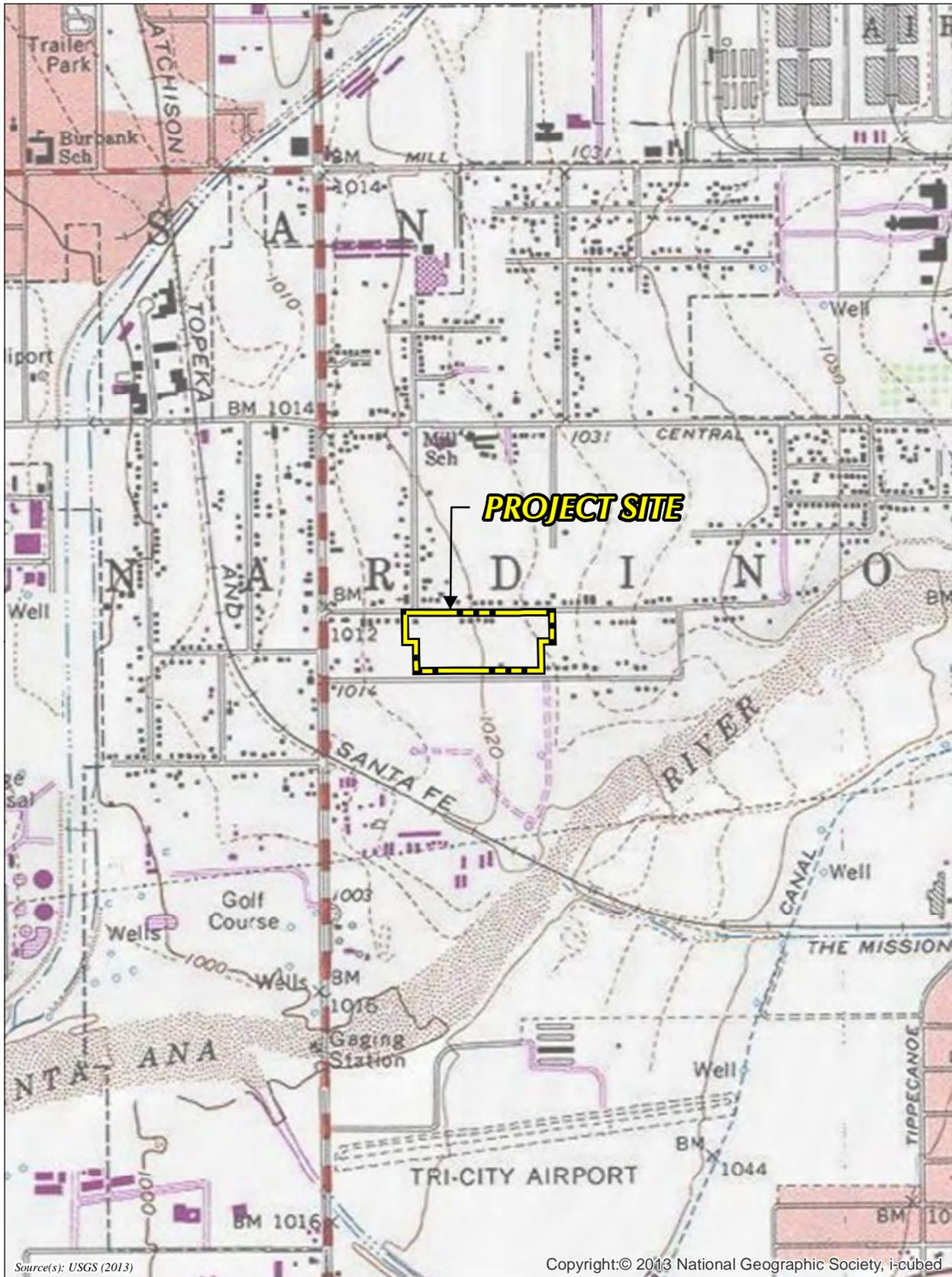
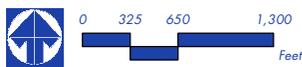


Figure 2-5



USGS TOPOGRAPHIC MAP

2.2.4 Geology

There are no known active or potentially active earthquake faults on the Project site or in the immediate area, and the Project site is not located within an “Alquist-Priolo” Special Studies Zone. The main trace of the San Jacinto fault is mapped approximately 6.5 miles to the northeast of the site. (NorCal Engineering, 2015, p. 3) Similar to other properties throughout Southern California, the Project site is located within a seismically active region and is subject to ground shaking during seismic events.

Groundwater was encountered during subsurface investigations conducted on the Project site in 2015 at depths of 27 and 31 feet below existing ground surface, respectively (NorCal Engineering, 2015, p. 4).

2.2.5 Soils

The Project site features a thin veneer of fill/disturbed soils at its surface and is underlain by native soils at depth. The fill/disturbed soils generally consist of loose and damp silty sands with some gravel ranging from 12 to 18 inches below the existing ground surface. Beneath the fill/disturbed soil layer are native soils that extend at least 51.5 feet below the existing ground surface. The upper layer of native soils generally consist of medium dense to dense silty sands. The lower level of native soils generally consist of medium dense to stiff silty clay, clayey silt, and silty sand. (NorCal Engineering, 2015, Appendix B)

2.2.6 Hydrology

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

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06071C8684H (dated August 28, 2008, as amended by LOMR 14-09-2935P), the Project site is located within “Flood Zone X (unshaded)” which corresponds with areas of minimal flood hazard (i.e., less than 0.2-percent annual chance of flood). (FEMA, n.d.)

Under existing conditions the Project site generally drains in a southwesterly direction discharging to Orange Show Road, with the exception of a small area in the northern portion of the site which drains in a westerly direction and discharges to Norman Road. Ultimately, all storm water runoff from the Project site is conveyed to Waterman Avenue and then to the Santa Ana River. (Thienes, 2015, n.p.)

2.2.7 Noise

The primary source of noise in the Project vicinity includes vehicle noise along Orange Show Road. To determine the existing acoustical setting of the Project area, 24-hour noise measurements were taken at eight receptor locations in the Project vicinity by Urban Crossroads, Inc. in October 2015. Measured hourly noise levels ranged from 56.9 equivalent level decibels (Leq dBA) to 72.3 Leq dBA, which correlates with a Community Noise Equivalent Level (CNEL) ranging from 63.7 to 75.9 dBA CNEL. (Urban Crossroads, 2015a, p. 33)

2.2.8 Site Access and Circulation

The Project site abuts Orange Show Road (a west-east oriented roadway), Norman Road (a west-east oriented roadway), and Lena Road (a north-south oriented roadway). The Project site receives access from and provides access to both Orange Show Road and Norman Road via driveways associated with the residential structures the previously existed on the property. The Project site is located approximately 1.25 miles east of Interstate 215 (I-215), a north-south oriented freeway facility, and approximately 1.1 miles north of Interstate 10 (I-10), an east-west oriented freeway facility. Both I-215 and I-10 are part of the state highway system operated by the California Department of Transportation (CalTrans).

2.2.9 Utilities and Service Systems

The Project site is located within the service area of the San Bernardino Municipal Water District (SBMWD) for domestic water and sewer treatment services. The City of San Bernardino conveys wastewater from the Project site to SBMWD treatment facilities. Under existing conditions, the Project site receives water and wastewater service via existing facilities installed beneath Norman Road and Orange Show Road; however, the Project site does contain an out-of-service irrigation well. Above-ground power lines are located in the northern portion of the Project site, along the site's frontage with Norman Road.

2.2.10 Vegetation

Based on aerial photography dating back to 1938, the Project site was used previously for agriculture, residential, and commercial land uses, often with a combination of concurrent uses (HMC, 2015). Under existing conditions the entirety of the site has been disturbed by past development activities on the subject property or is heavily disturbed on an on-going basis by routine maintenance activities (i.e., discing for fire fuel management). Two land cover/vegetation classes are mapped on the Project site by the National Land Cover Database (NCLD). The location and extent of these land cover/vegetation classes is summarized below (CDFW, 2015).

- **Disturbed:** Virtually the entire Project site is classified as one of three “Disturbed” land cover/habitat types: Medium Intensity, Low Intensity, and Open Space. The southwest corner of the Project site is mapped as “Disturbed, Medium Intensity,” which is characterized as areas with a mixture of constructed materials and vegetation and a minimum of 50 percent impervious surfaces. Isolated portions of the northern, eastern, and southern portions of the Project site are mapped as “Disturbed, Low Intensity,” which is characterized as areas with a mixture of constructed materials and vegetation with less than 50 percent impervious surfaces. Most of the Project site, including the western, central, northeastern, and southeastern areas of the site, are mapped as “Disturbed, Open Space,” which is characterized as areas with a mixture of constructed materials and vegetation with a maximum of 20 percent impervious surfaces.
- **Herbaceous:** A small sliver in the central portion of the Project site is mapped as “Herbaceous, Grassland,” which is characterized as areas dominated by grass or herbaceous vegetation and not subject to intensive management. Because the entire Project site has been developed and/or intensively managed (i.e., agricultural activities, discing) since at least 1938, and thereby does not meet the NLCD definition for the “Herbaceous, Grassland” land

cover/vegetation class, the “Herbaceous, Grassland” classification on the Project site is assumed to be a mapping error.

The City of San Bernardino General Plan and General Plan EIR do not identify any natural or sensitive vegetation communities on or adjacent to the Project site. Due to historic and on-going human disturbances on the Project site, the property is not known to support native vegetation or native plant communities. (San Bernardino, 2005a, pp. 12-3 through 12-11; San Bernardino, 2005b, Figures 5.3-1 & 5.3-2)

2.2.11 Wildlife

The California Natural Diversity Database (CNDDDB) identifies 58 wildlife species with the potential to occur in the Project area, of which 12 species are classified as “special status” species, including: California red-legged frog (*Rana draytonii*), Swainson’s hawk (*Buteo swainsoni*), California condor (*Gymnogyps californianus*), western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), coastal California gnatcatcher (*Polioptila californica californica*), southwestern willow flycatcher (*Empidonax traillii extimus*), least Bell’s vireo (*Vireo bellii pusillus*), Santa Ana sucker (*Catostomus santaanae*), Delhi Sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*), San Bernardino kangaroo rat (*Dipodomys merriami parvus*), and Stephens’ kangaroo rat (*Dipodomys stephensi*).

The City of San Bernardino General Plan and General Plan EIR do not identify any potential habitat for sensitive wildlife species on or adjacent to the Project site (San Bernardino, 2005a, pp. 12-3 through 12-11; San Bernardino, 2005b, Figures 5.3-1 & 5.3-2). Due to historic and on-going human disturbances on the Project site, special-status/sensitive wildlife species are presumed to be absent from the property.

2.3 PLANNING CONTEXT

2.3.1 General Plan Land Use & Zoning Designations

The prevailing planning documents for the Project site and its surrounding area are the City of San Bernardino General Plan and City of San Bernardino Zoning Map.

The City of San Bernardino General Plan Land Use Element designates the Project site for “Industrial Light (IL)” land uses (refer to Figure 2-8, *Existing General Plan Designations*). The IL land use designation is intended to accommodate a variety of light industrial uses, including warehousing/distribution, assembly, light manufacturing, research and development, mini storage, repair facilities, and supporting retail and personal uses (San Bernardino, 2005a, p. 2-19).

The City of San Bernardino Zoning Map designates the Project site for “Industrial Light (IL)” land uses (refer to Figure 2-9, *Existing Zoning Designations*). The Industrial Light zoning is intended to retain, enhance, and intensify lighter industrial uses along major vehicular, rail, and air transportation routes serving the City (San Bernardino, 2013, p. II-19.08-2).

The Project site was the subject of previous environmental review conducted under CEQA as part of the EIR certified in 2005 for the City of San Bernardino General Plan (SCH No. 2004111132). This previously certified EIR is herein incorporated by reference and is available for review at the City of San Bernardino Community Development Department, Planning Division, located at 300 N. “D” Street, 3rd Floor, San Bernardino, CA. The EIR for the General Plan analyzed development of the Project site with

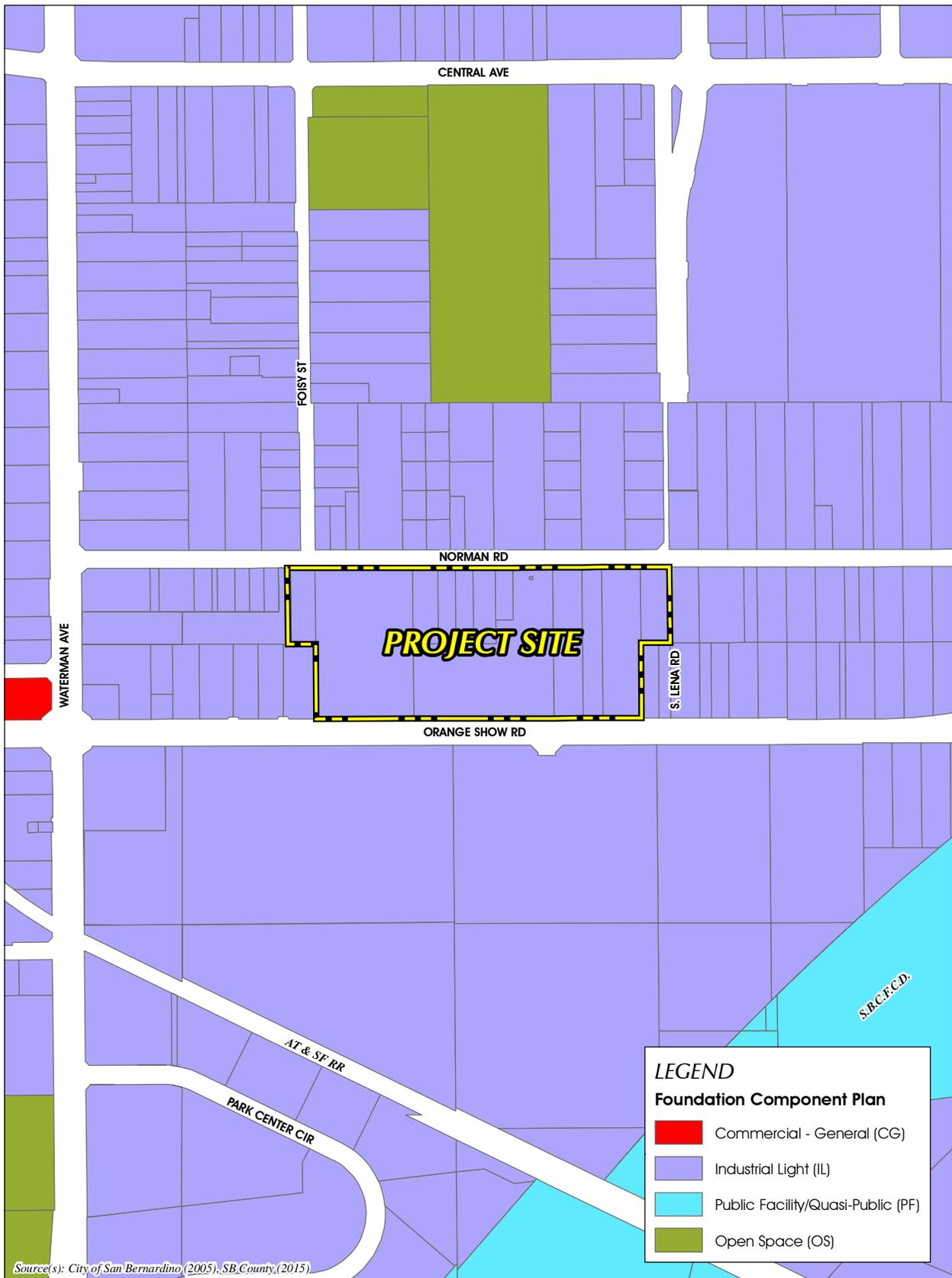
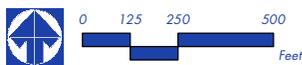


Figure 2-6



EXISTING GENERAL PLAN DESIGNATIONS

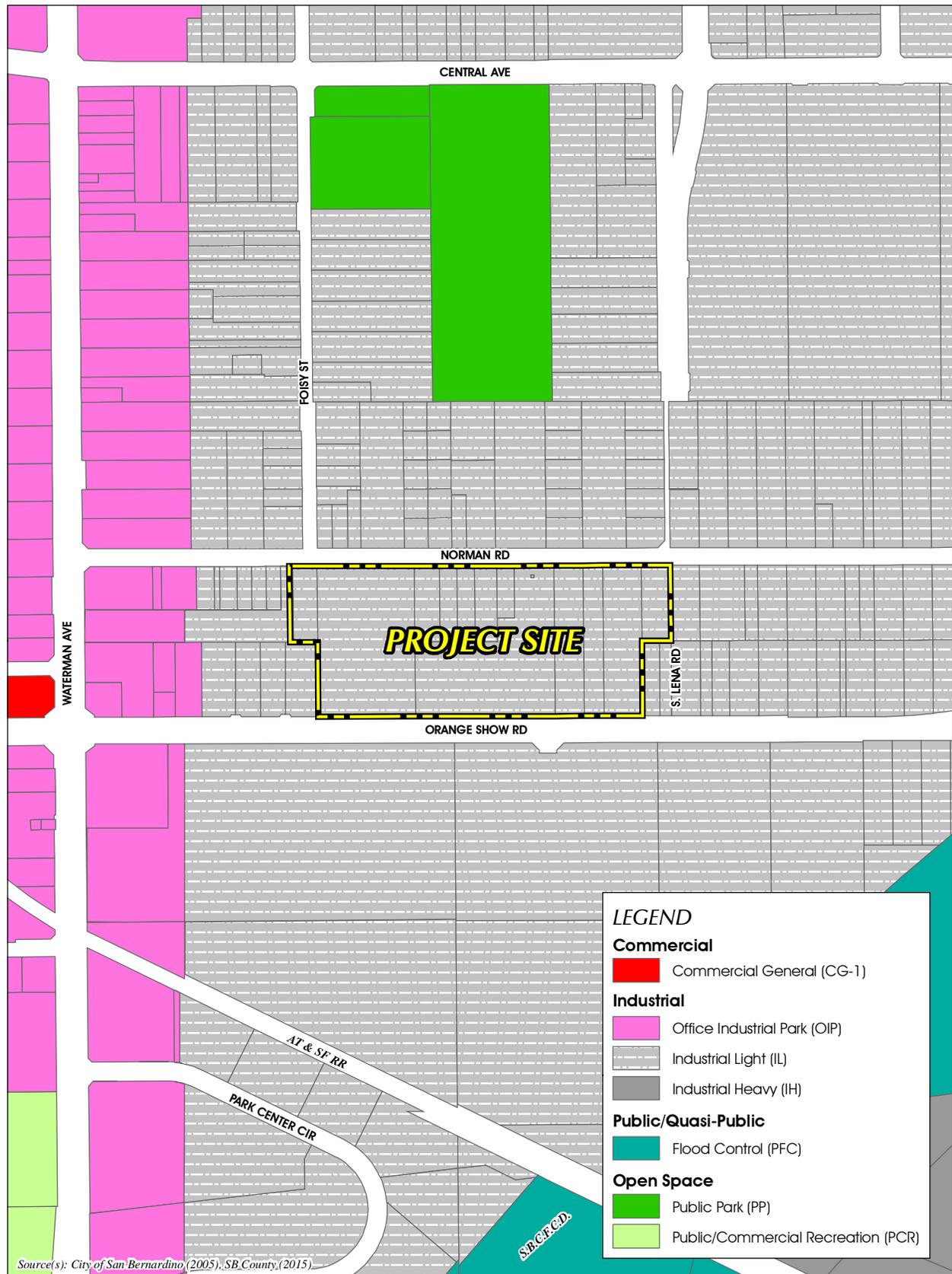
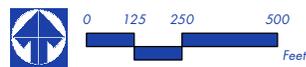


Figure 2-7



EXISTING ZONING DESIGNATIONS

light industrial land uses in accordance with CEQA; as such, use of the property for light industrial purposes does not need to be re-evaluated. This MND focuses on the particular aspects of the Tentative Parcel Map and Development Plan proposed by the Project Applicant to implement the industrial land use designation that are unique to the Project and/or the subject property.

2.3.2 Southern California Association of Governments Regional Transportation Plan

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

As a MPO and public agency, SCAG develops transportation and housing plans that transcend jurisdictional boundaries that affect the quality of life for Southern Californian as a whole. SCAG's *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)* includes a chapter titled "Goods Movement" that is applicable to the Project because the Project proposes four industrial buildings in the SCAG region that would provide for a variety of light industrial, distribution warehousing, and logistics tenants. The Goods Movement chapter states that the SCAG region hosts one of the largest clusters of logistics activity in North America. Logistics activities, and the jobs that go with them, depend on a network of warehousing and distribution facilities, highway and rail connections, and intermodal rail yards. To that end, the *Goods Movement Appendix* of the *RTP/SCS* sets forth regional strategies to achieve an efficient movement of goods which states the following:

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

According to SCAG's *Comprehensive Regional Goods Movement Plan and Implementation Strategy*, the SCAG region has a large demand for warehouse space and the demand will continue into the foreseeable future, resulting in a large unmet demand by the year 2035 (SCAG, 2013, pp. 4-39 and 4-40). SCAG reports that a substantial amount of available industrial land for this type of development is located in the vicinity of the I-10 corridor, particularly in western San Bernardino County (i.e., the vicinity of the Project site) (SCAG, 2013, pp. 4-13, 4-14, and 4-41).

3.0 PROJECT DESCRIPTION

3.0 PROJECT DESCRIPTION

The Project evaluated by this MND is located within the City of San Bernardino, San Bernardino County, California. The proposed Project consists of applications for a Tentative Parcel Map (TPM No. 19681, SUB 16-01) and a Development Permit (DP-D 15-13). Copies of the entitlement applications for the proposed Project are herein incorporated by reference pursuant to CEQA Guidelines § 15150 and are available for review at the City of San Bernardino Community Development Department, located at 300 N. D Street, 3rd Floor, San Bernardino, CA. A detailed description of the proposed Project is provided in the following subsections. Additional discretionary and administrative actions that would be necessary to implement the proposed Project are listed in Table 3-2, *Matrix of Project Approvals/Permits*, at the end of this section.

3.1 PROPOSED DISCRETIONARY APPROVALS

3.1.1 Tentative Parcel Map No. 19681 (SUB 16-01)

A. *General Description*

TPM No. 19681 proposes to consolidate the Project site's fifteen (15) parcels into one legal parcel of approximately 15.64 gross acres (approximately 14.26 net acres), as depicted on Figure 3-1, *Tentative Parcel Map No. 19681*. In addition, TPM No. 19681 identifies the size and location of proposed water, sewer, drainage and utility infrastructure.

B. *Public Roadway Improvements*

The existing public street network servicing and abutting the Project site consists of Orange Show Road to the south, Lena Road to the east, and Norman Road to the north.

Under existing conditions, Orange Show Road is constructed to its full planned width featuring four vehicular travel lanes, a raised median with landscaping, and sidewalks on both sides of the street. The Project would vacate public right-of-way that was previously offered to the City of San Bernardino for improvement of Orange Show Road but never constructed. Because Orange Show Road is already built to its ultimate width, the City no longer needs the unbuilt portion of the right-of-way. The right-of-way proposed to be vacated comprises an approximately six-foot-wide strip along the Project site's frontage with Orange Show Road.

Under existing conditions, Lena Road is constructed to its full planned width featuring four vehicular travel lanes, a painted median and sidewalks on both sides of the street. The Project would install an approximately 5.5-foot-wide landscape parkway along the Project site frontage with Lena Road. The landscape parkway would abut the existing sidewalk on the west side of the road and would feature trees and groundcover.

Under existing conditions, Norman Road is partially developed and features two paved vehicular travel lanes. The Project would improve the southern half of Norman Road along the Project site frontage to include a 20-foot-wide paved vehicular travel way, curb and gutter, a 6.5-foot-wide sidewalk, and a 3.5-foot-wide landscape parkway that would be planted with trees and groundcover.

C. Water Infrastructure

Water service would be provided to the Project site by the City of San Bernardino Municipal Water Department (SBMWD). Under pre-development conditions, water service is available to the Project site via a 12-inch diameter water main installed beneath Orange Show Road by way of a 6-inch-diameter water line installed on the Project site. Water mains also are present under Lena Road and Norman Road under pre-development conditions.

The Project would remove the existing 6-inch-diameter water line from the subject property and would relocate the existing water meter to accommodate water service to the proposed building. The Project also would make new connections to the existing water main beneath Orange Show Road to provide service for proposed fire suppression devices (interior to the proposed building) and would make new connections to the existing water mains beneath Orange Show Road, Lena Road, and Norman Road for new and relocated fire hydrants. In addition, the Project would construct a pump station in the southern portion of the site to facilitate operation of the building's fire suppression system. The Project's proposed water infrastructure improvements are depicted in Figure 3-2, *Conceptual Utility Plan*. All proposed water facilities would be designed in accordance with SBMWD standards and would require approval by SBMWD prior to installation.

D. Wastewater Infrastructure

Wastewater conveyance services are provided to the Project site by the City of San Bernardino and wastewater treatment services are provided by the SBMWD. Under pre-development conditions, wastewater conveyance service is available to the Project site via a 12-inch-diameter sewer main installed beneath Orange Show Road. As depicted in Figure 3-2, the Project would construct a 6-inch-diameter sewer lateral line at the subject property's southwest corner to connect to the existing 12-inch-diameter line beneath Orange Show Road. From this proposed connection, the sewer line would split into two lines that would provide service to the western and eastern portions of the proposed building. All proposed wastewater conveyance facilities would be designed in accordance with City and SBMWD standards and would require approval by the City and SBMWD prior to installation.

E. Drainage Plan

The Project's stormwater drainage system also is depicted in Figure 3-2. The Project's on-site stormwater drainage system would consist of catch basins, underground storm drain pipes, landscape swales, permeable pavement, one water quality/detention basin, and Storm-Tech MC-3500 underground infiltration chambers. The system is designed to collect, treat, and store stormwater runoff before discharging treated flows off-site.

A majority of the stormwater flows generated on-site would be captured and routed to an underground infiltration chamber system located in the south-central portion of the site. The proposed underground infiltration chambers would store stormwater runoff and facilitate percolation to maximize on-site infiltration and minimize off-site water discharge. In the event the underground infiltration chamber system reaches capacity, excess stormwater runoff flows would be routed to a water quality/detention basin at the southwest corner of the Project site before discharging into the surface gutter system along Orange Show Road.

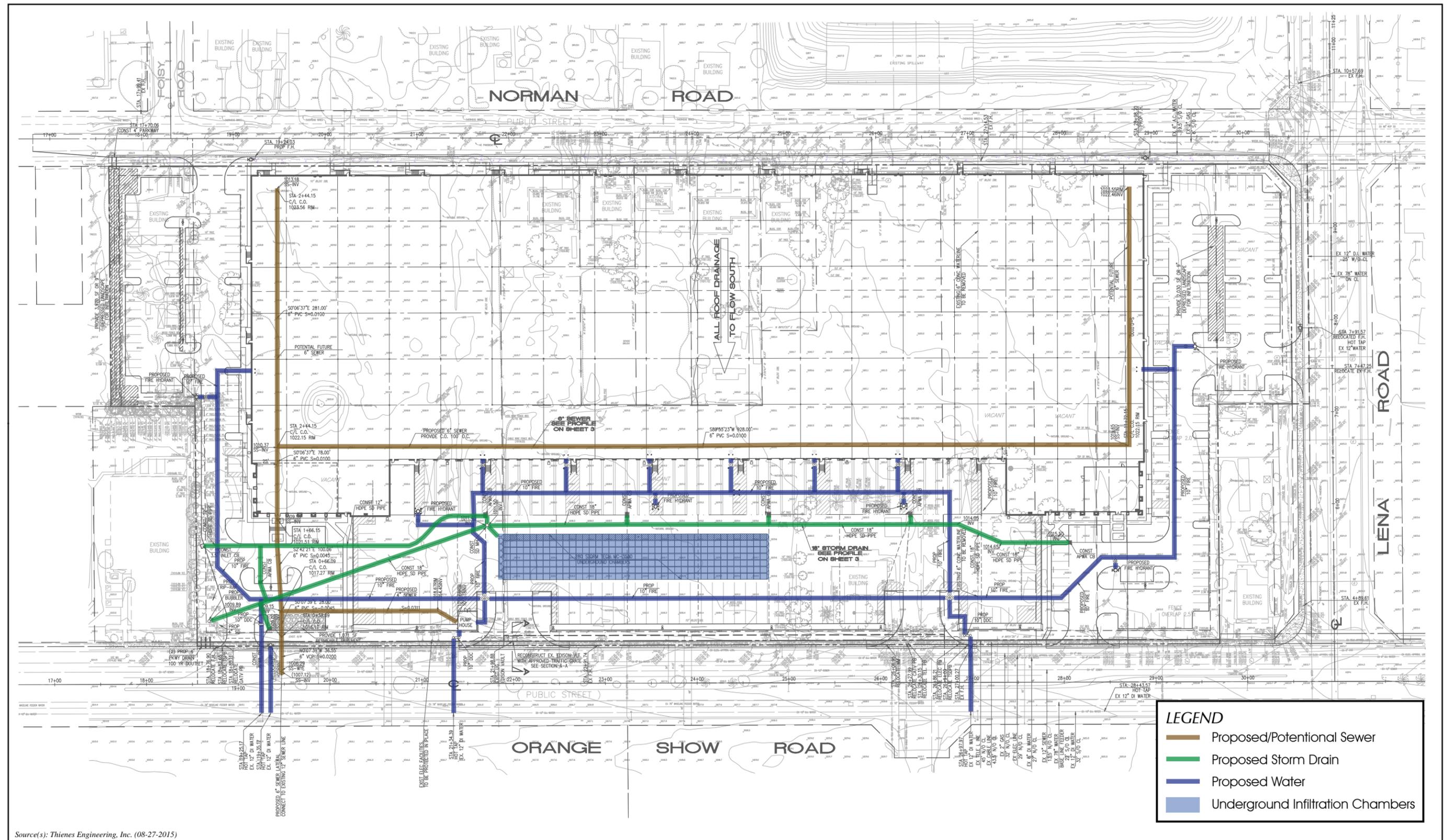


Figure 3-2

Stormwater runoff flows from the parking lot in the northwest portion of the Project site would surface drain through landscape swales and landscape parkways before entering surface gutters along Norman Avenue. Stormwater runoff flows from the parking lot in the southwestern portion of the Project site would surface drain to a permeable pavement area in the southwest corner of the site; any stormwater runoff flows that do not infiltrate through the permeable pavement area would surface drain to the surface gutter system along Orange Show Road.

F. Dry Utilities

Dry utilities owned by Southern California Edison (electric lines) and Verizon (telephone and cable) are located along the Project site frontage with Orange Show Road and Norman Road under existing conditions. For the most part, the Project will protect the existing dry utilities in place; however, along Orange Show Road the Project would re-locate three telephone pull boxes, one electric pull box, and two cable television pull boxes, and would retrofit an existing Southern California Edison underground electric vault that is located at a proposed Project driveway with a traffic grate. In addition, the Project would replace eight power poles along Norman Road with underground electric lines. All modifications to existing dry utilities would be performed in accordance with the standards of the respective utility provider and the City and would require approval by the respective utility provider and the City prior to installation.

G. Earthwork and Grading

As shown on Figure 3-3, *Conceptual Grading Plan*, earthwork and grading would occur over the entire Project site. No area of the site would be left undisturbed. Proposed earthwork and grading activities would occur in one phase and would result in approximately 30,623 cubic yards (c.y.) of cut and 30,623 c.y. of fill. Earthwork activities on-site would balance and no additional import or export of soil materials would be required. When grading is complete, the Project site would have a slight, south-to-north and slight east-to-west slope gradient; the highest point of the site would be approximately 1,026 feet above mean sea level (amsl) at the northeastern portion of the site and would slope downward to an elevation of approximately 1,016 amsl in the southwestern portion of the site.

The Project site is relatively flat and proposed grading would not create manufactured slopes except around the proposed water/quality detention basin in the southwestern corner of the site, where proposed slopes would have a maximum incline of 3:1, and along the maximum four-foot-tall berm located between the Orange Show right-of-way and the proposed concrete screen wall, where the proposed slopes would have a maximum incline of 2:1 (refer to Section 3.1.2B, below, for a description of the proposed screen wall). The Project also would construct low retaining walls – at varying heights up to approximately four feet – along the western boundary of the Project site.

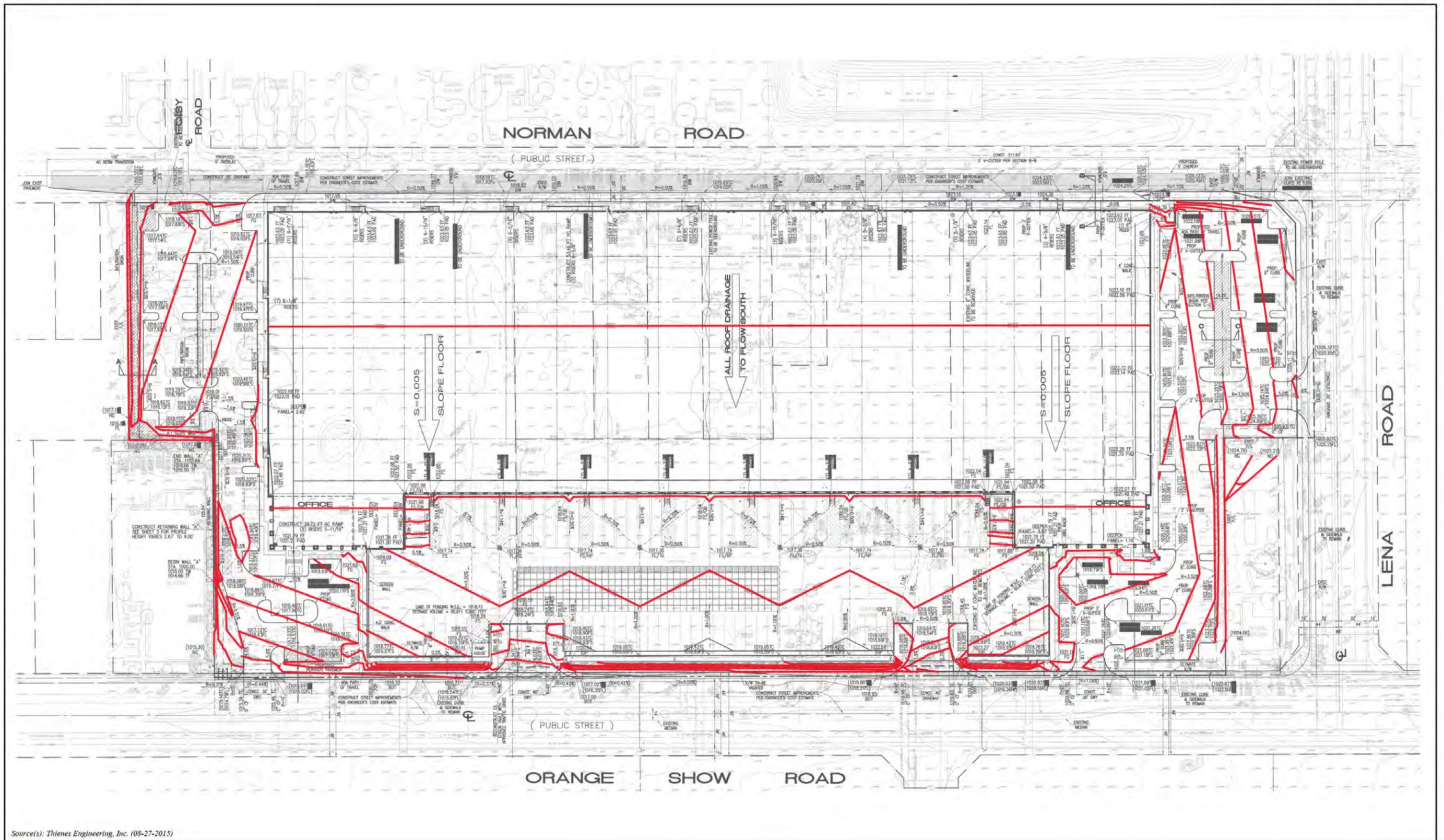


Figure 3-3



3.1.2 Development Permit (DP-D 15-13)

As shown on Figure 3-4, *Development Permit DP-D 15-13*, the Project Applicant proposes to construct one (1) logistics warehouse building on the subject property. The proposed building would contain a 318,989 square feet (s.f.) of floor area, including office spaces in the southwest and southeast corners of the building. The proposed warehouse building is designed for the potential future expansion to 342,000 s.f. of floor area (subject to future permit approval by the City of San Bernardino); therefore, for purposes of analysis, this MND evaluates the proposed warehouse building as containing 342,000 s.f. of floor area. At the time this MND was prepared, the future occupant(s) of the Project is unknown; however, the building is designed to accommodate warehouse distribution operators.

Vehicular access to the Project site would be provided by four driveways at Orange Show Road, one driveway at Lena Road, and one driveway at Norman Road. The Project's two central driveways along Orange Show Road would be primarily used for truck traffic to access the truck yard area, but could be used by passenger vehicles on occasion to access overflow automobile parking within the truck yard area. All other Project driveways would be restricted to passenger vehicle traffic. The Project's two passenger vehicle driveways along Orange Show Road would be restricted to right turns when accessing or existing the site while the passenger vehicle driveways at Lena Road and Norman Road would have no restrictions for vehicle turning movements. The Project's western truck yard driveway would be restricted to right turns when accessing the site or existing onto Orange Show Road; the eastern truck yard driveway would have no restrictions for vehicle turning movements. All Project driveways would be stop-sign controlled.

A. *Parking and Loading*

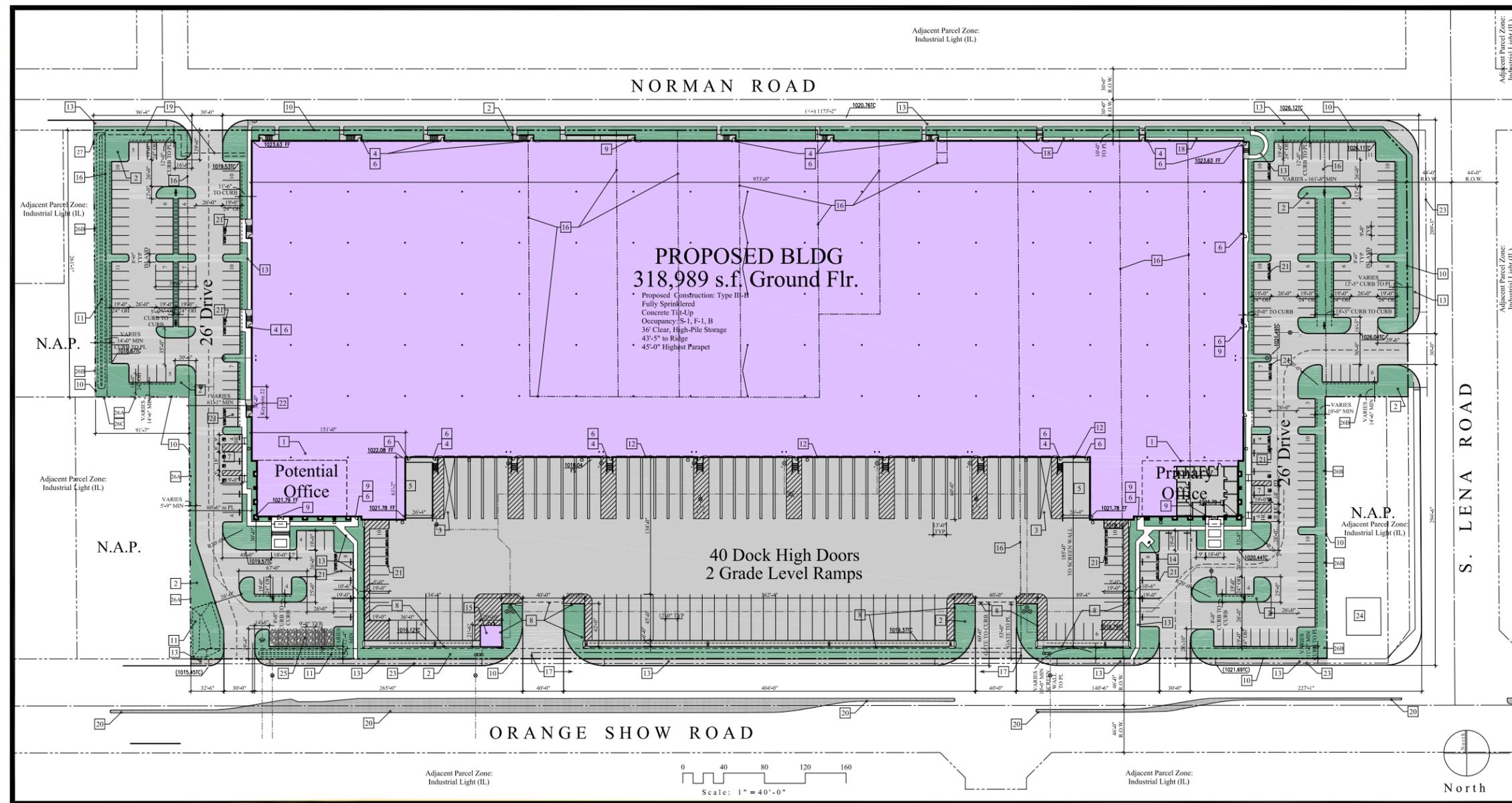
Figure 3-4 depicts the number and location of parking spaces and loading bays for the Project. The Project would include 283 total automobile parking spaces, including 275 standard spaces, eight handicap-accessible spaces, and 23 carpool/vanpool/electric vehicle spaces. In addition, the Project includes 40 loading docks along the southern edge of the proposed warehouse building and 33 truck trailer parking spaces.

The Project provides nine bicycle parking spaces (three bicycle racks, each with three bicycle spaces) in compliance with the City of San Bernardino Development Code Section 19.20.030(26.A), which requires bicycle parking to be provided at a minimum rate of one per 30 automobile parking spaces.

B. *Architecture, Walls, and Fences*

Figure 3-5, *Conceptual Architectural Elevations*, depicts the conceptual architecture elevations proposed by the Project. The proposed industrial warehouse building would be constructed to a maximum height of 50 feet above finished grade. The building would be constructed with painted concrete tilt-up panels and low-reflective, blue/green-glazed glass. Articulated building elements, including parapets, clerestory windows, mullions and metal canopies, are proposed as decorative elements. The exterior color palette for the proposed building is comprised of various neutral colors, including shades of taupe, tan, and gray.

Painted concrete tilt-up screen walls, complete with pilasters and picket-style decorative metal gates at vehicular access points, would be provided on the south side of the building to screen the loading bays from public views along Orange Shoe Road. Along the western and southeastern property lines, existing decorative metal, chain-link, and wood fencing would remain in place.



Site Plan Summary

Zoning Information	Zone:	Industrial Light (IL)	Max Height:	50'-0"
Existing Site Area	General Plan:	Industrial Light (IL)	Max Coverage:	75%
Proposed Site Area (Including 6' Vacation along Orange Show)	Specific Plan:	N/A	Setbacks:	10' Front/Side & Rear
Proposed New Building Area (Ground Floor)				
Site Coverage - Proposed Building Area Divided by Proposed Site Area, or 318,989 s.f. / 621,030 s.f. =				
Landscape Area / Coverage				
Parking Required (10,000 s.f. Office and the Remain 308,989 s.f. Warehouse Area)				
Office (7,501-10,000 s.f.)				
Warehouse (Over 50,001 s.f.)				
Parking Provided				
CalGreen Designated Parking for Fuel Efficient Vehicles = (0.8%) 281 = 22.48, or 23 FE Spaces				
CalGreen Designated Parking for Electric Vehicles = (0.3%) 281 = 8.49, or 9 EV Spaces				
275 Standard Parking Stalls + 8 H.C. Accessible Stalls Equates to:				
Truck and Trailer Parking				
Bicycle Parking Required (Per Green Code - 5% of Visitor Parking - Assume 60 Visitor Parking)				

Key Notes

- 1) Approximate Extent of Office Area - Typ. (SE Corner Anticipated to be Built with Shell Construction)
- 2) Shaded Area Represents Landscaping - Typ. (Refer to Conceptual Landscape Plans)
- 3) Space Wired for Trash Compactor - To be Specified and Installed by Future Tenant
- 4) Concrete Stairs and Painted Metal Railings - Typ
- 5) Ramp Up to Ground Level Service Door - Typ.
- 6) Fire Dept. Access Door at 100' max located in High Pile Storage Areas only
- 7) Accessible Parking with Accessible Path to Entry - Typ.
- 8) 12'-0" Tall Concrete Screen Wall with Decorative Metal Gates per Ext Elevations
- 9) Grade Level Exit Door Connected to Path of Travel
- 10) Property Line per civil drawings
- 11) Storm Water Basin - Refer to Civil and Landscape
- 12) Vertical Lift, Sectional Door - Painted to Match adjacent Wall - Typ.
- 13) Concrete Sidewalk (48" Min On-Site, Per City Standards Off-Site) - Natural Color with Medium Broom Finish - Refer to Civil
- 14) Single Sided Bike Rack for 3 Bicycles by Dero Rack (Rolling Style - Yellow Color) Set in Concrete.
- 15) ESRF Pump House - Painted to Match Main Building
- 16) Existing Lot Line to be Removed via New Parcel Map
- 17) 6' Wide Property Line Discrepancy (Result of Previous Street Widening Program). Street is No Longer Intended to be Widened to this Extent and is now Proposed to be Resolved Via the Tentative Parcel Map
- 18) 36" Wide "V" Gutter at NE Corner of Building (Finish Floor Lower than Adjacent Street Level) Refer to Grading Plan
- 19) Potential Gate & Fence at Northwest Corner along Norman
- 20) Existing Median to Remain - No Alterations
- 21) Designated Parking per Green Code - Stalls to be Striped to Read "Clean Air / Vanpool / EV"
- 22) 30'-0" Section of 3-Hr Wall at Reduced Open Side (Per CBC 507.5)
- 23) Property Line Prior to Street Widening - Refer to Civil for All Boundary Information (Orange Show and Lena)
- 24) Existing Non-Conforming Residence to Remain
- 25) Permeable Concrete Parking Surface per WQMP
- 26) Existing Fence to Remain (Western PL and SE PL)
- 27) Existing Decorative Metal Fence with CMU Pilasters
- 28) Existing Chain Link Fence
- 29) Existing Wood Fence (Offsite)
- 30) Replace Existing Fence with 6 Ft. Galvanized Chain Link

General Notes

1. Site Plan Shall Meet All Engineering and NPDES Requirements.
2. Refer to Conceptual Grading Plan for the Following Information:
 - a) Full Description of All Easements
 - b) All Grading
 - c) On-Site Drainage Pattern
 - d) Street Improvements
3. All Lighting Shall Conform with the Municipal Standards
4. All Signage Shall Conform with the Municipal Standards
5. All Hardscape Shown on Plan will be Installed as either Concrete or Asphalt Paving
6. Grading Plan shows all Existing Structures and Trees

LEGEND

- Property Line
- Interior Lot Line to be Removed via TPM
- Street Center Line
- Potential Interior Wall Location
- Fire Lane (26' Wide with 20' Inside Corners)
- New Fencing (See Key Notes)
- Existing Fencing to Remain (See Key Notes)
- Solid Hatch Represents Landscape Area
- Diagonal Hatch Represents Painted Stripes
- Light Standard - Refer to Photometric
- CalGreen Mandated Fuel Efficient Parking
- Fire Hydrant per Civil Plans

APN: 0280-142-21 0280-172-08 0280-162-01 0280-162-08 0280-162-12
0280-142-29 0280-172-09 0280-142-06 0280-142-09 0280-142-14
0280-172-07 0280-172-10 0280-142-07 0280-142-11 0280-142-15

Source(s): Thiennes Engineering, Inc. (12-21-2015)



Figure 3-4



C. Conceptual Landscape Plan

The Project's conceptual landscape plan is depicted in Figure 3-6, *Conceptual Landscape Plan*. Proposed landscaping would be ornamental in nature and would feature drought-tolerant trees, shrubs, and groundcovers. The landscape plan indicates that trees and groundcover are proposed along the Project site's frontages with Orange Show Road, Lena Road, and Norman Road. Trees would be planted at regular intervals adjacent to the right-of-way with overlapping canopies. At building entries and driveways, a mix of trees and groundcover would be used to partially screen the structure and provide shade over parking areas. The water quality detention basin on the southwestern corner of the site would be landscaped with low shrubs and groundcovers, with the bottom surface seeded with a swale mix. Prior to the issuance of a building permit for the proposed industrial warehouse building, construction documents pertaining to the planting and irrigation of the Project site would be required to be submitted to the City of San Bernardino for review and approval. The planting and irrigation plans would be required to comply with Development Code Section 19.28 which establishes requirements for landscape design, automatic irrigation system design, and water-use efficiency.

3.2 PROJECT CONSTRUCTION AND OPERATIONAL CHARACTERISTICS

3.2.1 Construction Characteristics

The proposed Project would be constructed over the course of approximately eight months. Construction activities would commence with site preparation and the miscellaneous demolition, including removal of an out-of-commission irrigation well in the northeastern portion of the property. After site preparation/demolition, the property would be mass-graded and underground infrastructure would be installed. Next, surface materials would be poured and the building would be erected, connected to the underground utility system, and painted. Lastly, landscaping, fencing/walls and other site improvements would be installed and fine grading would occur.

Construction equipment is expected to operate on the Project site eight hours per day, five days per week during the construction phase. The types and numbers of heavy equipment expected to be used during construction activities are listed in Table 3-1, *Expected Construction Equipment*. For purposes of evaluation in this MND, the Project is anticipated to be operational in the Year 2017.

3.2.2 Operational Characteristics

At the time this MND was prepared, the future Project occupant(s) were unknown. The Project Applicant expects that the building primarily would be occupied by warehouse distribution operators and would not include any cold storage or refrigerated uses. The Project is estimated to be operational 24 hours per day, seven days per week, with exterior loading and parking areas illuminated at night. Lighting would be subject to compliance with Development Code Chapter 19.20.030.14, which states that exterior lighting shall be energy-efficient, shielded or recessed, and directed downward and away from adjoining properties. The building is designed such that business operations would be conducted within the enclosed building, with the exception of traffic movement, parking, and the loading and unloading of truck trailers at designated loading bays. The outdoor cargo handling equipment used during loading and unloading of trailers (e.g., yard trucks, hostlers, forklifts) is proposed to be electric powered. During long-term operating conditions, the Project is calculated to generate approximately 575 total vehicle trips on a daily basis (actual trips), including 356 daily passenger vehicle trips and 219 daily truck trips (Urban Crossroads, 2015e, p. 38).

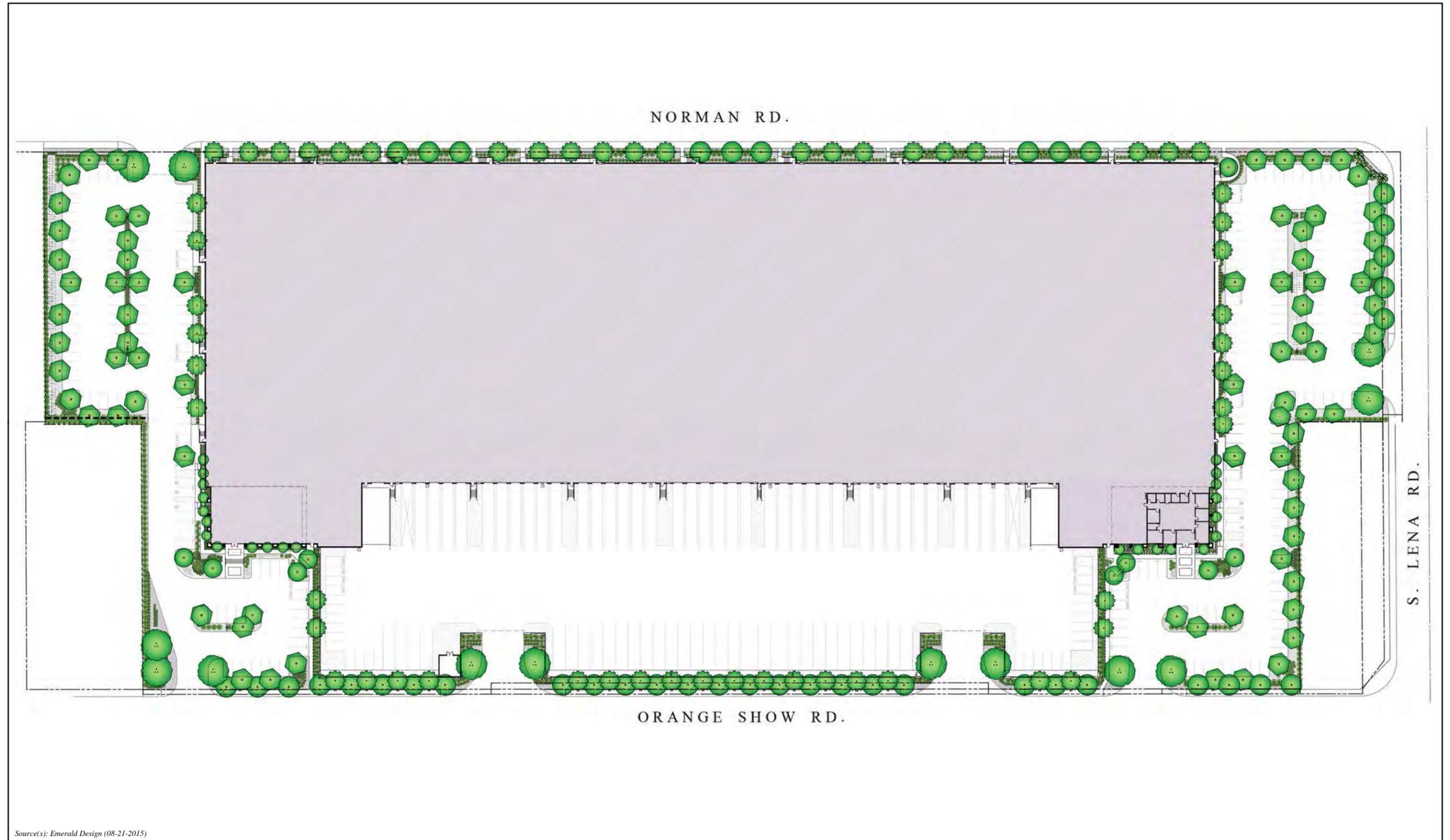


Figure 3-6



Table 3-1 Expected Construction Equipment

Activity	Equipment	Number	Hours Per Day
Site Preparation	Water Trucks	2	8
	Rubber Tired Dozers	4	8
	Crawler Tractor	2	8
	Excavators	4	8
Grading	Water Trucks	3	8
	Scrapers	6	8
	Graders	4	8
	Rubber Tired Dozers	2	8
	Tractors/Loaders/Backhoes	2	8
	Excavator	1	8
Building Construction	Tractors/Loaders/Backhoes	5	8
	Forklifts	3	8
	Generator Sets	2	8
	Cranes	1	8
	Welders	2	8
	Excavator	1	8
	Aerial Lifts (Boom Lifts)	4	8
	Other Construction Equipment (Gradall)	2	8
Architectural Coatings	Air Compressors	4	8
	Aerial Lifts (Boom Lifts)	4	8
Paving	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8

Source: (Urban Crossroads, 2016a, Table 3-3)

Because the building’s tenant is not yet known, the number of jobs that the Project would generate cannot be precisely determined; therefore, for purposes of analysis within this MND, employment estimates were calculated using the Project Applicant’s understanding and experience from projects that are of comparable size and intended usage. The Project Applicant estimates the Project could create approximately 325 new, recurring jobs (Project Application Materials, 2015).

Based on standard SBMWD demand rates for “Industrial Light” land uses (i.e., 1.42 gallons per minute), the Project is estimated to result in a demand for approximately 29,159 gallons of water per day. The Project is also estimated to result in an average daily demand of 14,260 gallons per day of wastewater treatment capacity (based on the City of San Bernardino’s wastewater generation factor of 1,000 gallons per day per net acre for light industrial land uses) (Psomas, 2002, Table 4-3). Based on calculations from the Project’s greenhouse gas analysis (*Technical Appendix F*), the Project’s energy use is estimated at approximately 1,117,264 kilowatt-hours (kWh) per year, and natural gas usage is estimated at approximately 610,648 thousand British thermal units per year (kBtu/yr).

3.3 STANDARD REQUIREMENTS AND CONDITIONS OF APPROVAL

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

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

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

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

3.4 SUMMARY OF REQUESTED ACTIONS

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

Table 3-2 Matrix of Project Approvals/Permits

Public Agency	Approvals and Decisions
City of San Bernardino	
Development/Environmental Review Committee (D/ERC)	<ul style="list-style-type: none"> • Approve, conditionally approve, or deny Tentative Parcel Map No. 19681 (SUB 16-01) and Development Permit DP-D 15-13. • Reject or approve this MND along with appropriate CEQA Findings.
Subsequent City of San Bernardino Discretionary and Ministerial Approvals	
City of San Bernardino Subsequent Implementing Approvals	<ul style="list-style-type: none"> • Approve final maps, parcel mergers, lot line adjustments, or parcel consolidations, as may be appropriate. • Approvals for water, sewer, and storm drain infrastructure. • Issue grading permits. • Issue building permits. • Approve road improvement plans. • Issue encroachment permits. • Accept public right-of-way dedications.
Other Agencies – Subsequent Approvals and Permits	
Santa Ana Regional Water Quality Control Board	<ul style="list-style-type: none"> • Issue a Construction Activity General Construction Permit. • Issue a National Pollutant Discharge Elimination System Permit.
Southern California Edison	<ul style="list-style-type: none"> • Approve the undergrounding of existing above ground power lines and re-location of electric pull boxes.
Verizon	<ul style="list-style-type: none"> • Approve re-location of telephone and cable television pull boxes.

4.0 INITIAL STUDY CHECKLIST

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ORANGE SHOW LOGISTICS CENTER

Project Description and Location:

The proposed Project involves the development of 15.64-acre property located north of Orange Show Road, south of Norman Road, and west of Lena Road in the southern portion of the City of San Bernardino, San Bernardino County, California. The Project proposes to construct and operate one (1) logistics warehouse building having 318,989 square feet of floor area and associated site improvements including, but not limited to, surface parking areas, drive aisles, utility infrastructure, landscaping, exterior lighting, signage, and walls/fencing. The proposed warehouse building is designed for the potential future expansion to 342,000 s.f. of floor area (subject to future permit approval by the City of San Bernardino); therefore, for purposes of analysis, the proposed warehouse building is evaluated as containing 342,000 s.f. of floor area. The Project Applicant is pursuing the Project on a speculative basis, meaning that the building's future occupant(s) is not yet identified. Under existing conditions, the Project site is vacant; but, portions of the property were formerly occupied by six (6) single-family detached residential structures (which have been demolished). The Project site includes San Bernardino County Assessor Parcels 0280-142-21 and -29; 0280-162-01, -06, -07, -08, -09, -11, -12, -14, -15; and 0280-172-07, -08, -09, and -10.

April 7, 2016

CEQA LEAD AGENCY:

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

PROJECT APPLICANT:

PSIP WR Orange Show, L.P.
500 Newport Center Drive, Suite 630
Newport Beach, CA 92660

CEQA CONSULTANT:

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

REVIEWED BY:

Independently reviewed, analyzed, and exercised judgment in making the determination, by the City of San Bernardino Development/Environmental Review Committee on April 7, 2016, 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 Project must obtain discretionary approval from a governmental agency and is not exempt from CEQA. The purpose of the Initial Study is to determine the most appropriate CEQA compliance document for the proposed action, either a Negative Declaration/Mitigated Negative Declaration (ND/MND) or an Environmental Impact Report (EIR). If a previous EIR has been prepared for a project, then an Initial Study can be used to determine if an Addendum to the previous ND/MND or EIR can be prepared, or whether a more extensive Supplemental or Subsequent EIR must be prepared.

- 1. Project Title:** Orange Show Logistics Center
- 2. Lead Agency Name:** City of San Bernardino
Address: 300 North “D” Street, San Bernardino, CA 92418
Contact Person: Travis Martin
City of San Bernardino
Community Development Department, Planning Division
- 3. Phone Number:** 909-384-7272
- 4. Project Location (Address/Nearest cross-streets):** The Project site is located in western San Bernardino County, in the City of San Bernardino, immediately north of Orange Show Road, south of Norman Road, west of Lena Road, and approximately 0.2-mile east of Waterman Avenue. The Project site includes San Bernardino County Assessor Parcels 0280-142-21 and -29; 0280-162-01, -06, -07, -08, -09, -11, -12, -14, -15; and 0280-172-07, -08, -09, and -10.
- 5. Project Sponsor:** PSIP WR Orange Show, L.P.
- 6. Sponsor Address:** 500 Newport Center Drive, Suite 630, Newport Beach, CA 92660
- 7. General Plan Designation:** Industrial Light (IL)
- 8. Zoning Designation:** Industrial Light (IL)
- 9. Description of Project (Describe the whole action involved, including, but not limited to, later phases of the project and any secondary, support, or off-site feature necessary for its implementation. Attach additional sheets, if necessary):** The proposed Project consists of applications for a Tentative Parcel Map (TPM No. 19681, SUB 16-01) and a Development Permit (DP-D 15-13). A detailed description of the proposed Project is provided in Section 3.0, *Project Description*, of the Mitigated Negative Declaration.
- 10. Other agencies whose approval is required (e.g., permits, finance approval, or participation agreement):**
 - Santa Ana Regional Water Quality Control Board (approval of Construction Activity General Construction Permit; NPDES Permit)
 - Southern California Edison (approval to underground or remove existing above-ground power lines and re-location of electric pull boxes)
 - Verizon (approval of re-location of telephone and cable television pull boxes)

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

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

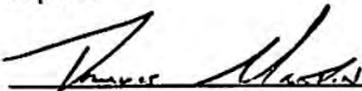
That the proposed project COULD NOT have significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

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

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

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

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



Signature

04-07-16
Date

TRAVIS MARTIN
Printed Name

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

Impact Analysis

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

Finding: Less-than-Significant Impact

Source: (San Bernardino, 2005a, Chapter 12; San Bernardino, 2005b, Chapter 5.1; Project Application Materials)

The City of San Bernardino lies within a relatively flat valley floor that is bounded to the north, south, and east by rugged hills and mountains. Scenic resources within the City of San Bernardino are defined by the San Bernardino Mountains to the north and east, Box Springs Mountains to the south, and Reche Canyon to the south (San Bernardino, 2005b, pp. 5.1-7 and 5.1-8). The San Bernardino Mountains are located approximately 7.0 miles north and 10.3 miles east of the Project site, and Box Springs Mountains are located approximately 5.0 miles south of the Project site.

The proposed Project would redevelop the property with a logistics warehouse building. Under existing conditions the Project site is entirely disturbed with sparse vegetation and does not contain any scenic qualities that contribute to a scenic vista. Scenic vistas available to the public to the east and west would not be affected by the Project due to the orientation of Orange Show Road and Norman Road. The Project would result in minor obstructions of public views of the San Bernardino Mountains to the north (when viewed from Orange Show Road), and views of the Box Springs Mountains to the south (when viewed from Norman Road). Under existing conditions, vegetation on-site and off-site (i.e., trees) and the atmospheric smog typical to the region partially obscure the views of both the San Bernardino Mountains and the Box Springs Mountains. The proposed logistics warehouse building would similarly and partially obscure views of the mountains, representing a negligible alteration of the scenic vista. Due to the distance from the mountains (approximately 10.3 miles south of the San Bernardino Mountains, and approximately 5.0 miles north of the Box Spring Mountains) and the prominence of the mountain features, the scenic resources would remain visible above the proposed development. Furthermore, the views of the scenic resources are not unique to the area surrounding the Project site and similar views are available throughout the City of San Bernardino; therefore, the Project's

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partial obscuring of these visual resources would not deprive residents of the City of unique scenic vistas. Accordingly, implementation of the proposed Project would not have a substantial adverse effect on a scenic vista, and impacts would be less than significant.

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

Finding: No Impact

Source: (Caltrans, 2013; San Bernardino, 2005a; San Bernardino, 2005b; Google Earth, 2016)

The Project site is not located within or adjacent to a scenic highway corridor and does not contain scenic resources, such as trees of scenic value, rock outcroppings, or historic buildings. Furthermore, there are no State-designated scenic highways within the City of San Bernardino, or in the vicinity of the Project site, under existing conditions. The nearest State-eligible scenic highways to the Project site are State Route (SR) 30 (located approximately 4.1 miles east of the site) and SR 38 (located approximately 10.19 miles to the southeast of the site). (Caltrans, 2013) The Project's proposed physical features – one logistics warehouse building with loading bays, screen walls, parking lots, truck yards, landscaping, etc. – would not be visible from either highway due to intervening development and distance. Because the Project site is not visible from a state scenic highway and contains no scenic resources under existing conditions, the proposed Project would not adversely impact the viewshed within a scenic highway corridor and would not damage important scenic resources within a scenic highway corridor, including trees, rock outcroppings, and historic buildings. No impact would occur.

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

Finding: Less-than-Significant Impact

Source: (Google Earth, 2016)

The Project site and the surrounding area consist entirely of developed and disturbed land. The area immediately to the west of the Project site contains a business park development and several non-conforming single-family residences. The area to the north of the Project site includes several non-conforming single-family residences, an auto body shop, and a large storm water detention basin. Two large logistics warehouse buildings are located northeast of the Project site. The area to the east of the Project site includes several non-conforming single-family residences, an industrial equipment/materials staging yard, and several auto/truck parking yards. The area south of the Project site includes a large logistics warehouse building that is under construction.

The Project would develop the site with a logistics warehouse building very similar in character to the existing developments located to the south and northeast of the Project site. The Project site is entirely disturbed under existing conditions and the construction/operation of a logistics warehouse building on the subject property would change the character of the property from vacant and underutilized to that of a contemporary industrial development.

The construction phase of the Project would be conducted over approximately eight months. All Project-related construction activities would be temporary in nature and all construction equipment would be removed from the Project site following completion of the Project's construction activities. Project-related changes to local visual character would be less than significant during near-term construction activities because construction activity is common in the City, would be temporary in nature, and would not substantially degrade the visual character of

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the area. At the completion of construction, the logistics warehouse building would contain visual features that would ensure a high-quality visual character for the site from public viewing areas based on the Project's architecture and landscape plans. Therefore, based on the foregoing analysis, implementation of the proposed Project would not result in any significant adverse impacts to the on-site visual character.

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

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

Finding: Less-than-Significant Impact

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

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

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

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

With respect to daytime glare impacts that could result from reflective building materials, the proposed Project would involve the construction and operation of one logistics warehouse building. The majority of the exterior building surfaces would consist of tilt-up concrete construction that does not include any properties that would produce substantial amounts of glare. The southeast and southwest corners of the proposed building would contain blue/green, low-reflective-glazed glass. While glazing has a potential to result in glare effects, such effects would not adversely affect the daytime views of any surrounding properties, including motorists along Orange Show Road because the glass would have a low reflective value and would not be mirrored. Additionally, such glazing would be partially screened from public view by the landscaping proposed along the Project's perimeter. Accordingly, a less-than-significant daytime glare impact would occur. There is no

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potential for the Project to result in nighttime glare because a proposed perimeter wall and landscaping would shield vehicle headlights from cars along abutting roadways from shining onto any of the proposed warehouse building's windows. No other proposed building surfaces would have reflective properties.

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

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

Impact Analysis

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

Finding: No Impact

Source: (CDC, 2011)

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

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

Finding: No Impact

Source: (CDC, 2015; San Bernardino, 2005a, Figure LU-2; San Bernardino, 2005b, Volume II, Appendix A)

The Project site is zoned by the City of San Bernardino for “Industrial Light” land uses. There are no properties zoned for agricultural land uses in the Project vicinity. Therefore, implementation of the Project has no potential to conflict with existing zoning for agricultural use. No impact would occur.

As disclosed in the City of San Bernardino General Plan EIR (and supported by mapping information from the California Department of Conservation), no land within the City is under a Williamson Act Contract (CDC, 2015). As such, the Project has no potential to conflict with a Williamson Act contract because none exist on the Project site or in the vicinity of the site. No impact would occur.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

Finding: No Impact

Source: (San Bernardino, 2005a)

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

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

Finding: No Impact

Source: (San Bernardino, 2005b)

Based on the City of San Bernardino General Plan EIR, neither the Project site nor any land in the vicinity of the Project site is considered to be forest land. Because forest land is not present on the property or in the Project site’s immediate vicinity, the Project has no potential to result in the loss of forest land or convert forest land or a non-forest use. No impact would occur.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Finding: No Impact

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

“Farmland” is defined in Section II (a) of Appendix G of the CEQA Guidelines to mean “Prime Farmland,” “Unique Farmland” or “Farmland of Statewide Importance.” As described above in the response to Item II (a), implementation of the Project would not result in the conversion of Farmland to non-agricultural use. Additionally, as for the reasons noted above under the responses for to Items II(c) and II(d), the Project has no potential to result in the conversion of forest land to non-forest use. Therefore, no impact would occur.

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III. AIR QUALITY – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

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

Finding: Less-than-Significant Impact with Mitigation Incorporated

Source: (SCAQMD, 2013; Urban Crossroads, 2016a; San Bernardino, 2005a)

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

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

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

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

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

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

The growth forecasts used in the AQMP to project future emissions levels are based in part on land use data provided by lead agency general plan documentation. Projects that propose to increase the intensity of use on a subject property may result in increased stationary area source emissions and/or vehicle source emissions when compared to the AQMP assumptions. If a project does not exceed the growth projections in the applicable local general plan, then the project is considered to be consistent with the growth assumptions in the AQMP. The prevailing planning document for the proposed Project site is the City of San Bernardino General Plan. The City of San Bernardino General Plan Land Use Map designates the Project site for Industrial Light (IL) land use. The proposed Project would be consistent with the General Plan land use designation for the subject property. As such, the proposed Project would not exceed the assumptions of the AQMP.

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

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

Finding: Less-than-Significant Impact with Mitigation Incorporated

Source: (SCAQMD, 2013; Urban Crossroads, 2016a)

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

Impact Analysis for Construction Emissions

For purposes of this analysis, construction is expected to begin in January 2017 and end in August 2017. If construction activities actually occur at a later date than assumed in this analysis, emissions associated with construction vehicle exhaust would be less than disclosed below due to the application of more restrictive regulatory requirements for construction equipment and the ongoing replacement of older construction fleet equipment with newer, less-polluting equipment by construction contractors, as contained in the California Emissions Estimator Model (CalEEMod). The Project’s construction characteristics and construction equipment fleet assumptions used in the analysis were previously described in Section 3.0, *Project Description*. The calculated maximum daily emissions associated with Project construction are presented in Table 1.

Table 1 Summary of Construction-Related Emissions

Year	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2017	55.58	201.83	118.63	0.18	17.85	11.33
Maximum Daily Emissions	55.58	201.83	118.63	0.18	17.85	11.33
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	NO	YES	NO	NO	NO	NO

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

Source: (Urban Crossroads, 2016a, Table 3-4)

As shown in Table 1, the Project-related daily construction emissions of volatile organic compounds (VOCs), carbon monoxide (CO), sulfur oxides (SO_x), and particulate matter (PM₁₀ and PM_{2.5}) would not exceed SCAQMD regional criteria thresholds. Accordingly, the Project would not emit substantial concentrations of these pollutants during construction and would not contribute to an existing or projected air quality violation, on a direct or cumulatively considerable basis. Impacts associated with construction-related emissions of VOCs, CO, SO_x, PM₁₀ and PM_{2.5} would be less than significant and mitigation is not required.

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However, the Project is projected to exceed the SCAQMD regional criteria pollutant threshold for Nitrogen Oxide (NO_x) emissions during construction. NO_x is a precursor for ozone, a pollutant for which the SCAB does not attain Federal or State standards. Accordingly, the Project's daily NO_x emissions during construction would violate the SCAQMD regional threshold for this pollutant and would result in a considerable net increase of a criteria pollutant for which the Project region is in nonattainment. This impact is significant and mitigation is required.

Implementation of Mitigation Measure (MM) AQ-1 would reduce Project emissions of NO_x during construction by requiring the use of construction equipment that meets a minimum of tailpipe emissions standards. As shown in Table 2, *Summary of Construction-Related Emissions (With Mitigation)*, implementation of this mitigation measure would reduce the Project's construction-related NO_x emissions below the SCAQMD significance thresholds. Accordingly, with implementation of MM AQ-1, the Project would not violate or contribute substantially to an existing or projected air quality violation, and construction-related impacts associated with NO_x emissions would be reduced to less than significant.

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

Year	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2017	55.58	81.45	100.39	0.18	12.15	6.92
Maximum Daily Emissions	55.58	81.45	100.39	0.18	12.15	6.92
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

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

Source: (Urban Crossroads, 2016a, Table 3-5)

Mitigation for Construction Emissions

MM AQ-1 Prior to grading permit and building permit issuance, the City shall verify that the following note is specified on all grading and building plans. Project contractors shall be required to comply with this note and permit periodic inspection of the construction site by City of San Bernardino staff to confirm compliance. This notes shall also be specified in bid documents issued to prospective construction contractors.

- a) Off-road diesel powered construction equipment with more than or equal to 150 horsepower shall be certified California Air Resources Board Tier 3 or better.

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

MM AQ-2 Prior to building permit issuance, the City shall verify that the following note is specified on all building plans. Project contractors shall be required to comply with these notes and maintain written records of such compliance that can be inspected by the City of San Bernardino upon request. This note shall also be specified in bid documents issued to prospective construction contractors.

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- a) All architectural coatings shall have a low-VOC default level of 50 grams per liter, unless otherwise specified in the South Coast Air Quality Management District Rule 1113 Table of Standards.

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

- a) All clearing, grading, earth-moving, and excavation activities shall cease when winds exceed 25 miles per hour.
- b) During grading and ground-disturbing construction activities, the construction contractor shall ensure that all unpaved roads, active soil stockpiles, and areas undergoing active ground disturbance within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas by water truck, sprinkler system, or other comparable means, shall occur in the mid-morning, afternoon, and after work is done for the day.
- c) Temporary signs shall be installed on the construction site along all unpaved roads indicating a maximum speed limit of 15 miles per hour (MPH). The signs shall be installed before construction activities commence and remain in place for the duration of construction activities that include vehicle activities on unpaved roads.
- d) The cargo area of all vehicles hauling soil, sand, or other loose earth materials shall be covered.

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

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

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be powered with alternative (non-diesel) fuel or otherwise comply with South Coast Air Quality Management District Rule 1186.1.

Impact Analysis for Operational Emissions

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

Table 3 Summary of Peak Operational Emissions

Operational Activities – Summer Scenario	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Source	11.21	6.70E-04	0.07	1.00E-05	2.50E-04	2.50E-04
Energy Source	0.02	0.16	0.14	9.80E-04	0.01	0.01
Mobile (Trucks)	3.06	45.72	32.91	0.14	4.95	1.85
Mobile (Passenger Cars)	0.83	1.05	14.45	0.05	4.21	1.13
Total Maximum Daily Emissions	15.12	46.93	47.57	0.19	9.17	2.99
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Operational Activities – Winter Scenario	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Source	11.21	6.70E-04	0.07	0.00	2.50E-04	2.50E-04
Energy Source	0.02	0.16	0.14	9.80E-04	0.01	0.01
Mobile (Trucks)	3.2	47.43	37.11	0.14	4.98	1.85
Mobile (Passenger Cars)	0.83	1.15	13.16	0.04	4.21	1.13
Total Maximum Daily Emissions	15.26	48.74	50.48	0.18	9.20	2.99
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

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

Source: (Urban Crossroads, 2016a, Table 3-6)

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

Mitigation for Operational Emissions

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

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- MM AQ-5 Legible, durable, weather-proof signs shall be placed at truck access gates, loading areas, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than five (5) minutes; and 3) telephone numbers of the building facilities manager and the CARB to report violations. Prior to occupancy permit issuance, the City of San Bernardino shall conduct a site inspection to ensure that the signs are in place.
- MM AQ-6 Prior to the issuance of building permits, the City of San Bernardino shall verify that the parking lot striping and security gating plan allows for adequate truck stacking at gates to prevent queuing of trucks outside the property.
- MM AQ-7 Prior to the issuance of occupancy permits, the City of San Bernardino shall verify that a sign has been installed at each exit driveway, providing directional information to the City's truck route. Text on the sign shall read "To Truck Route" with a directional arrow.

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

Finding: Less-than-Significant Impact with Mitigation Incorporated

Source: (SCAQMD, 2013; Urban Crossroads, 2016a)

SCAQMD considers all individual project air pollutant emissions that exceed the SCAQMD regional thresholds to also be cumulatively considerable. Conversely, if a project does not exceed the SCAQMD regional thresholds, then SCAQMD considers that project's air pollutant emissions to be less than cumulatively considerable.

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

As described above under the analysis for Issue III (b), the Project would exceed the SCAQMD regional threshold for daily NO_x emissions during short-term construction activities. NO_x is a precursor for ozone. Therefore, the Project's construction NO_x emissions would contribute to the non-attainment of applicable State and federal ozone standards and would be considered cumulatively considerable. As further described above under the analysis for Issue III (b), the Project's construction NO_x emissions would be less than significant after the application of mitigation measures. Accordingly, the Project's air emissions would be less than

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cumulatively considerable and would not contribute to the non-attainment of applicable State and federal standards after mitigation.

Mitigation

MM AQ-1 shall apply.

d) Expose sensitive receptors to substantial pollutant concentrations?

Finding: Less-than-Significant Impact with Mitigation Incorporated

Source: (SCAQMD, 2013; Urban Crossroads, 2016a; Urban Crossroads, 2016b)

The following provides an analysis of the Project’s potential to expose sensitive receptors in the immediate vicinity of the Project site to substantial pollutant concentrations during Project construction and long-term operation. For a detailed description of the health effects of air pollutants refer to Section 2.6 of the Project’s Air Quality Report (*Technical Appendix A*). The following analysis is based on the applicable significance thresholds established by the SCAQMD.

Impacts Analysis for Construction Localized Emissions

Sensitive receptors in the immediate vicinity of the Project site, including but not limited to the non-conforming residential land use located immediately to the north, east, and west of the Project site, would be exposed to localized emissions during Project construction (e.g. construction tailpipe emissions, dust). The most intensive construction activities on-site would occur during site preparation and grading. Table 4 and Table 5 summarize the estimated localized air pollutant emission concentrations associated with the Project’s proposed site preparation and grading activities, respectively.

As summarized in Table 4, the Project would exceed the SCAQMD’s localized significant threshold for PM_{2.5} and PM₁₀ emissions during the site preparation phase of construction, but site preparation activities would not exceed the applicable localized significance thresholds for CO or NO_x. The Project’s localized emissions of PM_{2.5} and PM₁₀ would be significant and mitigation is required.

Table 4 Localized Emissions for Site Preparation

Site Preparation	CO		NO ₂	PM ₁₀	PM _{2.5}
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours (Construction)	
Peak Day Localized Emissions	0.48	0.35	0.020	22.53	13.27
Background Concentration ^A	4.0	2.4	0.073		
Total Concentration	4.48	2.75	0.09	22.53	13.27
SCAQMD Localized Significance Threshold	20	9	0.18	10.4	10.4
Threshold Exceeded?	NO	NO	NO	YES	YES

^A Highest concentration from the last three years of available data.

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

Source: (Urban Crossroads, 2016a, Table 3-8)

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As summarized in Table 5, the Project would exceed the SCAQMD’s localized significant threshold for PM₁₀ emissions during the grading phase of construction, but grading activities would not exceed the applicable localized significance thresholds for CO, NO_x, or PM_{2.5}. The Project’s localized emissions of PM₁₀ would be significant and mitigation is required.

Table 5 Localized Emissions for Grading

Grading	CO		NO ₂	PM ₁₀	PM _{2.5}
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours (Construction)	
Peak Day Localized Emissions	0.47	0.34	0.025	11.00	5.72
Background Concentration ^A	4.0	2.4	0.073		
Total Concentration	4.47	2.74	0.10	11.00	5.72
SCAQMD Localized Significance Threshold	20	9	0.18	10.4	10.4
Threshold Exceeded?	NO	NO	NO	YES	NO

^A Highest concentration from the last three years of available data.

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

Source: (Urban Crossroads, 2016a, Table 3-9)

MM AQ-1 would reduce localized PM_{2.5} and PM₁₀ emissions to less-than-significant levels during Project site preparation activities and during Project grading activities by requiring the use of construction equipment that meets a minimum of tailpipe emissions standards (refer to Table 6 and Table 7).

Table 6 Localized Emissions for Site Preparation (With Mitigation)

Site Preparation	CO		NO ₂	PM ₁₀	PM _{2.5}
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours (Construction)	
Peak Day Localized Emissions	0.38	0.27	0.0072	8.71	5.20
Background Concentration ^A	4.0	2.4	0.073		
Total Concentration	4.38	2.67	0.08	8.71	5.20
SCAQMD Localized Significance Threshold	20	9	0.18	10.4	10.4
Threshold Exceeded?	NO	NO	NO	NO	NO

^A Highest concentration from the last three years of available data.

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

Source: (Urban Crossroads, 2016a, Table 3-10)

Table 7 Localized Emissions for Grading (With Mitigation)

Grading	CO		NO ₂	PM ₁₀	PM _{2.5}
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours (Construction)	
Peak Day Localized Emissions	0.40	0.29	0.01	4.20	2.24
Background Concentration ^A	4.0	2.4	0.073		
Total Concentration	4.40	2.69	0.083	4.20	2.24
SCAQMD Localized Significance Threshold	20	9	0.18	10.4	10.4
Threshold Exceeded?	NO	NO	NO	NO	NO

^A Highest concentration from the last three years of available data.

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

Source: (Urban Crossroads, 2016a, Table 3-11)

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Mitigation for Construction Localized Emissions

MM AQ-1 shall apply.

Impact Analysis for Operational Localized Emissions

The Project’s estimated operational localized emissions are presented in Table 8, *Summary of Operational Localized Emissions*. As shown, the Project’s estimated long-term operational emissions would not exceed the localized thresholds established by the SCAMQD. Accordingly, long-term operation of the Project would not result in the exposure of any sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant and no mitigation would be required.

Table 8 Summary of Operational Localized Emissions

Grading	CO		NO ₂	PM ₁₀	PM _{2.5}
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	
Peak Day Localized Emissions	0.012	0.009	0.0005	0.02	0.02
Background Concentration ^A	4.0	2.4	0.073		
Total Concentration	4.01	2.41	0.074	0.02	0.02
SCAQMD Localized Significance Threshold	20	9	0.18	10.4	10.4
Threshold Exceeded?	NO	NO	NO	NO	NO

^A Highest concentration from the last three years of available data.

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

Source: (Urban Crossroads, 2016a, Table 3-12)

Impact Analysis for CO “Hot Spots”

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

Carbon monoxide decreased dramatically in the SCAB with the introduction of the catalytic converter in 1975. No CO concentrations in excess of the CAAQS and/or NAAQS have been recorded at monitoring stations in the SCAB for at least the last three (3) years and the SCAB is currently designated as a CO attainment area for both the CAAQS and NAAQS. Table 2-3 of the Air Quality Impact Analysis (*Technical Appendix A*) indicates that the maximum CO levels over the last three (3) years are 4.0 parts per million (ppm) (1-hour average) and 2.4 ppm (8-hour average) as compared to the CAAQS threshold of 20 ppm (1-hour average) and 9.0 ppm (8-hour average) and the NAAQS threshold of 35 ppm (1-hour average) and 9.0 ppm (8-hour average). Based on the Project’s estimated CO emission levels during construction activities and long-term operation, CO levels at intersections that would receive Project-related traffic would not rise to such a degree so as to exceed the CAAQS and/or NAAQS thresholds.

Regardless, for purposes of providing a conservative, worst-case impact analysis, the Project’s potential to cause or contribute to CO hotspots was evaluated by comparing the study area intersections that would receive Project traffic (both intersection geometry and traffic volumes) with prior studies conducted by the SCAQMD in support of their AQMPs. In the 2003 AQMP, the SCAQMD evaluated CO concentrations at four (4) busy intersections in the City of Los Angeles that were determined to be the most congested intersections in the

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SCAB. Each of the evaluated intersections were primary thoroughfares, some of which were located near major freeway on/off ramps, and experienced traffic volumes of approximately 100,000 vehicles per day. The SCAQMD's analysis at these busy intersections did not identify any CO hotspots. Based on an analysis of the intersections in the Project's study area, Urban Crossroads determined that none of the intersections in the Project's study area would be subject to the extreme traffic volumes and vehicle congestion of the intersections modeled by the SCAQMD in the 2003 AQMP (Urban Crossroads, 2016a, p. 45). Furthermore, a study prepared by the Bay Area Air Quality Management District (BAAQMD) determined that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO hot spot impact. The proposed Project would only generate 575 total vehicle trips (actual vehicles) over an entire day and would not remotely approach the volume of hourly traffic required to generate a CO hot spot (Urban Crossroads, 2016a, p. 45). Therefore, Project-related vehicular emissions would not create a CO hot spot and would not substantially contribute to an existing or projected CO hot spot. Impacts would be less than significant and mitigation is not required.

Impact Analysis for Diesel Particulate Emissions

The Project's operational activities would generate/attract diesel-fueled trucks. Diesel trucks produce diesel particulate matter (DPM), which is known to be associated with health hazards, including cancer. To evaluate the Project's potential to expose nearby sensitive receptors to substantial amounts of DPM during long-term operation, a Mobile Source Health Risk Assessment was prepared for the proposed Project (*Technical Appendix B*). Project-related DPM health risks were evaluated under three (3) receptor scenarios, which are summarized below. Detailed air dispersion model outputs and risk calculations are presented in Appendices 2.1 and 2.2, respectively, of *Technical Appendix B*.

At the maximally exposed individual receptor (MEIR) – the residential land use immediately to the north of the Project site – the maximum cancer risk attributable to the proposed Project's DPM emissions is calculated to be 0.67 in one million (presuming the resident(s) at this property would stay at their home 24 hours per day, seven (7) days per week, 365 days per year, for 70 years). A cancer risk of 0.67 in one million attributable to the Project would not exceed the SCAQMD cancer risk threshold of 10 in one million. At this same location, the non-cancer health risk index attributable to the proposed Project would be 0.0004, which would not exceed the SCAQMD non-cancer health risk index of 1.0. (Urban Crossroads, 2016b, p. 1) Accordingly, long-term operations at the Project site would not directly cause or contribute in a cumulatively considerable manner to the exposure of residential receptors to substantial DPM emissions. Therefore, the Project would result in a less-than-significant impact and no mitigation is required.

At the maximally exposed individual worker (MEIW), identified as the logistics warehouse building immediately south of the Project site, the maximum cancer risk attributable to the proposed Project's DPM emissions is calculated to be 0.08 in one million, which would not exceed the SCAQMD cancer risk threshold of 10 in one million. The MEIW analysis presumes the employees would work in the Project area for 40 years. At this same location, the non-cancer health risk index attributable to the proposed Project would be 0.0003, which would not exceed the SCAQMD non-cancer health risk index of 1.0. (Urban Crossroads, 2016b, p. 1) Accordingly, long-term operations at the Project site would not directly cause or contribute in a cumulatively considerable manner to the exposure of nearby workers to substantial DPM emissions. Therefore, the Project would result in a less-than-significant impact and no mitigation is required.

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At the maximally exposed individual school child (MEISC), identified as the Norton Space and Aeronautics Academy located approximately 0.23-mile north of the Project site, the maximum cancer risk attributable to the proposed Project's DPM emissions is calculated to be 0.005 in one million and the non-cancer health risk index attributable to the proposed Project's DPM emissions would be 0.000003 (Urban Crossroads, 2016b, pp. 1-2). Both the estimated cancer risk and non-cancer health risk index would not exceed SCAQMD thresholds of significance (10 in one million and 1.0, respectively). Accordingly, long-term operations at the Project site would not directly cause or contribute in a cumulatively considerable manner to the exposure of nearby school child receptors to substantial DPM emissions. Therefore, the Project would result in a less-than-significant impact and no mitigation is required.

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

Finding: Less-than-Significant Impact

Source: (Urban Crossroads, 2016a)

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

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

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

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-
- a) **Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**
-

Finding: Less-than-Significant Impact

Source: (San Bernardino, 2005a; San Bernardino, 2005b; CDFW, 2015)

Because of prior (dating to approximately 1938) and on-going disturbance on the Project site, the Project site does not contain suitable natural habitat for sensitive biological resources and has a low potential to support sensitive plant or wildlife species known to occur within the general area (San Bernardino, 2005a, pp. 12-3 through 12-11; San Bernardino, 2005b, Figures 5.3-1 & 5.3-2). Accordingly, the Project is not expected to result in substantial adverse effect on any species identified as a candidate, sensitive, or special status species. Impacts would be less-than-significant and no mitigation is required.

-
- b) **Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**
-

Finding: No Impact

Source: (San Bernardino, 2005a; San Bernardino, 2005b; CDFW, 2015)

There is no riparian habitat or other sensitive natural biological communities on the Project site (San Bernardino, 2005a, pp. 12-3 through 12-11; San Bernardino, 2005b, Figures 5.3-1 & 5.3-2; CDFW, 2015). Accordingly, there is no potential for the proposed Project to have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. No impact would occur.

-
- c) **Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling hydrological interruption, or other means?**
-

Finding: No Impact

Source: (San Bernardino, 2005a; San Bernardino, 2005b; CDFW, 2015)

The Project site does not contain any protected wetland or aquatic resources, including but not limited to, natural drainages or water courses, wetland habitat, marsh, vernal pool, or coastal resources (San Bernardino, 2005a, pp. 12-3 through 12-11; San Bernardino, 2005b, Figures 5.3-1 & 5.3-2; CDFW, 2015). Therefore, the Project would not result in a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means. No impact would occur and mitigation is not required.

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

Finding: Less-than-Significant Impact with Mitigation Incorporated

Source: (San Bernardino, 2005a; San Bernardino, 2005b; CDFW, 2015)

The Project site is highly disturbed under existing conditions, and does not support a diversity of native vegetation or wildlife. Developed areas surrounding the Project site block any terrestrial wildlife movement from the north, south, east or west. No wildlife corridors are present in the developed areas of the City of San Bernardino (San Bernardino, 2005b, p. 5.3-37). Accordingly, the Project would not disrupt wildlife movement in the Project area.

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

MM BI-1 and MM BI-2 would reduce potential impacts to nesting migratory birds, including the burrowing owl, to less-than-significant levels by ensuring that pre-construction surveys are conducted to determine the presence or absence of protected nesting bird species on the Project site prior to the commencement of construction activities. If protected nesting bird species are present, the mitigation measures provide performance criteria that required avoidance and/or relocation of the species in accordance with accepted protocols.

Mitigation

MM BI-1 No sooner than 30 days prior to and no later than 14 days prior to grading activities, a qualified biologist shall conduct a survey of the Project's proposed impact footprint and make a determination regarding the presence or absence of the burrowing owl. A second survey shall be conducted within 24 hours prior to ground disturbing activities. The determination shall be documented in a report and shall be submitted, reviewed, and accepted by the City of San Bernardino Community Development Department prior to the issuance of a grading permit and subject to the following provisions:

- a) In the event that the pre-construction survey identifies no burrowing owls in the impact area, a grading permit may be issued without restriction.
- b) In the event that the pre-construction survey indicates the Project's proposed impact footprint is occupied by burrowing owl, then prior to the issuance of a grading permit and prior to the commencement of ground-disturbing activities on the property, a qualified biologist shall develop a species relocation plan in accordance with the California Department of Fish and Wildlife *Staff Report on Burrowing Owl Mitigation* (dated March 7, 2012), which may include passive or active relocation of burrowing owls. Passive relocation, including the required use of one-way doors to exclude owls from the site and the collapsing of burrows, will occur if the biologist determines that the proximity and availability of alternate habitat is suitable for successful passive relocation. Passive relocation shall follow CDFW relocation protocol and shall only occur between September 15 and February 1. If proximate alternate

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habitat is not present as determined by the biologist, active relocation shall follow CDFW relocation protocol. The biologist shall confirm in writing that the species has fledged the site or been relocated prior to the issuance of a grading permit.

MM BI-2 Prior to the issuance of grading permits, a nesting migratory bird survey shall be completed in accordance with the following requirements:

- a) A migratory nesting bird survey of the Project's impact footprint shall be conducted by a qualified biologist within three (3) days prior to initiating vegetation clearing or ground disturbance.
- b) A copy of the migratory nesting bird survey results report shall be provided to the City of San Bernardino Community Development Department. If the survey identifies the presence of active nests, then the qualified biologist shall provide the Community Development Department with a copy of maps showing the location of all nests and an appropriate buffer zone around each nest sufficient to protect the nest from direct and indirect impact. The size and location of all buffer zones, if required, shall be subject to review and approval by the Community Development Department and shall be no less than a 300-foot radius around the nest for non-raptors and a 500-foot radius around the nest for raptors. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist verifies that the nests are no longer occupied and the juvenile birds can survive independently from the nests.

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

Finding: Less-than-Significant Impact

Source: (San Bernardino, 2009)

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

The City of San Bernardino Municipal Code also contains hillside development management provisions to ensure that development does not adversely affect the natural and topographic character of existing hillsides and also preserves native plant materials and natural hydrology (Municipal Code, Title 19, Chapter 19.17). The Project site is relatively flat and located in a low-lying portion of the City. The Project site is not located on or near any hillside or ridgeline and is not located within the City's Hillside Management Overlay District.

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Accordingly, implementation of the Project has no potential to conflict with the City of San Bernardino's ordinances and policies related to hillside development.

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

Finding: No Impact

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

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

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

Impact Analysis

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

Finding: No Impact

Source: (BFSA, 2016; San Bernardino, 2005b)

No historic resources are present on the Project site (BFSA, 2016). Furthermore, the Project site is not located within an area identified by the City of San Bernardino as having a high sensitivity for historic archaeological resources (San Bernardino, 2005b, p. 5.4-7 and Figure 5.4-1). Therefore, Project has no potential to result in a substantial adverse change to any historic resource as defined by California Code of Regulations Section 15064.5. No impact would occur.

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

Finding: Less-than-Significant Impact with Mitigation Incorporated

Source: (BFSA, 2016; San Bernardino, 2005b)

According to the City of San Bernardino General Plan EIR, the subject property is not located within a sensitive area for archaeological resources (San Bernardino, 2005b, p. Figure 5.4-2). Based on the results of a records search conducted by Brian F. Smith and Associates (BFSA), the Project site does not contain any recorded or known archaeological resources or tribal cultural resources nor are any archaeological resources or tribal cultural resources known to exist within a one-mile radius of the Project site (BFSA, 2016). Furthermore, due to the past and on-going disturbances on the Project site (i.e., agricultural activities, residential development, discing for weed abatement), the potential for subsurface archaeological deposits, including tribal cultural resources, to be present at the Project site is considered low. Regardless, there is a remote potential to uncover archaeological resources during excavation and/or grading activities on the Project site. If significant resources,

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as defined in California Code of Regulations Section 15064.5, are unearthed during Project construction, they could be significantly impacted if not appropriately treated. The Project's potential to impact previously undiscovered prehistoric archaeological resources, which could result in an adverse change in the significance of the resources pursuant to California Code of Regulations Section 15064.5, is a significant impact for which mitigation is required.

Implementation of MM CR-1 through MM CR-3 would ensure that an archaeological monitoring program is implemented during ground disturbing activities, and would ensure that any archaeological resources or tribal cultural resources that may be uncovered are appropriately treated as recommended by a qualified archaeologist. With implementation of the required mitigation, the Project's potential impact to archaeological resources and tribal cultural resources would be reduced to the maximum extent feasible and would be less than significant.

Mitigation

- MM CR-1 Prior to the issuance of a grading permit, the Project Applicant or construction contractor shall provide evidence to the City of San Bernardino Community Development Department that the construction site supervisors and crew members involved with grading and trenching operations are trained to recognize archaeological resources should such resources be unearthed during ground-disturbing construction activities. If a suspected archaeological resource is identified on the property, the construction supervisor shall be required by his contract to immediately halt and redirect grading operations in a 100-foot radius around the find and seek identification and evaluation of the suspected resource by a professional archaeologist. This requirement shall be noted on all grading plans and the construction contractor shall be obligated to comply with the note. The archaeologist shall evaluate the suspected resource and make a determination of significance pursuant to California Public Resources Code Section 21083.2. If the resource is significant, Mitigation Measure MM-CR-2 shall apply.
- MM CR-2 If a significant archaeological resource is discovered on the property, ground disturbing activities shall be suspended 100 feet around the resource. The archaeological monitor and a representative of the appropriate Native American Tribe(s), the Project Applicant, and the City of San Bernardino Community Development Department shall confer regarding mitigation of the discovered resource. A treatment plan shall be prepared and implemented by the archaeologist to protect the identified archaeological resource(s) from damage and destruction. A final report containing the significance and treatment findings shall be prepared by the archaeologist and submitted to the City of San Bernardino Community Development Department and the San Bernardino Archaeological Information Center.
- MM CR-3 Prior to the issuance of a grading permit, the Project Applicant shall provide evidence to the City of San Bernardino that appropriate Native American representative(s) shall be allowed to monitor and have received or will receive a minimum of 15 days advance notice of mass grading activities.

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

Finding: Less-than-Significant Impact with Mitigation Incorporated

Source: (USGS, 2003; SBCM, n.d.; San Bernardino, 2005b)

The Project site does not contain any unique geologic features and is underlain by young alluvial-valley deposits from the Holocene epoch (USGS, 2003). In the City of San Bernardino, young alluvial-valley deposits from the Holocene epoch contain soils from approximately 500 to approximately 1,000 years ago (San Bernardino, 2005b, p. 5.5-6). Due to the relatively young age of the Holocene-age soils that underlie the Project site, these soils are considered too young contain significant fossil resources. However, the Project site may be underlain at depth by Pleistocene-age alluvium soils, which are documented as having a high potential to contain significant non-renewable fossil resources in the Southern California area (USGS, 2003; SBCM, n.d.). In the event that Pleistocene-age alluvium soils are present below the ground surface on the Project site and in the event that excavations associated with the Project disturb Pleistocene-age soils, the Project could result in impacts to paleontological resources that may exist below the ground surface. The Project's potential to directly or indirectly destroy unique paleontological resources buried beneath the ground surface is therefore a significant impact and mitigation is required.

MM CR-4 and MM CR-5 would ensure the proper identification and subsequent treatment of any paleontological resources encountered during ground-disturbing activities associated with implementation of the proposed Project. Therefore, with implementation of MM CR-4 and MM CR-5, the Project's potential impacts related to paleontological resources would be reduced to less-than-significant.

Mitigation

MM CR-4 Prior to the issuance of a grading permit, the Project Applicant or construction contractor shall provide evidence to the City of San Bernardino Community Development Department that the construction site supervisors and crew members involved with grading and trenching operations are trained to recognize paleontological resources (fossils) should such resources be unearthed during ground-disturbing construction activities. If a suspected paleontological resource is identified, the construction supervisor shall be required by his contract to immediately halt and redirect grading operations in a 100-foot radius around the find and seek identification and evaluation of the suspected resource by a qualified paleontologist meeting the definition of a qualified vertebrate paleontologist given in the County of San Bernardino Development Code Section 82.20.040. This requirement shall be noted on all grading plans and the construction contractor shall be obligated to comply with the note. The significance of the discovered resources shall be determined by the paleontologist. If the resource is significant, Mitigation Measure CR-5 shall apply.

MM CR-5 If a significant paleontological resource is discovered on the property, discovered fossils or samples of such fossils shall be collected and identified by a qualified paleontologist meeting the definition of a qualified vertebrate paleontologist given in the County of San Bernardino Development Code Section 82.20.040. Significant specimens recovered shall be properly recorded, treated, and donated to the San Bernardino County Museum, Division of Geological Sciences, or other repository with permanent retrievable paleontologic storage. A final report shall be prepared and submitted to the City of San Bernardino that itemizes any fossils recovered,

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with maps to accurately record the original location of recovered fossils, and contains evidence that the resources were curated by an established museum repository.

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

Finding: Less-than-Significant Impact

Source: (Project Application Materials)

The Project site does not contain a cemetery and no known formal cemeteries are located within the immediate site vicinity. Nevertheless, the remote potential exists that human remains may be unearthed during grading and excavation activities associated with Project construction. If human remains are unearthed during Project construction, the construction contractor would be required by law to comply with California Health and Safety Code, Section 7050.5 “Disturbance of Human Remains.” According to Section 7050.5(b) and (c), if human remains are discovered, the County Coroner must be contacted and if the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, the Coroner is required to contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC). Pursuant to California Public Resources Code Section 5097.98, whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner, the NAHC is required to immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code Section 5097.94(k), the NAHC is authorized to mediate disputes arising between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials.

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

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

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

Finding: No Impact

Source: (NorCal Engineering, 2015)

The Project site is not located within an Alquist-Priolo Earthquake Fault Zone, and no known faults underlie the site (NorCal Engineering, 2015, p. 2). Because there are no known faults located on the Project site, there is no potential for the Project to expose people or structures to substantial adverse effects related to ground rupture. No impact would occur.

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

Finding: Less-than-Significant Impact

Source: (CBC, 2013; San Bernardino, 2009, Title 15; NorCal Engineering, 2015)

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

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

Finding: Less-than-Significant Impact

Source: (San Bernardino, 2005a; San Bernardino, 2005b; NorCal Engineering, 2015)

Liquefaction and seismically induced settlement typically occur in loose granular and low-plastic silt and clay soils with groundwater near the ground surface. The City of San Bernardino General Plan (Figure S-5) and General Plan EIR (Figure 5.5-6) identify the Project site as being located within an area with a “high” susceptibility for liquefaction (San Bernardino, 2005a; San Bernardino, 2005b). NorCal Engineering conducted a site-specific liquefaction analysis of the Project site and determined that the Project site contains low potential for liquefaction due to a relatively deep historic groundwater level (i.e., 27 feet below ground surface) and dense soil conditions below historic groundwater levels (NorCal Engineering, 2015, p. 8).

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

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

Finding: Less-than-Significant Impact

Source: (San Bernardino, 2005a, Figure S-7; San Bernardino, 2005b, Figure 5.5-2; NorCal Engineering, 2015)

The Project site is relatively flat, as is the surrounding area. There are no hillsides or steep slopes on the Project site or in the immediate vicinity of the site. According to the City of San Bernardino General Plan (Figure S-7) and the General Plan EIR (Figure 5.5-2), the Project site is located within an area of the City with no potential for landslides (San Bernardino, 2005a; San Bernardino, 2005b).

The Project would create minimal manufactured slopes on the Project site, including an approximately five-foot-tall slope around the perimeter of the on-site water quality/detention basin (maximum slope gradient of 3:1) and a maximum four-foot-tall slope along the berm located adjacent to Orange Show Road (maximum slope gradient of 2:1). The Project’s manufactured slopes would be engineered to maximize stability so as to not pose a safety hazard to future site workers or the proposed warehouse building. Additionally, the Project would construct a retaining wall along a portion of the western property boundary, which would be designed to accommodate projected loads, to maximize the stability of site soils and preclude slope failure. Accordingly, development on the subject property would not be exposed to landslide risks, and the Project would not pose a landslide risk to surrounding properties. No impact would occur.

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

Finding: Less-than-Significant Impact

Source: (SCAQMD, 2005; Thienes, 2015a; Thienes, 2015b)

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

Impact Analysis for Temporary Construction-Related Activities

Construction of the Project would involve grading, paving, utility installation, building construction, and landscaping installation, which has the potential to temporarily expose on-site soils that would be subject to erosion during rainfall events or high winds.

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

Long-Term Operational Activities

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

The City's MS4 NPDES Permit requires the Project Applicant to prepare and submit to the City for approval a Water Quality Management Plan (WQMP). The WQMP identifies an effective combination of erosion control and sediment control measures (i.e., Best Management Practices) to reduce or eliminate sediment discharge to surface water from storm water and non-storm water discharges. The WQMP for the Project prepared by Thienes Engineering (included as *Technical Appendix E* to this Initial Study) incorporates a water quality/detention basin and underground infiltration chambers. These design features would be effective at removing silt and sediment from storm water runoff, and the WQMP requires post-construction maintenance and operational measures to ensure on-going erosion protection. Compliance with the WQMP would be required as a condition of Project approval and long-term maintenance of on-site water quality features is required. Therefore, the proposed Project would not result in substantial erosion or loss of top soil during long-term operation. The Project's impact would be less than significant.

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

Finding: Less-than-Significant Impact

Source: (San Bernardino, 2005a, Figure S-7; NorCal Engineering, 2015)

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

Based on laboratory testing of subsurface soils from the Project site, NorCal Engineering determined that near surface soils at the Project site have potential for shrinkage/subsidence and collapse (NorCal Engineering, 2015, p. 11). However, the Project's geotechnical report (*Technical Appendix D*) indicates that the site's shrinkage/subsidence potential would be attenuated through the proposed removal of near surface soils down to competent materials and replacement with properly compacted fill, which is included as a recommendation in the Project's geotechnical report (NorCal Engineering, 2015, pp. 11-17). Through standard conditions of approval, the City would require the proposed Project to incorporate the recommendations contained within the Project's geotechnical report. As such, implementation of the Project would result in less-than-significant impacts associated with soil shrinkage/subsidence and collapse.

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

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

Finding: Less-than-Significant Impact

Source: (NorCal Engineering, 2015)

NorCal Engineering conducted laboratory testing to evaluate the expansive characteristics of on-site soils. Based on the analysis, NorCal Engineering determined that on-site soils have a very low expansion potential (NorCal Engineering, 2015, p. 15). Accordingly, the Project would not create substantial risks to life or property from exposure to expansive soils. Impacts would be less than significant.

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

Finding: No Impact

Source: (Project Application Materials)

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

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

Impact Analysis

While Project-related GHG emissions can be estimated, the direct impacts of such emissions on GCC and global warming cannot be determined on the basis of available science because global climate change is a global phenomenon and not limited to a specific locale such as the Project site and its immediate vicinity. Furthermore, there is no evidence that would indicate that the emissions from a project the size of the proposed Project could directly or indirectly affect the global climate. Because global climate change is the result of GHG emissions, and GHGs are emitted by innumerable sources worldwide, the proposed Project would not result in a direct impact to global climate change; rather, Project-related impacts to global climate change only could be potentially significant on a cumulative basis. Therefore, the analysis below focuses on the Project’s potential to contribute to global climate change in a cumulatively considerable way.

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

Finding: Less-than-Significant Impact

Source: (Urban Crossroads, 2016c; CAPCOA, 2008; SCAG, 2008)

The City of San Bernardino has not adopted a numerical threshold for determining the significance of GHG emissions; however, the City has discretion to select an appropriate significance criterion used by other agencies, based on substantial evidence. The SCAQMD adopted a numerical GHG emissions threshold for industrial projects for which SCAQMD is the lead agency. The threshold adopted by SCAQMD, 10,000 metric tons of carbon dioxide equivalent (MTCO₂e) per year, is a widely accepted threshold used by numerous lead agencies in the South Coast Air Basin (SCAB) and was established based on the recommendations of the California Air Pollution Controls Officers Association (CAPCOA) in a report titled “CEQA and Climate Change” (dated January 2008), which serves as a resource for public agencies as they establish agency procedures for reviewing GHG emissions from projects under CEQA. The CAPCOA report provides three recommendations for evaluating a development project’s GHG emissions. When establishing their significance threshold, SCAQMD selected the CAPCOA non-zero approach which establishes a numerical threshold based on capture of approximately 90 percent of emissions from future development (Approach 2, Threshold 2.5). A 90 percent emission capture rate means that 90 percent of total emissions from all new or modified projects would be subject to evaluation under CEQA. Based on SCAQMD’s research of 1,297 major, industrial source point (i.e., stationary) emission sources in the SCAB, SCAQMD found that source point industrial facilities that generate at least 10,000 MTCO₂e per year produce approximately 90 percent of the carbon dioxide equivalent

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emissions in the SCAB per year. As such, SCAQMD established their significance criterion at 10,000 MTCO₂e as the threshold that would capture 90 percent of total emissions from future industrial development in accordance with CAPCOA recommendations. (CAPCOA, 2008, pp. 46-47; SCAQMD, 2008, pp. 3-5)

Based on the foregoing, the City of San Bernardino selects SCAQMD’s industrial threshold of 10,000 MTCO₂e as the threshold of significance for the Project’s GHG emissions. If the Project would emit less than 10,000 MTCO₂e of GHGs per year, the project would not be considered a substantial GHG emitter. On the other hand, if the Project’s GHG emissions would exceed 10,000 MTCO₂e per year, the project would be considered a substantial source of GHG emissions. The SCAQMD’s industrial threshold was selected by the City because the proposed Project’s operating characteristics, which include a large building with loading bays and truck courts that are expected to house businesses that serve mid-stream functions in the goods movement chain, are characteristic of an industrial land use more so than any other land use type, including commercial and/or residential uses. Furthermore, evaluating the Project’s GHG emissions against SCAQMD’s industrial threshold will provide a conservative analysis, as SCAQMD only intended their threshold be used to evaluate stationary source GHG emissions, while the analysis presented below applies the threshold to all of the GHG emissions related to the Project (stationary source, mobile source, area source, or other). (Urban Crossroads, 2016c, pp. 27-28)

The Project’s annual GHG emissions are summarized in Table 9, *Total Annual Project Greenhouse Gas Emissions*. The methodology used to calculate the Project’s GHG emissions is described in detail in *Technical Appendix F*.

Table 9 Total Annual Project Greenhouse Gas Emissions

Emission Source	Emissions (metric tons per year)			
	CO ₂	CH ₄	N ₂ O	Total CO ₂ E
Annual construction-related emissions amortized over 30 years	21.51	4.59E-03	–	21.6
Area	0.02	5.00E-05	–	0.02
Energy	293.82	0.02	3.64E-03	295.27
Mobile Sources (Trucks)	2,315.24	0.02	–	2,315.67
Mobile Sources (Passenger Cars)	575.17	0.02	–	575.69
Waste	65.26	3.86		146.25
Water Usage	265.87	2.59	0.06	340.01
Total CO₂E (All Sources)	3,694.51			

Source: (Urban Crossroads, 2016c, Table 3-2)

As shown in Table 9, the Project is estimated to generate approximately 3,694.51 MTCO₂e annually, which is less than the significance threshold of 10,000 MTCO₂e. Of the Project’s annual GHG emissions, approximately 781.55 MTCO₂e (approximately 21% of total emissions) would be from off-site, indirect emissions (energy production, water/waste treatment, etc.) and approximately 2,912.96 MTCO₂e (approximately 79% of total emissions) would be from mobile sources (passenger cars, trucks, and amortized construction emissions).

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Because the Project's total annual GHG emissions would not exceed 10,000 MTCO_{2e}, the Project would not generate substantial GHG emissions – either directly or indirectly – that would have a significant impact on the environment. Impacts would be less than significant and no mitigation is required.

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

Finding: Less-than-Significant Impact

Source: (Urban Crossroads, 2016c)

The City of San Bernardino does not have a Climate Action Plan, and there are no other local/regional plans, policies, or regulations that address GHG reduction. Thus, this section discusses the Title 24 California Building Standards Code (CBSC) and Assembly Bill 32 (AB 32), which are the state-wide plans, policies, and regulations most applicable to Project-related GHG emissions. For more information on these regulations as well as other state-wide plans, policies, and regulations associated with GHG emissions that are not applicable to the Project, refer to *Technical Appendix F* to this Initial Study.

The Project would include the construction and operation of a conventional distribution warehouse building, which would include contemporary energy efficient/energy conserving designs and operational programs. Distribution warehouse uses are not inherently energy-intensive and the total Project energy demands would be comparable to, or less than, other warehouse projects of similar scale and configuration due to the Project's modern construction and requirement to be constructed in accordance with the most recent CBSC. The CBSC includes the California Energy Code, or Title 24, Part 6 of the California Code of Regulations, also titled The Energy Efficiency Standards for Residential and Nonresidential Buildings. The California Energy Code was established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2008 Energy Code update was found to reduce electrical-related GHG emissions by 22.7% when comparing prototype buildings built to the minimum 2005 standards to prototypes built using the 2008 standards. In 2010, the CBSC incorporated CalGreen (Title 24, Part 11), which added further energy-efficiency building standards. The purpose of the CALGreen Code is to improve public health, safety and general welfare by enhancing building design and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality. On average, newly constructed non-residential buildings reduced electricity use by 22 percent and natural gas use by 17 percent as compared to sole reliance on the 2008 Energy Code. The Project would be required to comply with all applicable provisions of the CBSC. As such, the Project's energy demands would be minimized through design features and operational programs that, in aggregate, would ensure that Project energy efficiencies would comply with – or exceed – incumbent CBSC energy efficiency requirements, thereby minimizing GHG emissions produced during from energy consumption. The Project has no potential to be inconsistent with the mandatory regulations of the CBSC.

The Global Warming Solutions Act of 2006 (AB 32) is the State of California's primary GHG emissions regulation. AB 32 requires that by 2020 the State's GHG emissions must be reduced to 1990 levels or from about 545 metric tons as projected as a 2020 baseline to 427 metric tons which would be required to meet the goal. The California Air Resources Board (CARB) identified measures in its Scoping Plan that would reduce statewide GHG emissions and achieve the emissions reductions goals of AB 32. Thus, projects that are consistent with the CARB *Scoping Plan* would not conflict with AB 32's mandate to reduce state GHG

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emissions. A detailed description of the Project's consistency with the CARB *Scoping Plan* is presented in Section 3.8 of *Technical Appendix F* to this Initial Study. As presented in *Technical Appendix F*, the Project would not conflict with any applicable measures of the CARB *Scoping Plan* (Urban Crossroads, 2016c, pp. 34-38).

There are no other plans, policies, or regulations that have been adopted for the purpose of reducing the emissions of GHGs that are applicable to the proposed Project. Although Executive Order (EO) B-30-15 was signed by Governor Edmund Brown Jr. in April 2015, no plans, policies or regulations have been yet put in place to achieve its GHG reduction targets for years 2030 and 2050. This EO seeks to establish a California GHG reduction target of 40 percent below 1990 levels by 2030 which would further the State's ability to meet former Governor Arnold Schwarzenegger's goal of reducing GHG emissions to 80 percent below 1990 levels as documented in EO S-3-05.

EO B-30-15 does not require local agencies to take any action to meet its reduction targets. No statutes or regulations have been adopted to translate the 2030 and 2050 GHG reduction goals into comparable, scientifically-based emission reduction targets. In other words, rendering a significance determination relative to EO B-30-15 and EO S-3-05 would be speculative because they establish goals 14 and 34 years into the future; no agency with GHG subject matter expertise has adopted regulations to achieve these statewide goals at the project-level; and, available analytical models cannot presently quantify all project-related emissions in those future years. Further, due to the technological shifts anticipated and the unknown parameters of the regulatory framework in 2030 and 2050, available GHG models and the corresponding technical analyses are subject to limitations for purposes of quantitatively estimating the Project's emissions in 2030 and 2050. Additionally, it should be noted that a majority of the Project's GHG emissions are from mobile sources (i.e., automobiles), and it is not possible to achieve increased vehicle efficiencies at a project-level beyond what is already calculated for the Project, because engine and fuel efficiencies that influence vehicle tailpipe emissions are within the control of State and federal agencies, and are not within the control of local agencies like the City San Bernardino or the Project Applicant. Accordingly, any conclusion regarding the Project's potential to conflict with GHG reduction targets for the years 2030 and 2050 would be speculative (CEQA Guidelines § 15145).

As described on the preceding pages, the Project would not conflict with the State's ability to achieve the State-wide GHG reduction targets defined in AB 32 and would be consistent with applicable policies and plans related to GHG emissions reduction. Therefore, the Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and would result in a less-than-significant impact.

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

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Impact Analysis

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

Finding: Less-than-Significant Impact

Source: (San Bernardino, 2009; HMC, 2015; Project Application Materials)

Impact Analysis for Existing Site Conditions

A Phase 1 Environmental Site Assessment was prepared for the Project site by Hazard Management Consulting (HMC) in 2015 (included as *Technical Appendix G* to this Initial Study). As part of the Phase 1 Environmental Site Assessment efforts, HMC conducted a pedestrian survey of the Project site, researched regulatory hazardous materials databases, reviewed historical reference materials (including aerial photographs, topographic maps, and City of San Bernardino directories), and interviewed people with historical links to the Project site.

Based on a review of historic regulatory agency hazardous materials databases, historic site aerial photographs, interviews with current property owners, and a reconnaissance of the Project site, HMC determined that the Project site does not contain any recognized environmental conditions (HMC, 2015, pp. 5-7). A recognized environmental condition is defined as “the presence or likely presence of any hazardous substances or petroleum products in, on, or at property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a materials threat of a future release to the environment” (HMC, 2015, p. 1).

The Project site formerly contained six residential structures that had been present on the property for decades before they were demolished in October 2015. The use of asbestos containing materials (ACM, a known carcinogen) and lead paint (a known toxic), both of which are considered hazardous materials, was common in building construction prior to 1978. Although there was potential for ACMs and lead paint to formerly be present on the Project site, it is highly unlikely these materials are still present on the subject property as all of the residential structures were removed from the site in October 2015 and all demolition activities were performed in accordance with all applicable federal, State, and local hazardous materials regulations, which include mandatory provisions for the safe removal, transport, and disposal of ACMs and lead paint. Accordingly, neither ACMs nor lead paint are determined to be a significant hazard on the Project site.

The Project would abandon an irrigation water well on the Project site; however, all activities related to groundwater wells would be required to comply with State well standards. With mandatory adherence to State well standards, it is highly unlikely and not reasonably foreseeable that the Project would create any substantial hazard to people or the environment associated with groundwater wells.

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

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Impact Analysis for Temporary Construction-Related Activities

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

Impact Analysis for Long-Term Operational Activities

The future building occupant(s) that would use the Project site are not yet identified. However, the Project is designed to house warehouse distribution occupants and it is possible that hazardous materials could be used during the course of a future building user's daily operations. State and federal Community-Right-to-Know laws allow the public access to information about the amounts and types of chemicals in use at local businesses. Laws also are in place that require businesses to plan and prepare for possible chemical emergencies. Any business that occupies a building on the Project site and that handles hazardous materials (as defined in Section 25500 of California Health and Safety Code, Division 20, Chapter 6.95) will require a permit from the San Bernardino County Fire Department Hazardous Materials Division in order to register the business as a hazardous materials handler. Such businesses also are required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the County of San Bernardino Fire Department and the State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business. In addition, any business handling at any one time, greater than 500 pounds of solid, 55 gallons of liquid, or 200 cubic feet of gaseous hazardous material, is required, under Assembly Bill 2185 (AB 2185), to file a Hazardous Materials Business Emergency Plan (HMBEP). A HMBEP is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material. The intent of the HMBEP is to satisfy federal and State Community Right-To-Know laws and to provide detailed information for use by emergency responders.

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

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which establishes development and performance standards, as well as reporting and permitting requirements for the use, handling, storage, and transportation of hazardous materials.

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

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous material into the environment?

Finding: Less-than-Significant Impact

Source: (Project Application Materials)

Accidents involving hazardous materials that could pose a significant hazard to the public or the environment would be highly unlikely during the construction and long-term operation of the Project and are not reasonably foreseeable. As discussed above under Issue VIII (a), the transport, use, and handling of hazardous materials on the Project site during construction is a standard risk on all construction sites, and there would be no greater risk for upset and accidents than would occur on any other similar construction site. Upon buildout, the Project site would operate as a warehouse distribution center. Based on the operational characteristics of warehouse distribution centers, it is possible that hazardous materials could be used during the course of a future occupant's daily operations; however, as discussed above under Issue VIII (a), the Project would be required to comply with all applicable local, State, and federal regulations related to the transport, handling, and usage of hazardous material. Accordingly, impacts associated with the accidental release of hazardous materials would be less than significant during both construction and long-term operation of the Project and mitigation would not be required.

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

Finding: Less-than-Significant Impact

Source: (Google Earth, 2016; Project Application Materials)

The Norton Space and Aeronautics Academy is located approximately 0.23-mile to the north of the Project site. No other schools are located within 0.25-mile of the Project site. The Project's potential to emit or handle hazardous or acutely hazardous materials is addressed above under the response to Issue VIII (a). As noted, existing site conditions do not pose a substantial risk to public health and safety. Also, although there is the potential for hazardous materials to be stored on the Project site during temporary construction activities, the construction contractor would be required to comply with all applicable hazardous materials regulations to ensure that no hazardous materials are released into the environment. Further, any business that occupies the Project site and handles hazardous materials would be required to comply with all local, state and federal regulations, including but not limited to, obtaining a permit from San Bernardino County Fire Department Hazardous Materials Division, reporting procedures as outlined by California's Hazardous Materials Release Response Plans and Inventory Law, and preparation of a Hazardous Materials Business Emergency Plan as required by Assembly Bill 2185 (AB 2185). Mandatory compliance with all applicable regulations relating to hazardous materials ensures that the Project's potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school

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would be less than significant. Refer to Issue III (d) for a detailed analysis of health risks to school children related to DPM emissions, which is calculated to be less than significant.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Finding: No Impact

Source: (CalEPA, 2012; SWRCB, 2016; CDTSC, 2016; HMC, 2015)

The Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (CDTSC, 2016; SWRCB, 2016; CalEPA, 2012; HMC, 2015, pp. 5-13). Accordingly, no impact would occur.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

Finding: Less-Than-Significant Impact

Source: (Google Earth, 2016; San Bernardino, 2005b)

The Project site is located approximately 0.75-mile southwest of the San Bernardino International Airport (formerly Norton Air Force Base). No airport land use compatibility plan has been prepared for the San Bernardino International Airport. As concluded in the City of San Bernardino's General Plan EIR, buildout of the General Plan would expose residents and workers to less-than-significant safety hazards associated with operation of the San Bernardino International Airport (City of San Bernardino, 2005b, p. 5.6-23). The proposed Project would redevelop the subject property in conformance its General Plan land use designation, and proposed site improvements also would comply with the applicable "Industrial Light" development standards of the City of San Bernardino Municipal Code. Additionally, the warehouse building proposed by the Project would be no greater than 50 feet tall and does not include an air travel component (e.g., runway, helipad) and, therefore, would not interfere with flight operations at the San Bernardino International Airport. Because the Project would not be exposed to substantial safety hazards due to operations at the San Bernardino International Airport and would not interfere with Airport operations, the Project would not result in safety hazards for people residing or working in the Project area. Impacts would be less than significant and mitigation is not required.

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

Finding: Less-Than-Significant Impact

Source: (Google Earth, 2016)

There are no private airfields or airstrips in the vicinity of the Project site. There is a private heliport located approximately 0.7-mile to the south of the Project site. The private heliport is located northeast of East Vanderbilt Way, and just north of East Carnegie Drive. The warehouse building proposed by the Project would have a height of less than 45 feet and would not interfere with flight operations at the nearby helipad. Furthermore, the Project does not include an air travel component (e.g., runway, helipad, etc.) that could

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interfere with air traffic patterns at the helipad. Accordingly, the Project would not have the potential to affect operations at any nearby private airstrip or heliport and would not create a safety hazard for future workers on-site. Impacts would be less than significant.

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

Finding: No Impact

Source: (San Bernardino, 2005a)

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

h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Finding: Less-than-Significant Impact

Source: (San Bernardino, 2005a; Google Earth, 2016)

Pursuant to Figure S-9, *Fire Hazard Areas*, of the City of San Bernardino General Plan, the proposed Project is not located within a high wildfire hazard area (San Bernardino, 2005a, Figure S-9). The closest wildland fire hazard area is located approximately five (5) miles north of the Project site. The Project site is buffered from this wildland fire hazard area by substantial urban development, including residential, commercial, and industrial uses. The entire Project site has been heavily disturbed under existing conditions and does not support substantial vegetation that would be subject to risks associated with wildland fires. The surrounding area is comprised of developed urban land and does not contain substantial vegetation that would provide adequate fuel to sustain a wildland fire. Accordingly, the proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

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

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IX. HYDROLOGY AND WATER QUALITY – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Expose people or property to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis

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

Finding: Less-than-Significant Impact

Source: (SARWQCB, 2011; SAWPA, 2014; Thienes, 2015a)

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

The CWA requires all states to conduct water quality assessments of their water resources to identify water bodies that do not meet water quality standards. Water bodies that do not meet water quality standards are placed on a list of impaired waters pursuant to the requirements of Section 303(d) of the CWA. The Project site is located within the Santa Ana River Watershed. Receiving waters for the property’s drainage are the City Creek Channel, the Prado Dam, and Santa Ana River Reaches 1, 2, 3, and 4, which discharge into the Pacific Ocean. The Santa Ana River Reach 4 is 303(d) impaired by pathogens, Reach 3 is impaired by copper, pathogens, and lead, and Reach 2 is impaired by indicator bacteria. City Creek Channel, Prado Dam, Santa Ana River Reach 1, and the Pacific Ocean do not have 303(d) listed impairments. (Thienes, 2015a, p. 3-3)

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

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Temporary Construction-Related Activities

Construction of the proposed Project would involve clearing, grading, paving, utility installation, building construction, and landscaping activities. Construction activities would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints, and solvents, and other chemicals with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during construction of the Project in the absence of any protective or avoidance measures.

Pursuant to the requirements of the Santa Ana RWQCB and the City of San Bernardino, the Project would be required to obtain a NPDES Municipal Storm Water Permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, soil stockpiling, grading, and/or excavation that disturb at least one (1) acre of total land area. In addition, the Project would be required to comply with the Santa Ana RWQCB's *Santa Ana River Basin Water Quality Control Program*. Compliance with the NPDES permit and the *Santa Ana River Basin Water Quality Control Program* involves the preparation and implementation of a SWPPP for construction-related activities, including grading. The SWPPP is required to specify the Best Management Practices (BMPs) that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Mandatory compliance with the SWPPP would ensure that the proposed Project does not violate any water quality standards or waste discharge requirements during construction activities. Therefore, water quality impacts associated with construction activities would be less than significant and mitigation measures are not required.

Post Development Water Quality Impacts

Storm water pollutants commonly associated with the land use proposed by the Project (i.e., light industrial warehouse) include pathogens (bacterial/virus), phosphorous, nitrogen, sediment, metals, oils and grease, trash/debris, pesticides/herbicides, and organic compounds (Thienes, 2015a, p. 2-2). Based on current receiving water impairments (pursuant to the CWA's Section 303(d) list), the Project's pollutants of concern are pathogens (bacterial/virus), nitrogen, and metals. To address potential pollutants, the Project would be required to implement a Water Quality Management Plan (WQMP), pursuant to the requirements of the City's NPDES permit. The WQMP is a post-construction management program that ensures the on-going protection of the watershed basin by requiring development projects to implement structural and programmatic water quality controls. The Project's WQMP is included as *Technical Appendix E*. The WQMP identifies structural controls (including water quality/detention basins, underground infiltration chambers, permeable pavement, and storm drain filter inserts) and programmatic controls (including, but not limited to, educational materials for future tenants, and operational and maintenance best management practices) that would be implemented by the Project to minimize, prevent, and/or otherwise appropriately treat storm water runoff flows before they are discharged from the site. Mandatory compliance with the WQMP would ensure that the Project does not violate any water quality standards or waste discharge requirements during long-term operation.

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

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permit is dependent upon the operational activities of the buildings, and the Project's future building occupant(s) and their operations are not known at this time, details of the SWPPP (including BMPs) or potential exemption to the SWPPP operational activities requirement cannot be determined at this time. However, based on the mandatory requirements of the NPDES Industrial General Permit, it is anticipated that the Project's mandatory compliance with all applicable regulations would further reduce potential water quality impacts during long-term operation.

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

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Finding: Less-than-Significant Impact

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

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

For the reasons stated above, the Project would neither substantially deplete groundwater supplies nor interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Impacts would be less than significant.

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

Finding: Less-Than-Significant Impact

Source: (Thienes, 2015a; Thienes, 2015b)

Under existing conditions, the Project site primarily drains in a southwesterly direction, ultimately discharging to Orange Show Road. Runoff from the western and majority of the eastern portion of the Project site drains to

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Orange Show Road. A small portion of the Project site adjacent to Norman Road drains northerly and westerly, directly to Norman Road. (Thienes, 2015b, n.p.)

The Project would mass grade the entire property and construct one warehouse building and associated improvements, which would change the site's existing ground contours and alter the site's existing drainage patterns. Upon buildout of the Project, a majority of the storm water flows generated on-site would be captured and routed to an underground infiltration chamber system located in the south-central portion of the site. The proposed underground infiltration chambers would store storm water runoff and facilitate percolation to maximize on-site infiltration and minimize off-site water discharge. In the event the underground infiltration chamber system reaches capacity, excess storm water runoff flows would be routed to a water quality/detention basin at the southwest corner of the Project site before discharging into the surface gutter system along Orange Show Road. Storm water runoff flows from the parking lot in the northwest portion of the Project site would surface drain through landscape swales before entering surface gutters along Norman Avenue. Storm water runoff flows from the parking lot in the southwestern portion of the Project site would surface drain to a permeable pavement area in the southwest corner of the site; any storm water runoff flows that do not infiltrate through the permeable pavement area would surface drain to the surface gutter system along Orange Show Road.

Although the Project would alter the subject property's internal drainage patterns, such changes would not result in substantial erosion or siltation on- or off-site. Under post-development conditions, a majority of the site would be covered with impervious surfaces and, therefore, the amount of exposed soils on the Project site would be minimal. Also, as discussed under Issue IX (a), the Project would construct an integrated storm drain system on-site with BMPs to minimize the amount of water-borne pollutants carried from the Project site. The BMPs proposed by the Project, including a water quality/detention basin, underground infiltration chambers, permeable pavement, and storm drain inlet filters, are highly effective at removing sediment from storm water runoff flows (Thienes, 2015a, Attachment E); therefore, storm water runoff flows leaving the Project site would not carry substantial amounts of sediment. Once storm water runoff leaves the Project site, it would be discharged to either Norman Road or Orange Show Road. The discharge points would be paved with impervious surfaces. Because there are no exposed soils at the Project's discharge points, there is no potential for the Project's storm water runoff to result in erosion. Accordingly, the Project would not result in substantial erosion or siltation on- site or off-site, and a less-than-significant impact would occur.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?

Finding: Less-than-Significant Impact

Source: (Thienes, 2015b)

As described above under Item VIII(c), proposed grading and earthwork activities on the Project site would alter the site's existing drainage patterns but would not substantially alter the drainage pattern of the local area. As occurs under existing conditions, stormwater would continue to infiltrate on-site and be discharged to Norman Road and Orange Show Road. Under existing conditions, peak storm water runoff flows on the subject property are 26.9 cubic feet per second (cfs) during the 100-year storm event. Under long-term development conditions, the peak storm water runoff flows on the Project site would be 17.2 cfs, an approximately 36 percent reduction as compared to existing conditions. Accordingly, the Project would not alter the existing drainage pattern of the

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Project site in a substantial or adverse manner or substantially increase the rate of surface water runoff from the site in a manner that would result in flooding on- or off-site. The rate of surface runoff would be reduced. A less-than-significant impact would occur.

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

Finding: Less-than-Significant Impact

Source: (Thienes, 2015a; Thienes, 2015b)

As discussed above under the analysis for Issue IX (d), the Project as designed would achieve peak, post-development surface runoff flows that are 36% less than peak runoff flows under existing conditions. According to runoff calculations prepared by Thienes Engineering, existing City of San Bernardino storm water drainage infrastructure can accommodate the Project's proposed surface water runoff flows (Thienes, 2015b, p. n.p.). Accordingly, the Project would not create or contribute runoff which would exceed the capacity of any planned storm water drainage system, and impacts would be less than significant.

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

f) Otherwise substantially degrade water quality?

Finding: No Impact

Source: (Project Application Materials)

The Project does not contain any other features that would have the potential to substantially degrade water quality. No impact would occur.

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

Finding: No Impact

Source: (Project Application Materials)

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

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

Finding: No Impact

Source: (FEMA, n.d.)

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06071C8684H (dated August 28, 2008, as amended by LOMR 14-09-2935P), the Project site is located within “Flood Zone X (unshaded)” which corresponds with areas outside of the 500-year flood hazard zone (i.e., less than 0.2-percent annual chance of flood). (FEMA, n.d.) Therefore, implementation of the proposed Project would not place structures within a 100-year flood hazard area that would impede or redirect flood flows. No impact would occur.

i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

Finding: Less-than-Significant Impact

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

There are no levees in the vicinity of the Project site; however, according to the City of San Bernardino General Plan, the Project site is located within the inundation area of the Seven Oaks Dam, which is located approximately 10.2 miles to the east of the site (San Bernardino, 2005a, p. 10-15). Accordingly, the Project site has the potential to be exposed to flooding as a result of the failure of the Seven Oaks Dam but this hazard risk would be no different than the risk posed to the Project site and nearby properties under existing conditions. Furthermore, the City of San Bernardino General Plan EIR concludes that the development of industrial land uses within the dam inundation area (like those proposed by the Project) would not expose people or structures to a significant risk of loss, injury, or death due to flooding as a result of a failure of the Seven Oaks Dam because the Dam is designed to withstand a catastrophic seismic event (i.e., an earthquake measuring up to 8.0 on the Richter scale) and industrial land uses would not introduce a substantial number of people within the potential inundation area (San Bernardino, 2005b, pp. 5-7.21). Accordingly, the Project would not expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam, and a less-than-significant impact would occur.

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

Finding: No Impact

Source: (Google Earth, 2016; Project Application Materials)

The Pacific Ocean is located more than 50 miles from the Project site; consequently, there is no potential for tsunamis to impact the Project. In addition, no steep hillsides subject to mudflow are located on or near the Project site. In addition, no steep hillsides subject to mudflow are located on or near the Project site. The nearest large body of surface water to the site is Lake Arrowhead, located approximately 11.9 miles northeast of the Project site. (Google Earth, 2016) Due to the distance of Lake Arrowhead from the Project site, a seiche in Lake Arrowhead would have no potential to impact on the Project site. Therefore, the Project site would not be subject to inundation by a seiche, mudflow, and/or tsunami. No impact would occur.

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

Impact Analysis

a) Physically divide an established community?

Finding: No Impact

Source: (Google Earth, 2016; Project Application Materials)

The Project site consists of vacant land and is located within a developing area of the City of San Bernardino that is designated for industrial development. The area immediately to the west of the Project site contains a business park development and several non-conforming single-family residences. The area to the north of the Project site includes several non-conforming single-family residences, an auto body shop, and a large storm water detention basin; these uses are physically separated from the Project site by Norman Road. The area to the east of the Project site includes several non-conforming single-family residences, an industrial equipment/materials staging yard, and several auto/truck parking yards; these uses are physically separated from the Project site by Lena Road. The area south of the Project site includes a large logistics warehouse building that is under construction, and is physically separated from the Project site by Orange Show Road. The Project would serve, effectively, as an extension of existing industrial development patterns to the south and southwest. Further, the Project would not provide access to any surrounding land use; therefore, the Project would not divide or isolate any adjacent land use from surrounding areas/communities. Based on the foregoing, the Project would not physically divide an established community. No impact would occur.

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- b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**
-

Finding: Less-than-Significant Impact

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

Under existing conditions, the Project site is designated for “Industrial Light” land uses by the City’s General Plan Land Use Plan and Zoning Map. The proposed Project would develop the subject property in accordance with the underlying General Plan Land Use and Zoning designations. Accordingly, the Project would not conflict with the General Plan or Zoning Ordinance.

The Project otherwise would not conflict with any applicable goals, objectives, and policies of the SCAQMD AQMP, SCAG *RTP/SCS*, and SCAG *Regional Comprehensive Plan*. Further, the *RTP/SCS* notes that the SCAG region is forecasted to have a demand for over one billion square feet of warehousing space by the year 2035, including a demand for 943 million square feet of non-port warehouse space. The demand for non-port warehouse space is projected to increase by approximately 59 percent between the years 2008 and 2035 – from approximately 591 million square feet to approximately 943 million square feet – and would be met most efficiently in the Inland Empire, where available land and infrastructure to accommodate warehousing land uses exists. (SCAG, 2013, pp. 4-39 and 4-40) As such, the Project would be consistent with the *RTP/SCS*’s land use vision for the Inland Empire and would further its long-term goals.

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

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

Finding: No Impact

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

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

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XI. MINERAL RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

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

Finding: Less-than-Significant Impact

Source: (City of San Bernardino, 2005a; City of San Bernardino, 2005b; City of San Bernardino 2013; CDC, 1987; CDC, 1994; CDC, 2008)

The California Department of Conservation has published three reports focused on mineral resource deposits in the San Bernardino region. The first report, titled “Special Report 143: Mineral Land Classification of the Greater Los Angeles Area, Part VII: Classification of Sand and Gravel Resource Areas, San Bernardino Production-Consumption Region” (hereafter “SR 143, Part VII”) was first published in 1984 and re-printed in 1987. Subsequently, two additional reports were prepared to update and expand on the findings of SR 143, Part VII. In 1995, the California Department of Conservation prepared “Open File Report 94-08: Mineral Land Classification of A Part of Southwestern San Bernardino County: The San Bernardino Valley Area, California” (hereafter “OFR 94-08”), followed up by the 2008 publication of “Special Report 206: Update of Mineral Land Classification for Portland Cement Concrete-Grade Aggregate in the San Bernardino Production-Consumption Region, San Bernardino and Riverside Counties, California” (hereafter “SR 206”). These reports classify areas into Mineral Resource Zones (MRZs).

SR 143, Part VII mapped the Project site as a MRZ-2 resource area for Portland cement concrete-grade (PCC) aggregate. MRZ-2 areas are known to contain significant mineral deposits or have a high likelihood of containing significant deposits. The conclusions of SR 143, Part VII, as they pertain to the potential for the Project site to contain, or likely contain, significant PCC aggregate deposits, were re-affirmed by OFR 94-08 and SR 206 (CDC, 1987; CDC, 1994; CDC, 2008).

The mineral resource zone classifications assigned by the California Department of Conservation focus solely on geologic factors and the potential value and marketability of a mineral resource, without regard to existing land use and ownership or the compatibility of surrounding land uses. As part of the General Plan Update process in 2005, the City of San Bernardino determined that there were areas of the City with the potential to contain important mineral resources as mapped by the Department of Conservation where mining activities were not suitable because of incompatible surrounding land uses. The Project site is assigned a land use designation

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of “Industrial Light,” whereas the General Plan only allows mineral resource extraction activities in areas with the “Industrial Extractive” land use designation (City of San Bernardino, 2005a). Thus, the General Plan does not allow mineral extraction activities to occur on the Project site. Furthermore, the Industrial Light zoning designation applied to the subject property also prohibits mining land uses (City of San Bernardino, 2013, p. II-19.08-4). Because mining of the Project site is already precluded by the City of San Bernardino General Plan and Development Code, the Project would not result in the loss of availability of a known mineral resource. The California Department of Conservation acknowledged that mineral resource extraction activities could not occur on the Project site due to incompatibilities with surrounding land uses and local land use designations (CDC, 2008). The use of the Project site for non-mining land uses as called for by the General Plan was previously addressed by the City of San Bernardino’s General Plan EIR (SCH No. 2004111132), which found that implementation of the General Plan would not result in a significant effect related to the loss of mineral resources of value to the region or state (City of San Bernardino, 2005b, p. 5.9-8). There are no components of the Project that would result in new or more severe impacts associated with the loss of mineral resources availability beyond the levels that were previously evaluated and disclosed as part of the City’s General Plan EIR. Impacts would be less than significant.

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

Finding: Less-than-Significant Impact

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

The City of San Bernardino General Plan identifies the Project site within an important mineral resource zone; however, the General Plan does not identify the Project site as an important mineral resource recovery site (City of San Bernardino, 2005a, p. 12-15). Furthermore, neither the City’s General Plan nor its Development Code designate the Project site for Industrial Extractive (IE) land uses, which is the only land use category within the City where mining activities are permitted (City of San Bernardino, 2005a, p. 2-19; City of San Bernardino, 2013, p. II-19.08-4). Accordingly, the Project site is not delineated on any local plan as a locally important mineral resources recovery site. Impacts would be less than significant.

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

Impact Analysis

a) Exposure of persons to or generation of noise levels in excess of standards established in the City’s General Plan or Development Code, or applicable standards of other agencies?

Finding: Less-than-Significant Impact

Source: (San Bernardino, 2005a, Chapter 14, Noise; San Bernardino, 2009; Urban Crossroads, 2015; Project Application Materials)

Noise generated at the Project site under existing conditions is limited to routine maintenance activities on the Project site (i.e., discing), which occurs sporadically. No known unusual or loud noises occur on the Project site

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on a regular basis. Primary noise sources near the site include vehicular noise on Orange Show Road. For more information about the existing noise environment surrounding the Project site, refer to *Technical Appendix I*.

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

Impact Analysis for Near-Term Construction Noise

The City’s Noise Ordinance (Municipal Code Section 8.54) includes a provision that exempts construction activities from any maximum noise level standard, provided that construction activities occur between the hours of 7:00 a.m. and 8:00 p.m. (Urban Crossroads, 2015, p. 14). The Project is required to comply with the City’s Noise Ordinance, so implementation of the Project would not expose persons to or generate near-term noise levels in excess of standards adopted by the City.

Regardless of the Project’s consistency with the City’s Noise Ordinance as described above, construction activities on the Project site, especially those activities involving heavy equipment, would create intermittent, temporary increases in ambient noise levels in the vicinity of the Project site. Noise generated by construction equipment, including trucks, graders, bulldozers, concrete mixers, and portable generators, can reach high levels. The projected noise levels used for analysis are based on reference noise levels for each stage of construction collected from construction sites throughout Southern California (refer to *Technical Appendix I* for a detailed description of reference noise levels). As shown on Table 10, *Construction Noise Level Summary*, Project-related construction activities are estimated to reach a maximum noise levels between 47.1 and 88.9 equivalent-level decibels (dBA Leq) when measured at nearby sensitive receptors (see Figure 1, *Noise Receiver Locations*, for locations of nearby sensitive receptors and refer to *Technical Appendix I* for a detailed description of the receptors).

Table 10 Construction Noise Level Summary

Receiver Location ¹	Construction Phase Hourly Noise Level (dBA Leq)					
	Site Preparation	Grading	Building Construction	Architectural Coating	Paving	Peak Activity ²
R1	74.4	74.4	66.7	63.0	66.4	74.4
R2	74.0	74.0	66.3	62.6	66.0	74.0
R3	75.3	75.3	67.6	63.9	67.3	75.3
R4	68.6	68.6	60.9	57.2	60.6	68.6
R5	88.9	88.9	81.2	77.5	81.0	88.9
R6	65.8	65.8	58.1	54.4	57.8	65.8
R7	53.5	53.5	45.8	42.1	45.5	53.5
R8	52.8	52.8	45.1	41.4	44.9	52.8
R9	50.9	50.9	43.2	39.5	43.0	50.9
R10	47.1	47.1	39.4	35.7	39.1	47.1
R11	54.6	54.6	46.9	43.2	46.6	54.6
R12	81.7	81.7	74.0	70.3	73.8	81.7

¹Noise receiver locations are shown on Figure 1.

²Estimated construction noise levels during peak operating conditions.

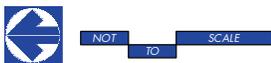
Source: (Urban Crossroads, 2015, Table 10-7)

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Source(s): Urban Crossroads (12-28-2015)

Figure 1



NOISE RECEIVER LOCATIONS

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As shown in Table 10, noise generated during near-term Project construction activities would cause an elevated temporary increase in ambient noise levels and would affect off-site receptors, particularly when construction equipment is operating in close proximity to the northwestern, northern, and southeastern Project site boundary, beyond which are non-conforming single-family homes. Although near-term Project construction activities on the Project site would comply with the City's Noise Ordinance and impacts would be less than significant, the Project Applicant proposes the following best practices that would be implemented during the Project's construction phase to minimize the exposure of nearby sensitive receptors to transitory increases in ambient noise levels.

- a) All noise-generating construction activities will occur in accordance with the City's Noise Ordinance;
- b) Construction contractors will equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards;
- c) No stationary construction equipment will be placed within 500 feet of occupied residences and other noise-sensitive receivers;
- d) Construction contractors will place all stationary construction equipment and equipment staging areas so that all emitted noise is directed toward the center of the Project site and away from the sensitive receptors nearest the site;
- e) Construction contractors will locate equipment staging in areas on the Project site that will create the greatest feasible distance between construction-related noise sources and noise sensitive receptors nearest the Project site; and
- f) Construction deliveries shall comply with applicable provisions of the City's Noise Ordinance and shall minimize the use of roads that pass by noise-sensitive land uses to the extent feasible.
- g) Temporary noise blankets will be installed on the site to reduce noise levels at off-site sensitive receptors such that the noise level at off-site receiver locations will be reduced to less than 85 dBA. A noise blanket is a sound-absorbing material that can be hung on construction fencing or other surface located between the noise source and noise receiver to reduce noise levels at the receiver location.

The City of San Bernardino would include the above, proposed best practices as part of the Project's conditions of approval. Impacts during construction would be less than significant because noise levels would not exceed the City of San Bernardino's Development Code standards; and no mitigation is required.

Impact Analysis for Long-Term Operational Noise

To ensure that off-site sensitive receptors are protected from excessive noise, the City of San Bernardino General Plan Noise Element provides guidelines to evaluate the Land Use Compatibility for Community Noise Exposure. These guidelines are based on the Governor's Office of Planning and Research and are used to assess the community noise exposure on land uses. According to the Land Use Compatibility for Community Noise Exposure guidelines, noise sensitive land uses such as single-family residences and schools that experience exterior noise levels below 60 dBA community noise level equivalent level (CNEL) fall within a "normally acceptable" noise range while noise levels between 60 and 70 dBA CNEL are "conditionally acceptable." For office and commercial land uses, exterior noise levels below 70 dBA CNEL are considered "normally acceptable" and noise levels of less than 80 dBA CNEL are considered "conditionally acceptable." Industrial and manufacturing land uses are considered "normally acceptable" at noise levels below 75 dBA CNEL and "conditionally acceptable" at noise levels of less than 80 dBA CNEL. (Urban Crossroads, 2015, pp. 16-17)

The City's Development Code (Section 19.20.030.15) identifies a maximum allowable exterior noise level of 65 dBA Leq for new residential developments (i.e., noise sensitive receptors). While the Development Code

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specifically identifies a noise level limit for noise sensitive land uses, neither the City's Development Code nor its Noise Ordinance identify noise standards for non-noise sensitive land uses such as office, retail, manufacturing, utilities, agriculture, and warehousing. The policies contained in the Development Code and Noise Ordinance are designed to protect sensitive receptors such as residential homes from the negative effects of "spillover" or nuisance noise. To analyze noise impacts originating from a designated fixed location or private property such as the Project site, stationary source noise such as idling trucks, delivery truck activities, parking, and backup alarms are typically evaluated against the applicable policies adopted in the City's Development Code and/or Noise Ordinance. However, in the City of San Bernardino, when stationary source noises accompany a lawful business in an area zoned for that use, the City's Noise Ordinance exempts those noise-producing activities from the Noise Ordinance. (Urban Crossroads, 2015, p. 19)

While the City's General Plan, Noise Ordinance, and Development Code provide background on noise fundamentals and establish noise compatibility standards for noise-sensitive land uses, they do not include any standards or criteria to assess the impacts associated with cumulative traffic (mobile) noise source impacts. Therefore, for purposes of evaluating long-term operational transportation-related noise impacts within the City, the analysis in this Initial Study relies on the recommendations of the Federal Interagency Committee on Noise (FICON). Pursuant to the FICON recommendations, the significance of cumulative transportation noise impacts varies depending on the condition of the environment and the Project-related noise level increases. For example, if the ambient noise environment is quiet and the new noise source greatly increase the noise levels, an impact may occur even though the noise criteria might not be exceeded. Therefore, for the purpose of this analysis, when the ambient noise environment is less than 60 dBA CNEL, a 5 dBA or more increase (i.e., "readily perceptible") resulting from Project-related traffic is considered cumulatively considerable when nearby noise sensitive receptors are affected. In areas where the without-Project noise levels range from 60 to 65 dBA CNEL, a 3 dBA or more increase (i.e., "barely perceptible") resulting from Project-related traffic is considered cumulatively considerable when nearby noise sensitive receptors are affected. In areas where the without-Project noise levels exceed 65 dBA CNEL, a 1.5 dBA or more increase resulting from Project-related traffic is considered cumulatively considerable when nearby noise sensitive receptors are affected. (Urban Crossroads, 2015, pp. 24-25)

Stationary Noise Impacts

Stationary noise sources associated with operation of the Project would include, but are not limited to, idling trucks, delivery truck activities, parking, backup alarms, and HVAC equipment. The analysis of the Project's potential stationary noise impacts reflects full 24-hour daytime and nighttime distribution activities. In reality, operational noise levels would vary throughout the day and would not be constant, so the analysis presented on the following pages likely overstates the Project's operational noise levels.

To estimate Project-related operational noise levels, reference noise level measurements were collected from two warehouse distribution facilities in Southern California: Veg Fresh Farms/FedEx distribution facility located at 500 East Orangethorpe Avenue in the City of Anaheim and the Motivational Fulfillment & Logistics Services distribution facility located at 6810 Bickmore Avenue in the City of Chino. From a noise standpoint, a warehouse facility's operational characteristics are the primary factors that affect operational noise levels; the geographic location of the facility does not substantially influence operational noise levels. The noise level measurements collected from the above-listed facilities are representative of stationary noise levels expected at the Project site because these facilities have 24-hour operational activities that are comparable to those proposed at the Project site. The reference noise level measurements include the daytime and nighttime noise levels associated with idling trucks, delivery truck activities, parking, and backup alarms.

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Based on the reference noise levels, as described above, the Project’s operational noise levels were modeled at nearby sensitive receptors. As summarized in Table 11, *Operational Noise Levels*, the Project’s operational noise levels would not exceed 40.7 dBA Leq at any nearby sensitive receptor (refer to *Technical Appendix J* for a detailed description of nearby sensitive receptors). Therefore, operation of the Project would not cause any nearby sensitive receptors to be exposed to noise levels in excess of applicable City standards and impacts would be less than significant.

Table 11 Operational Noise Levels

Receiver Location¹	Noise Level At Receiver Locations (dBA Leq)²	Noise Level Standard (dBA Leq)³	Threshold Exceeded?⁴
R1	24.7	65	No
R2	26.1	65	No
R3	26.7	65	No
R4	23.2	65	No
R5	40.7	65	No
R6	34.5	65	No
R7	26.0	65	No
R8	26.1	65	No
R9	23.8	65	No
R10	24.7	65	No
R11	25.9	65	No
R12	26.1	65	No

¹Noise receiver locations are shown on Figure 1.

²Estimated Project stationary source noise levels as shown on Table 9-2 of *Technical Appendix I*.

³Noise standards as shown on Table 3-1 of *Technical Appendix I*.

⁴Do the estimated Project stationary source noise levels meet the City of San Bernardino Development Code standard?

Source: (Urban Crossroads, 2015, Table 9-3).

When the Project’s operational noise is added to ambient noise levels, noise levels would not increase during daytime or nighttime hours above existing conditions (see Table 12 and Table 13). Therefore, the Project would not contribute cumulatively considerable noise levels at any sensitive receptors in the vicinity of the Project site during long-term operation. Impacts would be less than significant.

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

Receiver Location ¹	Total Project Operational Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Contribution ⁶	Threshold Exceeded? ⁷
R1	24.7	L2	56.9	56.9	0.0	No
R2	26.1	L2	58.7	58.7	0.0	No
R3	26.7	L2	58.7	58.7	0.0	No
R4	23.2	L1	58.7	58.7	0.0	No
R5	40.7	L6	70.8	70.8	0.0	No
R6	34.5	L6	70.8	70.8	0.0	No
R7	26.0	L7	72.3	72.3	0.0	No
R8	26.1	L8	58.9	58.9	0.0	No
R9	23.8	L4	67.9	67.9	0.0	No
R10	24.7	L3	69.4	69.4	0.0	No
R11	25.9	L3	69.4	69.4	0.0	No
R12	26.1	L2	58.7	58.7	0.0	No

¹Noise receiver locations are shown on Figure 1.

²Estimated Project stationary source noise levels as shown on Table 11.

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

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

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

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

⁷As defined on Page 62 of this Initial Study.

Source: (Urban Crossroads, 2015 Table 9-4).

Table 13 Nighttime (10:00 p.m. to 7:00 a.m.) Operational Noise Level Impacts (dBA Leq)

Receiver Location ¹	Total Project Operational Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Contribution ⁶	Threshold Exceeded? ⁷
R1	24.7	L2	56.9	56.9	0.0	No
R2	26.1	L2	56.9	56.9	0.0	No
R3	26.7	L2	56.9	56.9	0.0	No
R4	23.2	L1	56.9	56.9	0.0	No
R5	40.7	L6	67.1	67.1	0.0	No
R6	34.5	L6	67.1	67.1	0.0	No
R7	26.0	L7	68.6	68.6	0.0	No
R8	26.1	L8	57.7	57.7	0.0	No
R9	23.8	L4	65.6	65.6	0.0	No
R10	24.7	L3	66.9	66.9	0.0	No
R11	25.9	L3	66.9	66.9	0.0	No
R12	26.1	L2	56.9	56.9	0.0	No

¹Noise receiver locations are shown on Figure 1.

²Estimated Project stationary source noise levels as shown on Table 11.

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

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

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

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

⁷As defined on Page 62 of this Initial Study.

Source: (Urban Crossroads, 2015 Table 9-5)

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Traffic-Related Noise Impacts

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

- Existing: This scenario refers to the existing traffic noise conditions without and with the proposed Project.
- Project Opening Year (2017): This scenario refers to the background noise conditions at Project opening (2017) without and with the Project.
- Project Opening Year (2017) plus Cumulative Development: This scenario refers to the background noise conditions at Project opening (2017) without and with the Project, including reasonably foreseeable cumulative development projects.
- Horizon Year (2040): This scenario refers to the background noise conditions at Year 2040 without and with the proposed Project.

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

Table 14, *Existing plus Project Traffic Noise Impacts*, presents a comparison of the existing noise conditions along Project study area roadway segments and the noise levels that would result with addition of Project-related traffic. Noise levels along roadway segments within the Project study area would increase between 0.0 to 0.3 dBA CNEL with development of the Project. As shown in Table 14, the Project's noise contributions would not exceed the significance threshold based on existing ambient noise levels (i.e., an increase of at least 1.5 dBA). Accordingly, the Project would neither substantially contribute to noise levels in excess of applicable noise standards nor result in a substantial permanent increase in noise levels above ambient conditions. Therefore, the Project's off-site traffic-related noise impacts would be less than significant under existing plus Project conditions.

Table 15, *Year 2017 Traffic Noise Impacts*, presents a comparison of expected 2017 noise conditions along Project study area roadway segments and the noise levels that would result with addition of Project-related traffic. Noise levels along roadway segments within the Project study area would increase between 0.0 to 0.3 dBA CNEL with development of the Project. As shown in Table 15, the Project's noise contributions would not exceed the significance threshold based on existing ambient noise levels (i.e., an increase of less than 1.5 dBA). Accordingly, the Project would neither substantially contribute to noise levels in excess of applicable noise standards nor result in a substantial permanent increase in noise levels above ambient conditions. Therefore, the Project's off-site traffic-related noise impacts would be less than significant under Year 2017 conditions.

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Table 14 Existing plus Project Traffic Noise Impacts

ID	Road	Segment	Adjacent Planned Land Use ¹	CNEL at Adjacent Land Use (dBA) ²			Threshold Exceeded? ³	
				No Project	With Project	Project Addition	Noise-Sensitive	Non Noise-Sensitive
1	Waterman Av.	n/o Orange Show Rd.	Office Industrial Park	75.0	75.0	0.0	No	No
2	Waterman Av.	s/o Orange Show Rd.	Office Industrial Park	75.1	75.2	0.1	No	No
3	Lena Rd.	n/o Orange Show Rd.	Industrial Light	65.9	65.9	0.0	No	No
4	Orange Show Rd.	w/o I-215 NB Ramps	Commercial General	73.6	73.7	0.1	No	No
5	Orange Show Rd.	e/o I-215 NB Ramps	Commercial General	75.6	75.7	0.1	No	No
6	Orange Show Rd.	e/o E St.	Commercial General	74.5	74.6	0.1	No	No
7	Orange Show Rd.	w/o Waterman Av.	Industrial Light	75.4	75.5	0.1	No	No
8	Orange Show Rd.	e/o Waterman Av.	Industrial Light	74.5	74.8	0.3	No	No
9	Orange Show Rd.	e/o Driveway 2	Industrial Light	74.6	74.9	0.3	No	No
10	Orange Show Rd.	e/o Driveway 3	Industrial Light	74.6	74.9	0.3	No	No
11	Orange Show Rd.	e/o Driveway 4	Industrial Light	74.6	74.7	0.1	No	No
12	Orange Show Rd.	e/o Driveway 5	Industrial Light	74.6	74.7	0.1	No	No
13	Orange Show Rd.	e/o Lena Rd.	Industrial Light	74.2	74.3	0.1	No	No

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

²The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the adjacent land use.

³As defined on Page 62 of this Initial Study.

Source: (Urban Crossroads, 2015, Table 7-9)

Table 15 Year 2017 Traffic Noise Impacts

ID	Road	Segment	Adjacent Planned Land Use ¹	CNEL at Adjacent Land Use (dBA) ²			Threshold Exceeded? ³	
				No Project	With Project	Project Addition	Noise-Sensitive	Non Noise-Sensitive
1	Waterman Av.	n/o Orange Show Rd.	Office Industrial Park	75.3	75.3	0.0	No	No
2	Waterman Av.	s/o Orange Show Rd.	Office Industrial Park	75.4	75.5	0.1	No	No
3	Lena Rd.	n/o Orange Show Rd.	Industrial Light	66.2	66.2	0.0	No	No
4	Orange Show Rd.	w/o I-215 NB Ramps	Commercial General	73.8	73.9	0.1	No	No
5	Orange Show Rd.	e/o I-215 NB Ramps	Commercial General	75.8	75.9	0.1	No	No
6	Orange Show Rd.	e/o E St.	Commercial General	74.7	74.8	0.1	No	No
7	Orange Show Rd.	w/o Waterman Av.	Industrial Light	75.6	75.7	0.1	No	No
8	Orange Show Rd.	e/o Waterman Av.	Industrial Light	74.7	75.0	0.3	No	No
9	Orange Show Rd.	e/o Driveway 2	Industrial Light	74.9	75.1	0.2	No	No
10	Orange Show Rd.	e/o Driveway 3	Industrial Light	74.9	75.1	0.2	No	No
11	Orange Show Rd.	e/o Driveway 4	Industrial Light	74.9	74.9	0.0	No	No
12	Orange Show Rd.	e/o Driveway 5	Industrial Light	74.9	74.9	0.0	No	No
13	Orange Show Rd.	e/o Lena Rd.	Industrial Light	74.5	74.6	0.1	No	No

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

²The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the adjacent land use.

³As defined on Page 62 of this Initial Study.

Source: (Urban Crossroads, 2015, Table 7-10)

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Table 16, *Year 2017 plus Cumulative Traffic Noise Impacts*, presents a comparison of the expected 2017 noise conditions along Project study area roadway segments plus reasonably foreseeable cumulative development projects and the noise levels that would result with addition of Project-related traffic. Noise levels along roadway segments within the Project study area would increase between 0.0 to 0.2 dBA CNEL with development of the Project. As shown in Table 16, the Project’s noise contributions would not exceed the significance threshold based on existing ambient noise levels (i.e., an increase of at least 1.5 dBA). Accordingly, the Project would neither substantially contribute to noise levels in excess of applicable noise standards nor result in a substantial permanent increase in noise levels above ambient conditions. Therefore, the Project’s off-site traffic-related noise impacts would be less than significant under Year 2017 plus cumulative development conditions.

Table 16 Year 2017 plus Cumulative Traffic Noise Impacts

ID	Road	Segment	Adjacent Planned Land Use ¹	CNEL at Adjacent Land Use (dBA) ²			Threshold Exceeded? ³	
				No Project	With Project	Project Addition	Noise-Sensitive	Non Noise-Sensitive
1	Waterman Av.	n/o Orange Show Rd.	Office Industrial Park	75.5	75.5	0.0	No	No
2	Waterman Av.	s/o Orange Show Rd.	Office Industrial Park	75.9	76.0	0.1	No	No
3	Lena Rd.	n/o Orange Show Rd.	Industrial Light	66.2	66.2	0.0	No	No
4	Orange Show Rd.	w/o I-215 NB Ramps	Commercial General	74.4	74.5	0.1	No	No
5	Orange Show Rd.	e/o I-215 NB Ramps	Commercial General	76.5	76.6	0.1	No	No
6	Orange Show Rd.	e/o E St.	Commercial General	75.4	75.5	0.1	No	No
7	Orange Show Rd.	w/o Waterman Av.	Industrial Light	76.1	76.2	0.1	No	No
8	Orange Show Rd.	e/o Waterman Av.	Industrial Light	75.7	75.9	0.2	No	No
9	Orange Show Rd.	e/o Driveway 2	Industrial Light	75.5	75.6	0.1	No	No
10	Orange Show Rd.	e/o Driveway 3	Industrial Light	75.5	75.6	0.1	No	No
11	Orange Show Rd.	e/o Driveway 4	Industrial Light	75.3	75.4	0.1	No	No
12	Orange Show Rd.	e/o Driveway 5	Industrial Light	74.8	74.8	0.0	No	No
13	Orange Show Rd.	e/o Lena Rd.	Industrial Light	74.4	74.5	0.1	No	No

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

²The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the adjacent land use.

³As defined on Page 62 of this Initial Study.

Source: (Urban Crossroads, 2015, Table 7-11)

Table 17, *Horizon Year (2040) Traffic Noise Impacts*, presents a comparison of estimated Year 2040 noise conditions along Project study area roadway segments and the noise levels that would result with addition of Project-related traffic. Noise levels along roadway segments within the Project study area would increase between 0.0 to 0.2 dBA CNEL with development of the Project. As shown in Table 17, the Project’s noise contributions would not exceed the significance threshold based on existing ambient noise levels (i.e., an increase of at least 1.5 dBA). Accordingly, the Project would neither substantially contribute to noise levels in excess of applicable noise standards nor result in a substantial permanent increase in noise levels above ambient conditions. Therefore, the Project’s off-site traffic-related noise impacts would be less than significant under Horizon Year (2040) conditions.

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Table 17 Horizon Year (2040) Traffic Noise Impacts

ID	Road	Segment	Adjacent Planned Land Use ¹	CNEL at Adjacent Land Use (dBA) ²			Threshold Exceeded? ³	
				No Project	With Project	Project Addition	Noise-Sensitive	Non Noise-Sensitive
1	Waterman Av.	n/o Orange Show Rd.	Office Industrial Park	78.6	78.6	0.0	No	No
2	Waterman Av.	s/o Orange Show Rd.	Office Industrial Park	78.9	78.9	0.0	No	No
3	Lena Rd.	n/o Orange Show Rd.	Industrial Light	66.9	66.9	0.0	No	No
4	Orange Show Rd.	w/o I-215 NB Ramps	Commercial General	76.1	76.1	0.0	No	No
5	Orange Show Rd.	e/o I-215 NB Ramps	Commercial General	78.0	78.0	0.0	No	No
6	Orange Show Rd.	e/o E St.	Commercial General	76.8	76.9	0.1	No	No
7	Orange Show Rd.	w/o Waterman Av.	Industrial Light	77.2	77.3	0.1	No	No
8	Orange Show Rd.	e/o Waterman Av.	Industrial Light	76.9	77.1	0.2	No	No
9	Orange Show Rd.	e/o Driveway 2	Industrial Light	75.9	76.1	0.2	No	No
10	Orange Show Rd.	e/o Driveway 3	Industrial Light	75.9	76.1	0.2	No	No
11	Orange Show Rd.	e/o Driveway 4	Industrial Light	75.9	75.9	0.0	No	No
12	Orange Show Rd.	e/o Driveway 5	Industrial Light	75.7	75.8	0.1	No	No
13	Orange Show Rd.	e/o Lena Rd.	Industrial Light	75.4	75.4	0.0	No	No

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

²The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the adjacent land use.

³As defined on Page 62 of this Initial Study.

Source: (Urban Crossroads, 2015, Table 7-12)

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

Conclusion

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

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

Finding: Less-than-Significant Impact

Source: (Urban Crossroads, 2015)

Impact Analysis for Near-Term Construction Vibration

Construction activities on the Project site would utilize heavy equipment that has the potential to generate low levels of intermittent, localized ground-borne vibration. Refer to *Technical Appendix I* for a detailed description of the methodology used to calculate construction vibration levels.

Vibration levels from Project-related construction activities were calculated at each of the receiver locations identified on Figure 1. The results of the vibration analysis for Project-related construction activities are

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summarized in Table 18, *Construction Vibration Levels*. As shown in Table 18, Project-related construction activities would generate a maximum vibration level of 0.11 inches per second (Root Mean Square, RMS), which is less than the City’s significance threshold of 1.5 inches per second (RMS) (Urban Crossroads, 2015, p. 79). Because the Project would not exceed the City’s vibration standard, its near-term construction activities would not expose persons to or generate excessive groundborne vibration or groundborne noise levels. Therefore, the Project would result in less-than-significant impacts associated with construction vibration.

Table 18 Construction Vibration Levels

Receiver ¹	Distance To Const. Activity (Feet)	Receiver PPV Levels (in/sec) ²					RMS Velocity Levels (in/sec) ³	Threshold Exceeded? ⁴
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Peak Vibration		
R1	91'	0.00	0.01	0.01	0.01	0.01	0.01	No
R2	95'	0.00	0.00	0.01	0.01	0.01	0.01	No
R3	82'	0.00	0.01	0.01	0.01	0.01	0.01	No
R4	177'	0.00	0.00	0.00	0.00	0.00	0.00	No
R5	17'	0.01	0.06	0.14	0.16	0.16	0.11	No
R6	245'	0.00	0.00	0.00	0.00	0.00	0.00	No
R7	1,005'	0.00	0.00	0.00	0.00	0.00	0.00	No
R8	1,083'	0.00	0.00	0.00	0.00	0.00	0.00	No
R9	1,348'	0.00	0.00	0.00	0.00	0.00	0.00	No
R10	1,185'	0.00	0.00	0.00	0.00	0.00	0.00	No
R11	889'	0.00	0.00	0.00	0.00	0.00	0.00	No
R12	39'	0.00	0.02	0.04	0.05	0.05	0.03	No

¹Receiver locations are shown on Figure 1.

²Based on vibration source levels listed in Table 6-9 of *Technical Appendix I*.

³Vibration levels in PPV are converted to RMS velocity using a 0.71 conversion factor identified in the Caltrans Transportation and Construction Vibration Guidance Manual, September 2013.

⁴Do vibration levels exceed the vibration threshold listed in Table 3-3 of *Technical Appendix I*?

Source: (Urban Crossroads, 2015, Table 11-8)

Impact Analysis for Long-Term Operational Vibration

Under long-term conditions, the proposed Project would not include nor require equipment, facilities, or activities that would result in substantial or perceptible groundborne vibration. Trucks would travel to-and-from the Project site during long-term operation; however, vibration levels for heavy trucks operating at low-to-normal speeds on smooth, paved surfaces – as is expected on the Project site and along surrounding roadways – are typically 0.001 inches per second (RMS) (Urban Crossroads, 2015, p. 70)). The City’s significance threshold for vibration impacts is 1.5 inches per second (RMS), so expected long-term operations at the Project site would not exceed the City’s allowable levels. Accordingly, long-term operation of the Project would not expose persons to or generate excessive groundborne vibration or groundborne noise levels, and a less-than-significant impact would occur.

Conclusion

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

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

Finding: Less-than-Significant Impact

Source: (Urban Crossroads, 2015)

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

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

Finding: Less-than-Significant Impact with Mitigation Incorporated

Source: (Urban Crossroads, 2015; OSHA, 2016)

The Project's only potential to cause a substantial or periodic increase in ambient noise levels is during the Project's construction phase. Construction activities on the Project site, especially those activities involving the use of heavy equipment, would create intermittent, temporary increases in ambient noise levels in the vicinity of the Project site. However, construction-related noise increases: 1) would be transitory (i.e., varying from day-to-day and throughout the day), 2) would completely cease upon completion of Project construction, and 3) would not represent a recurring, periodic source of noise, although periodic and temporary construction noise has the potential to be substantial compared to existing ambient noise levels.

As discussed above under Issue XII (a), the City's Noise Ordinance (Municipal Code Section 8.54) includes a provision that exempts construction activities from any maximum noise level standard, provided that construction activities occur between the hours of 7:00 a.m. and 8:00 p.m. Compliance with the Noise Ordinance allows any amount of noise during the permitted construction hours; thus, periodic noise increases during construction would be considered a less-than-significant impact with mandatory Noise Ordinance compliance.

Regardless of the Project's consistency with the Noise Ordinance, in order to present a conservative evaluation of whether or not a periodic increase in construction-related noise would be substantial, the noise levels at which the National Institute for Occupational Safety and Health (NIOSH), a division of the U.S. Department of Health and Human Services, recommends that a worker wear hearing protection were considered. NIOSH recommends that construction workers use hearing protection when noise levels exceed certain levels because exposure to those noise levels for several years can result in an adverse health effect (hearing impairment) (OSHA, 2016). Because the Project's construction duration would occur over eight months (including construction phases when noise levels would be low) and not several years, there is no potential for the Project to cause hearing loss in on-site workers or off-site receivers. Nonetheless, using the NIOSH recommendations, the Project's construction noise will be considered herein to create a substantial periodic increase in short-term noise levels if the Project's construction would generate noise experienced by off-site sensitive receptors of 85 dBA or greater for more than eight hours per day, and for every 3 dBA increase, the exposure time is cut in half. For example, exposure to 88 dBA for more than four hours per day, exposure to 92 dBA for more than one hour per day, exposure to 96 dBA for more than 30 minutes per day, and exposure to 100 dBA for more than 15 minutes per day all would be considered substantial. These are the noise levels by time duration NIOSH recommends that a worker wear hearing protection (OSHA, 2016). The NIOSH recommendations are more restrictive than the U.S. Department

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of Labor, Occupational Safety and Health Administration (OSHA) requirements; therefore, the NIOSH recommendations are used herein for purposes of applying a conservative threshold (OSHA, 2016). On-site workers will be required to comply with OSHA and implement hearing protection accordingly, resulting in a less-than-significant impact to workers.

Related to off-site noise receivers, periodic exposure to high noise levels in short duration is typically considered an annoyance, but not impactful to human health; it takes several years of exposure to high noise levels to result in hearing impairment. As shown previously on Table 10, periodic and temporary Project-related construction activities are estimated to reach a maximum noise levels between 47.1 and 88.9 dBA Leq when measured at nearby sensitive receptors (see Figure 1, *Noise Receiver Locations*, for locations of nearby sensitive receptors and refer to *Technical Appendix I* for a detailed description of the receptors). As such, it is possible, although unlikely, that the Project could result in a substantial periodic increase in short-term noise by exposing off-site sensitive receptors to noise levels of 85 dBA or greater for more than eight hours per day, 88 dBA for more than four hours per day, 92 dBA for more than one hour per day, 96 dBA for more than 30 minutes per day, and/or 100 dBA for more than 15 minutes per day. However, when considering the list of best management practices proposed by the Project Applicant and listed above under Issue XII (a), including the use of noise blankets which are effective at attenuating noise by absorbing noise and blocking line-of-sight between the noise receiver and the noise source, noise levels at off-site sensitive receivers would be reduced to below levels of significance. Furthermore, the construction equipment that would generate peak noise levels (i.e., grading equipment) is mobile and only would operate in relative proximity to off-site sensitive receptors for short periods of time during any given hour or day and would not expose receptors to constant or prolonged noise. As such, with implementation of the Project Applicant's proposed best practices, periodic increases in ambient noise levels during Project construction would be less than significant and no mitigation is required.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Finding: Less-than-Significant Impact

Source: (San Bernardino, 2005b; Urban Crossroads, 2015d; Google Earth, 2016)

The Project site is located 0.75-mile southwest of the San Bernardino International Airport. The Project site is subject to aircraft-related noise, but such noise is not regarded as excessive (City of San Bernardino, 2005b, Chapter 5.10, Noise; Urban Crossroads, 2015d, p. 21) because the Project site is located outside of the airport's noise contours and, as such, any aircraft noise audible at the Project site would be within the acceptable noise range for industrial warehouse uses. Accordingly, workers and visitors to the Project site would not be exposed to excessive noise levels from nearby airport operations and impacts would be less than significant.

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

Finding: No Impact

Source: (Google Earth, 2016)

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

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

Impact Analysis

a) Induce substantial growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Finding: Less-than-Significant Impact

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

The Project proposes to develop the subject property in accordance with the “Industrial Light” land use designation applied to the site by the City of San Bernardino General Plan. Accordingly, the Project would not result in growth that was not already anticipated by the City of San Bernardino General Plan and evaluated in the City of San Bernardino General Plan EIR. Furthermore, the Project site is served by existing public roadways and utility infrastructure is already installed beneath public rights of way that abut the property and the Project does not propose to construct any new infrastructure that would indirectly induce substantial growth. As such, implementation of the Project would not result in substantial – or unanticipated – direct or indirect growth in the area. Impacts would be less than significant.

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

Finding: No Impact

Source: (Project Application Materials)

The Project site does not contain any residential structures under existing conditions. Accordingly, the Project would not displace substantial numbers of existing housing and would not necessitate the construction of replacement housing elsewhere. No impact would occur.

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

Finding: No Impact

Source: (Project Application Materials)

As described above under response to Item XIII (b), the Project site does not contain any residential structures under existing conditions and no people live on the subject property. Accordingly, the proposed Project would not displace substantial numbers of people and would not necessitate the construction of replacement housing elsewhere. No impact would occur.

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XIV. PUBLIC SERVICES – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services?				
1) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5) Other public services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

a)(1) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?

Finding: Less-than-Significant Impact

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

The Project site has received fire protection services since residential structures were first developed on the site in the 1950s. The San Bernardino Fire Department provides fire protection service to the Project site. The Project site is served primarily by an existing station located at 450 East Vanderbilt Way (approximately 1.1 roadway miles south of the Project site). The proposed Project is required to comply with the provisions of the City of San Bernardino’s Development Impact Fee (refer to City Municipal Code Chapter 3.27), which requires a fee payment that the City applies to the funding of public facilities, including fire suppression facilities, vehicles and equipment. Mandatory compliance with the Development Impact Fee would be required prior to the issuance of building permits.

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The Project site has been developed since the 1950's, so redevelopment of the site would not substantially increase service demands placed on the San Bernardino Fire Department and is not expected to result in the need for new or expanded facilities. Redevelopment of the property as proposed would likely reduce the on-site risks for fires as compared to the property's former residential condition. This is because the proposed industrial warehouse building would be constructed to support a minimum of fire safety and fire suppression activities, including type of building construction, fire sprinklers, a fire hydrant system, and paved access. The proposed building would be of Type III-B construction, which is a concrete tilt-up building that contains a low fire hazard risk rating. In addition, a fire alarm system is proposed to be installed, as well as an ESFR (Early Suppression, Fast Response) ceiling mounted fire sprinklers. ESFR provides protection that exceeds that of in-rack systems. ESFR high output, high volume systems are located in ceiling spaces as with conventional fire sprinkler systems, but they incorporate large, high-volume, high-pressure heads to provide the necessary fire protection for warehouse buildings that may contain high-piled storage. While most other sprinklers are intended to control the growth of a fire, an ESFR sprinkler system is designed to suppress a fire. To suppress a fire does not necessarily mean it will extinguish the fire but rather it is meant to "knock" the fire back down to its original point of origin.

Based on the foregoing, the Project site in its redeveloped condition would have a higher margin of fire safety than the prior uses that existed on the property since the 1950s. Thus, the Project would not increase the demand for fire protection services, and may even decrease demand due to a reduction in on-site fire hazards resulting from the proposed type of building construction and proposed ESFR fire sprinkler system. As such, the proposed Project would receive adequate fire protection service, and would not result in the need for new or physically altered fire protection facilities. Impacts to fire protection facilities would be, therefore, less than significant and no mitigation is required.

a)(2) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Police Protection?

Finding: Less-than-Significant Impact

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

The Project site has received police protection services since residential structures were first developed on the site in the 1950s. The San Bernardino Police Department provides police protection services to the Project site via their headquarters at 710 North "D" Street, in the City of San Bernardino. Redevelopment of the subject property would introduce a new structure and employees to the Project site. This would result in an incremental increase in demand for law enforcement services, but is not anticipated to require or result in the construction of new or physically altered law enforcement facilities. Furthermore, prior to the issuance of building permits, the Project Applicant is required to comply with the provisions of the City of San Bernardino's Development Impact Fee Ordinance (refer to City Municipal Code Chapter 3.27), which requires a fee payment that the City applies to the funding of public facilities, including law enforcement facilities, vehicles, and equipment. Based on the foregoing, the proposed Project would receive adequate police protection service, and would not result in the need for new or physically altered police protection facilities. Impacts to police protection facilities would be therefore less than significant with no mitigation required.

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- a)(3) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools?**
-

Finding: Less-than-Significant Impact

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

The Project would not create a direct demand for public school services, as the land use proposed by the Project (i.e., logistics warehouse building) would not generate any school-aged children requiring public education. The addition of employment uses on the Project site would assist in the achievement of the City's goal to provide a better jobs/housing balance within the City and the larger San Bernardino County region. Thus, the Project is not expected to draw new residents to the region and, therefore, would not indirectly generate additional school-aged students requiring public education. Because the Project would not directly generate students and is not expected to indirectly draw students to the area, the proposed Project would not result in the need to construct new or physically altered public school facilities. Although the Project would not create a demand for additional public school services, the Project Applicant will be required to contribute development impact fees to the San Bernardino Unified School District, in compliance with California Senate Bill 50 (Greene), California Government Code Sections 65995.5-65998, which allows school districts to collect fees from new developments to offset the costs associated with increasing school capacity needs. Mandatory payment of school fees will be required prior to the issuance of building permits. Project-related impacts to public schools would be less than significant and no mitigation is required.

-
- a)(4) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?**
-

Finding: No Impact

Source: (Project Application Materials)

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

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- a)(5) **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Other public facilities?**
-

Finding: Less-than-Significant Impact

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

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

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

Impact Analysis

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Finding: No Impact

Source: (Project Application Materials)

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

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

Finding: No Impact

Source: (Project Application Materials)

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

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

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Impact Analysis

- a) **Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

Finding: Less-than-Significant Impact

Source: (Urban Crossroads, 2016d)

Project Study Area

For purposes of analyzing the Project’s potential impacts to traffic, the traffic impact study area (hereafter “Project study area” or “study area”) was defined in conformance with the City’s *Traffic Impact Study Guidelines* and based on direction provided by City of San Bernardino Public Works Department staff. The study area includes all intersections that would receive 50 or more peak hour vehicle trips as well as several major intersections that are of special interest to the City but would receive less than 50 peak hour vehicle trips from the Project. The Project’s intersection analysis locations are listed in Table 19, *Intersection Analysis Locations*, below. Refer to the Traffic Impact Analysis prepared by Urban Crossroads for more information about the analysis methodologies employed in the evaluation of the Project’s potential traffic-related impacts (*Technical Appendix J*).

Table 19 Intersection Analysis Locations

ID	Intersection Location	Jurisdiction	CMP?
1	I-215 SB Ramps / Auto Center Rd.	Caltrans	Yes
2	I-215 NB Ramps / Auto Center Rd.	Caltrans	Yes
3	E St. / Auto Center Rd. / Orange Show Rd.	City of San Bernardino	No
4	Arrowhead Av. / Orange Show Rd.	City of San Bernardino	No
5	S. Waterman Av. / Orange Show Rd.	City of San Bernardino	No
6	S. Foisy St. / E. Norman Rd.	City of San Bernardino	No
7	Driveway 1 / E. Norman Rd. – Future Intersection	City of San Bernardino	No
8	Driveway 2 / Orange Show Rd. – Future Intersection	City of San Bernardino	No
9	Driveway 3 / Orange Show Rd. – Future Intersection	City of San Bernardino	No
10	Driveway 4 / Orange Show Rd – Future Intersection	City of San Bernardino	No
11	Driveway 5 / Orange Show Rd – Future Intersection	City of San Bernardino	No
12	S. Lena Rd. / E. Norman Rd.	City of San Bernardino	No
13	S. Lena Rd. / Driveway 6 – Future Intersection	City of San Bernardino	No
14	S. Lena Rd. / Orange Show Rd.	City of San Bernardino	No

Source: (Urban Crossroads, 2016d, Table 1-1)

Existing traffic counts in the study area were collected on November 17, 2015. This day was representative of typical weekday peak hour traffic conditions in the study area, as no observations were made in the field by Urban Crossroads that would indicate atypical traffic conditions. (Urban Crossroads, 2016d, p. 27) Based on the collected traffic counts, all intersections in the Project study area operate at LOS C or better during the AM and PM peak hours (7:00-9:00am and 4:00-6:00pm, respectively), with the exception of the following intersections that operate at LOS D: E Street / Auto Center Road / Orange Show Road (ID #3) and Waterman Avenue /

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Orange Show Road (ID #5) (Urban Crossroads, 2016d, p. 33). Refer to *Technical Appendix J* for more information about existing traffic conditions in the Project's study area.

Thresholds of Significance

The Project would result in a substantial adverse effect to the performance of the circulation system if any of the following situations occur (Urban Crossroads, 2016d, pp. 20-21):

City of San Bernardino Facilities

- For intersections under the jurisdiction of the City of San Bernardino, a direct impact would occur if: 1) an intersection operates at level of service (LOS) C without the Project and the addition of Project traffic would change the volume-to-capacity (v/c) ratio at the intersection by more than 0.04; or 2) an intersection operates at LOS D without the Project and the addition of Project traffic would change the v/c ratio at the intersection by more than 0.02; or 3) an intersection operates at LOS E or F without the Project and the addition of Project traffic would change the v/c ratio at the intersection by more than 0.01.
- For intersections under the jurisdiction of the City of San Bernardino, a cumulatively considerable impact would occur if: 1) an intersection operates at level of service (LOS) C with cumulative traffic, but without the Project, and the addition of Project traffic would change the volume-to-capacity (v/c) ratio at the intersection by more than 0.04; or 2) an intersection operates at LOS D with cumulative traffic, but without the Project, and the addition of Project traffic would change the v/c ratio at the intersection by more than 0.02; or 3) an intersection operates at LOS E or F with cumulative traffic, but without the Project, and the addition of Project traffic would change the v/c ratio at the intersection by more than 0.01.

Caltrans Facilities

- For intersections under the jurisdiction of the California Department of Transportation (Caltrans), a direct impact would occur if the Project would cause an intersection to degrade from LOS D or better to LOS E or F.
- For intersections under the jurisdiction of Caltrans, a cumulatively considerable impact would occur if an intersection is projected to operate at an unacceptable level of service (i.e., LOS E or F) without the Project, and the Project contributes 50 or more peak hour trips to the affected intersection.

Project Trip Generation and Distribution

Trip generation represents the amount of traffic that is attracted to and produced by a development project. Determining traffic generation for a specific project is based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses proposed for a given development. Based on vehicle trip generation rates published by the Institute of Transportation Engineers (ITE), the Project is estimated to generate approximately 575 daily vehicle trips, including 38 trips during the AM peak hour and 42 trips during the PM peak hour. (Urban Crossroads, 2016d, p. 38)

Of the Project's estimated 575 daily vehicle trips, 219 trips would be from trucks with two or more axles. In conformance with standard traffic engineering practices in Southern California, the Project's daily vehicle trips were converted to a passenger car equivalent (PCE). PCE factors allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit (i.e., the passenger car), for purposes of capacity and LOS analyses. A PCE factor of 1.5 was applied to two-axle truck trips, a factor of 2.0 was applied to three-axle truck

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trips, and a factor of 3.0 was applied to four plus-axle truck trips. After converting Project trips to PCE, the Project is estimated to produce an estimated 945 daily PCE trips, including 54 PCE trips during the AM peak hour and 64 PCE trips during the PM peak hour. (Urban Crossroads, 2016d, p. 39) The Project's PCE vehicle trips were used for purposes of determining the Project's potential effect on the circulation system. For more information about the Project's trip generation, refer to *Technical Appendix J*.

Trip distribution is the process of identifying the probable destinations, directions, or traffic routes that would be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the routes where Project traffic would distribute. The trip distribution for the proposed Project was developed based on anticipated passenger car and truck travel patterns to-and-from the Project site. The total volume on each roadway was divided by the Project's total traffic generation to indicate the percentage of Project traffic that would use each component of the roadway system in each relevant direction. The Project's trip distribution patterns are graphically depicted on Figure 2, *Project Truck Trip Distribution*, and Figure 3, *Project Car Trip Distribution*.

The assignment of traffic from the Project area to the adjoining roadway system is based on the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns, PCE factored Project average daily traffic (ADT) volumes for the weekday are shown on Figure 4, *Project Average Daily Traffic*.

Analysis Scenarios

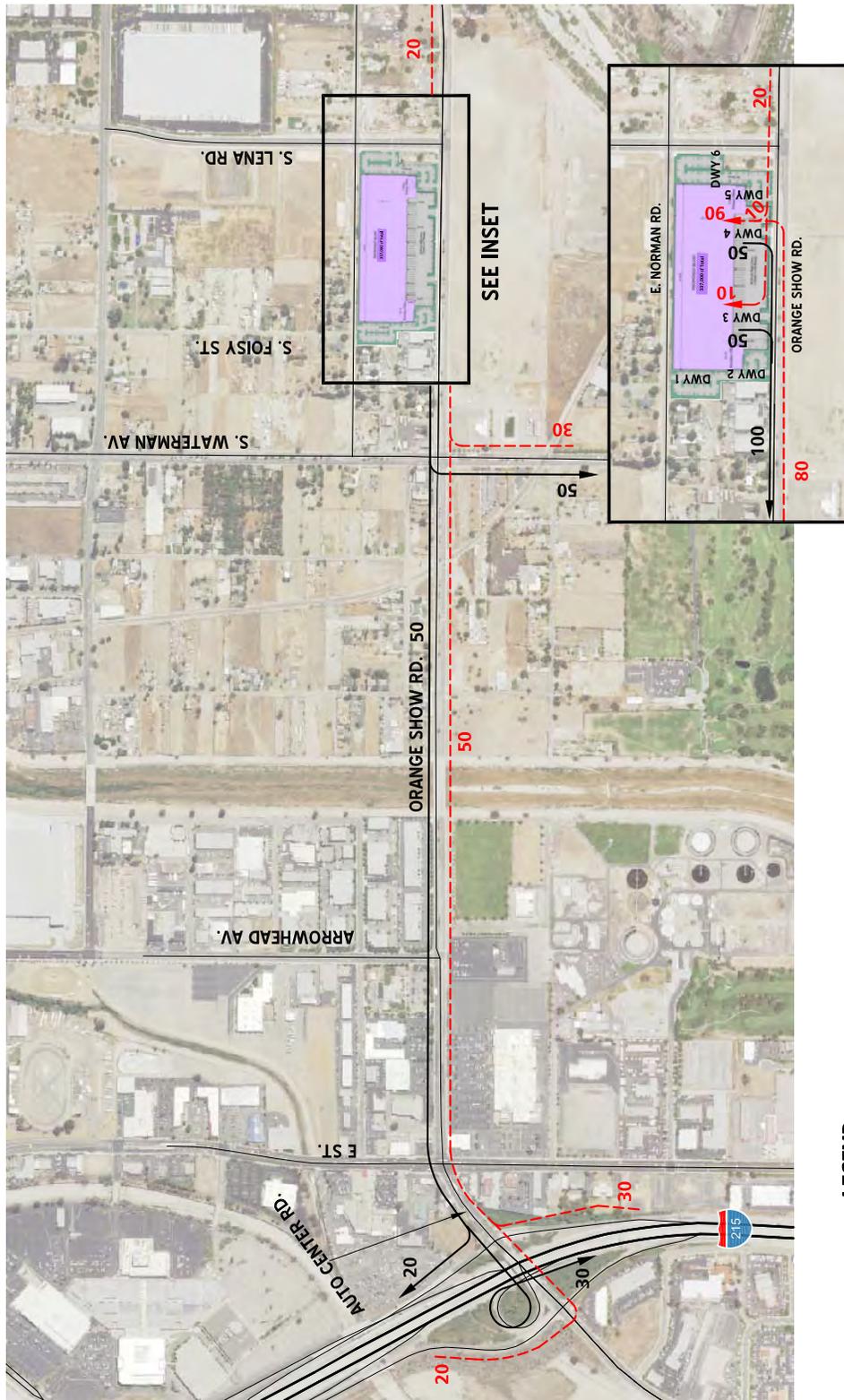
The Project's potential impacts to traffic and circulation have been assessed for each of the following conditions:

- Near-Term Construction;
- Existing (2015) plus Project;
- Opening Year (2017) with Project and Opening Year (2017) with Project and cumulative development projects; and
- Horizon Year (2040) without and with Project.

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

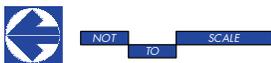
The Existing (2015) plus Project (E+P) analysis determines direct Project-related traffic impacts that would occur on the roadway system under the theoretical scenario where the Project is added to existing conditions. The E+P scenario is presented to disclose direct impacts as required by CEQA. In the case of the proposed Project, the estimated time period between the commencement of the Project's environmental review (2015) and estimated Project buildout (2017) is two years. During this time period, traffic conditions are not static – other projects are being constructed, the transportation network is evolving, and traffic patterns are changing. Therefore, the E+P scenario is very unlikely to materialize in real world conditions and thus does not accurately describe the environment will exist when the proposed Project is constructed and becomes operational. Regardless, the Existing plus Project scenario is evaluated to satisfy CEQA requirements to identify the Project's impacts to the existing environment.

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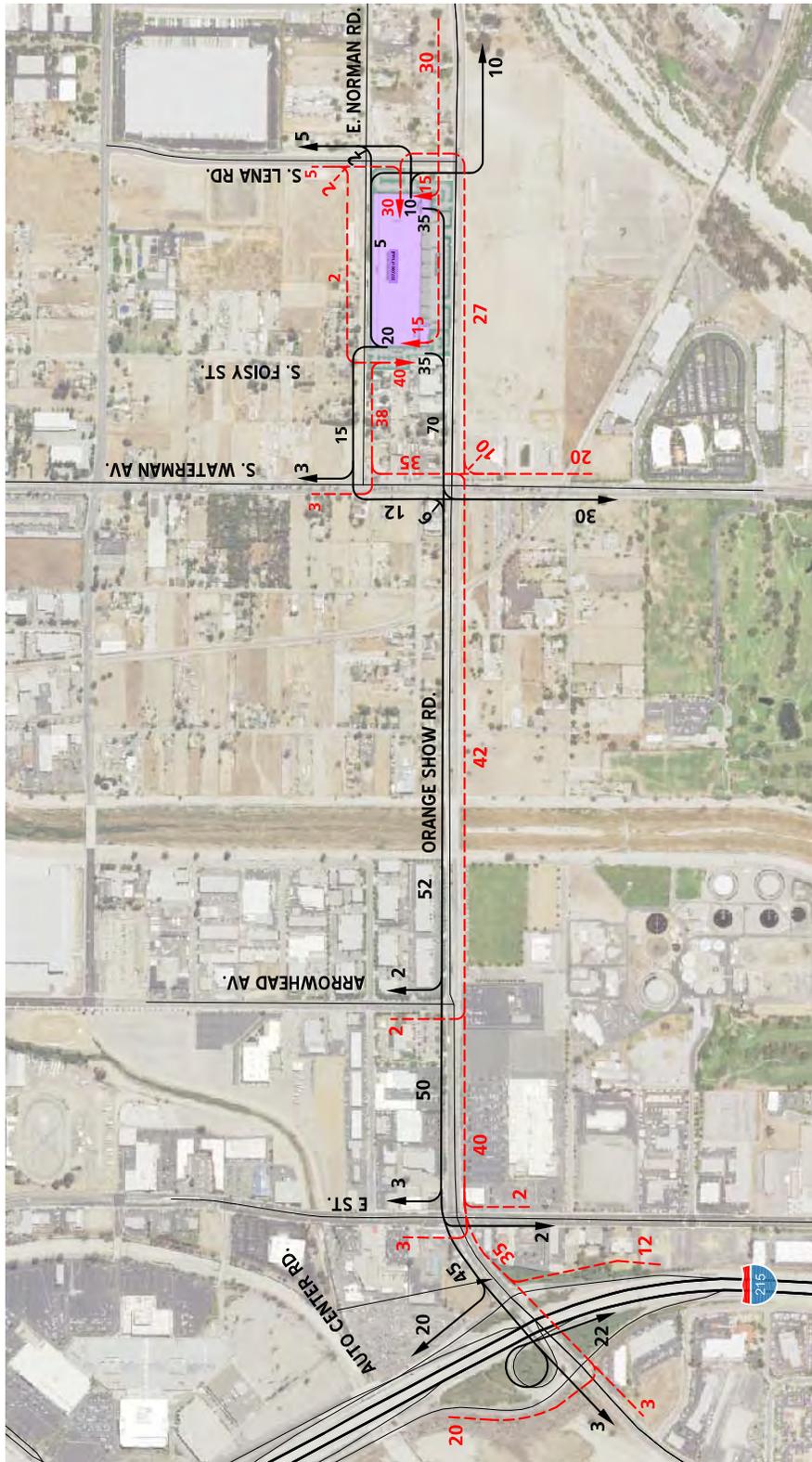
Source(s): Urban Crossroads (12-21-2015)

Figure 2



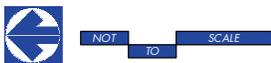
PROJECT TRUCK TRIP DISTRIBUTION

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Source(s): Urban Crossroads (12-21-2015)

Figure 3



PROJECT CAR TRIP DISTRIBUTION

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LEGEND:

- 10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES (1000'S)
- 10.0 = NOMINAL, LESS THAN 50 VEHICLES PER DAY
- NOM = NOMINAL, LESS THAN 50 VEHICLES PER DAY

1 I-215 SB Ramps & Auto Center Rd.	2 I-215 NB Ramps & Auto Center Rd.	3 E 1st St & Auto Center Rd.	4 Arrowhead Av. & Orange Show Rd.	5 Waterman Av. & Orange Show Rd.	6 Folsy St. & E. Norman Rd.	7 Driveyway 1 & E. Norman Rd.
0(0) 0(0) 0(0) 0(0) 1(0) 0(0)	0(0) 8(4) 0(0) 0(0) 10(5) 0(0)	0(0) 0(0) 0(0) 0(0) 0(0) 18(10) 0(0)	0(0) 0(0) 0(0) 0(0) 0(0) 19(10) 0(0)	0(0) 0(0) 0(0) 0(0) 4(2) 15(8) 0(0)	0(0) 0(0) 0(0) 0(0) 0(0) 8(3)	0 0 0 0 0 0
8 Driveyway 2 & Orange Show Rd.	9 Driveyway 3 & Orange Show Rd.	10 Driveyway 4 & Orange Show Rd.	11 Driveyway 5 & Orange Show Rd.	12 S. Lena Rd. & E. Norman Rd.	13 S. Lena Rd. & Driveyway 6	14 S. Lena Rd. & Orange Show Rd.
3(7) 1(0) 1(32) 28(16)	4(13) 2(1) 8(20) 28(16)	9 12 11 7 8	3(7) 3(2) 3(2) 8(3)	0(0) 0(0) 0(0) 0(0) 0(1) 0(1) 0(0)	5 7 9 2	0(0) 1(2) 6(3) 8(3) 0(0)

Source(s): Urban Crossroads (12-21-2015)

Figure 4



PROJECT AVERAGE DAILY TRAFFIC

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The Opening Year (2017) analysis includes an evaluation the Existing plus Ambient Growth plus Project (E+A+P) traffic conditions. The E+A+P analysis is intended to identify the direct impacts associated solely with the development of the proposed Project based on the expected background growth within the study area. The Opening Year (2017) analysis also includes an evaluation of Existing plus Ambient Growth plus Project plus Cumulative Development (E+A+P+C) conditions to identify the Project's contribution to potential cumulative traffic impacts within the study area.

The Horizon Year (2040) analysis is utilized to determine if improvements funded through local and regional transportation mitigation fee programs, such as the City of San Bernardino Development Impact Fee program or other approved funding mechanisms, can accommodate the cumulative traffic at the target level of service identified in the City of San Bernardino General Plan.

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

Impact Analysis for Near-term Construction Traffic Conditions

During the construction phase of the Project, traffic to-and-from the subject property would be generated by activities such as construction employee trips, delivery of construction materials, and use of heavy equipment. Vehicular traffic associated with construction employees would be substantially less than daily and peak hour traffic volumes generated during Project operational activities, especially because construction activities typically begin/end outside of the peak hour; therefore, a majority of the construction employees would not be driving to/from the Project site during hours of peak congestion. Traffic from construction workers is not expected to result in a substantial adverse effect to the local roadway system and the I-215 ramps at Auto Center Road because most trips would occur during non-peak hours and the total volumes of trips would be less than the Project's operational trips, which are shown below to have a less-than-significant impact. Deliveries of construction materials to the Project site would also have a nominal effect to the local roadway network and the I-215 ramps at Auto Center Road because most trips would occur during non-peak hours and the total volumes of trips would be less than the Project's operational trips, which are shown below to have a less-than-significant impact. Construction materials would be delivered to the site throughout the construction phase based on need and would not occur on an everyday basis. Heavy equipment would be utilized on the Project site during the construction phase. As most heavy equipment is not authorized to be driven on public roadways, most equipment would be delivered and removed from the site via flatbed trucks. As with the delivery of construction materials, the delivery of heavy equipment to the Project site would not occur on a daily basis, but would occur periodically throughout the construction phase based on need. Accordingly, traffic generated by the Project's construction phase would not result in a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. Impacts during the Project's construction phase would be less than significant.

Impact Analysis for Existing plus Project Traffic Conditions

Intersection levels of service for E+P conditions are summarized in Table 20, *Existing plus Project Conditions Intersections Analysis*. As shown in Table 20, Project-related traffic would not exceed applicable significance thresholds under E+P traffic conditions. Accordingly, the Project would result in a less-than-significant impact to the local roadway network under E+P traffic conditions.

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Table 20 Existing plus Project Conditions Intersections Analysis

#	Intersection	Traffic Control ²	Existing (2015)						E+P						Δ v/c Difference	Significant Impact? ⁶	
			Delay ¹ (secs.)		LOS		Average v/c ^{3,7}		Delay ¹ (secs.)		LOS		Average v/c ^{3,7}				
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM			
1	I-215 SB Ramps / Auto Center Rd.	TS	29.3	13.3	C	B	0.61	--	29.6	14.4	C	B	0.65	--	0.04	--	No
2	I-215 NB Ramps / Auto Center Rd.	TS	15.1	13.0	B	B	--	--	15.2	18.7	B	B	--	--	--	--	No
3	E St. / Auto Center Rd. / Orange Show Rd. ^{4,5}	TS	23.2	36.2	C	D	0.63	0.81	20.4	39.2	C	D	0.64	0.82	0.01	0.01	No
4	Arrowhead Av. / Orange Show Rd.	TS	23.5	29.3	C	C	0.40	0.53	25.3	29.7	C	C	0.42	0.54	0.02	0.01	No
5	S. Waterman Av. / Orange Show Rd.	TS	33.2	39.9	C	D	0.64	0.79	34.3	40.1	C	D	0.64	0.81	0.00	0.02	No
6	S. Foisy St. / E. Norman Rd.	CSS	9.1	8.7	A	A	--	--	9.2	8.7	A	A	--	--	--	--	No
7	Driveway 1 / E. Norman Rd.	CSS	Does Not Exist				--	--	9.2	8.9	A	A	--	--	--	--	No
8	Driveway 2 / Orange Show Rd.	CSS	Does Not Exist				--	--	9.7	10.7	A	B	--	--	--	--	No
9	Driveway 3 / Orange Show Rd.	CSS	Does Not Exist				--	--	9.7	10.7	A	B	--	--	--	--	No
10	Driveway 4 / Orange Show Rd.	CSS	Does Not Exist				--	--	9.6	10.6	A	B	--	--	--	--	No
11	Driveway 5 / Orange Show Rd.	CSS	Does Not Exist				--	--	9.6	10.5	A	B	--	--	--	--	No
12	S. Lena Rd. / E. Norman Rd.	AWS	8.4	8.6	A	A	--	--	8.4	8.6	A	A	--	--	--	--	No
13	S. Lena Rd. / Driveway 6	CSS	Does Not Exist				--	--	8.7	9.3	A	A	--	--	--	--	No
14	S. Lena Rd. / Orange Show Rd.	CSS	13.8	19.5	B	C	--	0.35	14.1	19.8	B	C	--	0.35	--	0.00	No

¹ Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

² CSS = Cross-street Stop; AWS = All Way Stop; TS = Traffic Signal; CSS = Improvement

³ Volume to capacity ratio has been reported using the HCM 2000 methodology (as HCM 2010 does not report the overall v/c) for intersections operating at LOS C or worse, consistent with the City of San Bernardino Traffic Impact Study Guidelines.

⁴ Although there is a second northbound left turn lane, the analysis has been performed assuming a single left as vehicles headed onto the I-215 Northbound often block the inner left turn lane. As a result, the inner left turn lane does not get adequately utilized each cycle.

⁵ Field observations indicate that during the AM peak hour, one of the two eastbound left turn lanes were coned off and not utilized. The cones were no longer present during the PM peak hour. As such, analysis was performed assuming a single eastbound left turn lane during the AM peak hour under Existing (2015) conditions.

⁶ Significant impact has been identified if the change in v/c exceeds the applicable thresholds per the City of San Bernardino Traffic Impact Study Guidelines

⁷ The TIA Guidelines have significance criteria based on v/c difference for LOS C or worse. As such, v/c ratios and difference in v/c have not been reported for LOS "A" or LOS "B".

Source: (Urban Crossroads, 2016d Table 5-1)

Impact Analysis for Opening Year (2017) Traffic Conditions

The Opening Year (2017) conditions analysis identifies the specific impacts associated solely with the development of the proposed Project based on the expected background growth within the study area (Existing plus Ambient Growth plus Project, or E+A+P). Cumulative development projects within the Project study area are not included within the E+A+P evaluation. As shown in Table 21, *Opening Year Intersections Analysis*, Project-related traffic would not exceed applicable significance thresholds under E+A+P traffic conditions. Therefore, implementation of the proposed Project would result in less-than-significant impacts to study area intersections under E+A+P conditions.

Table 21 Opening Year Intersections Analysis

#	Intersection	Traffic Control ²	EA (2017)						EAP (2017)						Δ v/c Difference	Significant Impact? ⁵	
			Delay ¹ (secs.)		LOS		Average v/c ^{3,6}		Delay ¹ (secs.)		LOS		Average v/c ^{3,6}				
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM			
1	I-215 SB Ramps / Auto Center Rd.	TS	31.2	13.6	C	B	0.65	--	31.5	13.6	C	B	0.69	--	0.04	--	No
2	I-215 NB Ramps / Auto Center Rd.	TS	16.2	17.9	B	B	--	--	17.8	17.8	B	B	--	--	--	--	No
3	E St. / Auto Center Rd. / Orange Show Rd. ⁴	TS	23.4	38.3	C	D	0.66	0.86	25.3	41.7	C	D	0.67	0.87	0.01	0.01	No
4	Arrowhead Av. / Orange Show Rd.	TS	23.7	29.7	C	C	0.42	0.56	25.2	33.8	C	C	0.44	0.57	0.02	0.01	No
5	S. Waterman Av. / Orange Show Rd.	TS	34.1	41.5	C	D	0.67	0.84	35.0	41.9	C	D	0.67	0.86	0.00	0.02	No
6	S. Foisy St. / E. Norman Rd.	CSS	9.2	8.7	A	A	--	--	9.2	8.7	A	A	--	--	--	--	No
7	Driveway 1 / E. Norman Rd.	CSS	Does Not Exist				--	--	9.2	8.9	A	A	--	--	--	--	No
8	Driveway 2 / Orange Show Rd.	CSS	Does Not Exist				--	--	9.8	10.8	A	B	--	--	--	--	No
9	Driveway 3 / Orange Show Rd.	CSS	Does Not Exist				--	--	9.8	10.8	A	B	--	--	--	--	No
10	Driveway 4 / Orange Show Rd.	CSS	Does Not Exist				--	--	9.7	10.8	A	B	--	--	--	--	No
11	Driveway 5 / Orange Show Rd.	CSS	Does Not Exist				--	--	9.7	10.7	A	B	--	--	--	--	No
12	S. Lena Rd. / E. Norman Rd.	AWS	8.4	8.7	A	A	--	--	8.5	8.7	A	A	--	--	--	--	No
13	S. Lena Rd. / Driveway 6	CSS	Does Not Exist				--	--	8.7	9.4	A	A	--	--	--	--	No
14	S. Lena Rd. / Orange Show Rd.	CSS	14.3	20.9	B	C	--	0.37	14.6	21.2	B	C	--	0.37	--	0.00	No

¹ Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

² CSS = Cross-street Stop; AWS = All Way Stop; TS = Traffic Signal; CSS = Improvement

³ Volume to capacity ratio has been reported using the HCM 2000 methodology (as HCM 2010 does not report the overall v/c) for intersections operating at LOS C or worse, consistent with the City of San Bernardino Traffic Impact Study Guidelines.

⁴ Although there is a second northbound left turn lane, the analysis has been performed assuming a single left as vehicles headed onto the I-215 Northbound often block the inner left turn lane. As a result, the inner left turn lane does not get adequately utilized each cycle.

⁵ Significant impact has been identified if the change in v/c exceeds the applicable thresholds per the City of San Bernardino Traffic Impact Study Guidelines

⁶ The TIA Guidelines have significance criteria based on v/c difference for LOS C or worse. As such, v/c ratios and difference in v/c have not been reported for LOS "A" or LOS "B".

Source: (Urban Crossroads, 2016d Table 6-1)

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Impact Analysis for Opening Year (2017) plus Cumulative Development Traffic Conditions

Traffic within the Project study area from development projects that are approved and not yet constructed, along with developments that are currently in the process of entitlement, have been added to the Opening Year (2017, E+A+P) traffic volumes to represent Existing plus Ambient Growth plus Project plus Cumulative Development conditions (E+A+P+C). The purpose of this analysis is to determine if the Project in conjunction with nearby development projects has the potential to result in traffic impacts that are individually less than significant but considerable on a cumulative basis. As shown in Table 22, *Opening Year plus Cumulative Development Intersection Analysis*, Project-related traffic would not exceed applicable significance thresholds under E+A+P+C traffic conditions. Therefore, implementation of the proposed Project would not result in cumulatively considerable impacts to study area intersections under E+A+P+C conditions.

Table 22 Opening Year plus Cumulative Development Intersection Analysis

#	Intersection	Traffic Control ²	EAC (2017)						EAPC (2017)						Δ v/c		Significant Impact ⁵
			Delay ³ (secs.)		LOS		Average v/c ^{4,6}		Delay ³ (secs.)		LOS		Average v/c ^{4,6}		Difference		
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
1	I-215 SB Ramps / Auto Center Rd.	TS	32.7	13.7	C	B	0.69	--	33.2	16.3	C	B	0.70	--	0.01	--	No
2	I-215 NB Ramps / Auto Center Rd.	TS	28.0	19.6	C	B	0.92	0.77	28.8	23.4	C	C	0.93	0.78	0.01	0.01	No
3	E St. / Auto Center Rd. / Orange Show Rd. ⁴	TS	30.9	40.6	C	D	0.74	0.91	33.3	42.8	C	D	0.75	0.92	0.01	0.01	No
4	Arrowhead Av. / Orange Show Rd.	TS	27.0	36.1	C	D	0.53	0.60	27.9	36.8	C	D	0.53	0.61	0.00	0.01	No
5	S. Waterman Av. / Orange Show Rd.	TS	38.0	42.5	D	D	0.70	0.90	39.3	43.4	D	D	0.71	0.91	0.01	0.01	No
6	S. Folsy St. / E. Norman Rd.	CSS	9.2	8.7	A	A	--	--	9.2	8.7	A	A	--	--	--	--	No
7	Driveway 1 / E. Norman Rd.	CSS	Does Not Exist				--	--	9.2	8.9	A	A	--	--	--	--	No
8	Driveway 2 / Orange Show Rd.	CSS	9.4	11.2	B	B	--	--	9.9	11.2	B	B	--	--	--	--	No
9	Driveway 3 / Orange Show Rd.	CSS	Does Not Exist				--	--	9.9	11.3	B	B	--	--	--	--	No
10	Driveway 4 / Orange Show Rd.	CSS	11.8	14.8	B	B	--	--	12.7	14.8	B	B	--	--	--	--	No
11	Driveway 5 / Orange Show Rd.	CSS	Does Not Exist				--	--	9.9	11.0	A	B	--	--	--	--	No
12	S. Lena Rd. / E. Norman Rd.	AWS	8.4	8.7	A	A	--	--	8.5	8.7	A	A	--	--	--	--	No
13	S. Lena Rd. / Driveway 6	CSS	Does Not Exist				--	--	8.7	9.4	A	A	--	--	--	--	No
14	S. Lena Rd. / Orange Show Rd.	CSS	14.9	22.5	B	C	--	0.39	14.9	22.8	B	C	--	0.39	--	0.00	No

¹ Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

² CSS = Cross-street Stop; AWS = All Way Stop; TS = Traffic Signal; CSS = Improvement

³ Volume to capacity ratio has been reported using the HCM 2000 methodology (as HCM 2010 does not report the overall v/c) for intersections operating at LOS C or worse, consistent with the City of San Bernardino Traffic Impact Study Guidelines.

⁴ Although there is a second northbound left turn lane, the analysis has been performed assuming a single left as vehicles headed onto the I-215 Northbound often block the inner left turn lane. As a result, the inner left turn lane does not get adequately utilized each cycle.

⁵ Significant Impact has been identified if the change in v/c exceeds the applicable thresholds per the City of San Bernardino Traffic Impact Study Guidelines

⁶ The TIA Guidelines have significance criteria based on v/c difference for LOS C or worse. As such, v/c ratios and difference in v/c have not been reported for LOS "A" or LOS "B".

Source: (Urban Crossroads, 2016d Table 7-1)

Impact Analysis for Horizon Year (2040) Traffic Conditions

The Horizon Year (2040) conditions analysis is utilized to determine if improvements anticipated in long-term planning documents, such as the City of San Bernardino General Plan, are adequate to accommodate long term cumulative traffic conditions at the target LOS, or if additional improvements area necessary. As shown in Table 23, *Horizon Year Intersection Analysis*, Project-related traffic would not exceed applicable significance thresholds under Horizon Year (2040) traffic conditions. Therefore, implementation of the proposed Project would not result in cumulatively considerable impacts to study area intersections under the Horizon Year (2040) conditions.

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Table 23 Horizon Year Intersection Analysis

#	Intersection	Traffic Control ²	2040 Without Project						2040 With Project						Δ v/c		Significant Impact? ⁴
			Delay ¹ (secs.)		LOS		Average v/c ^{3,5}		Delay ¹ (secs.)		LOS		Average v/c ^{3,5}		Difference		
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
1	I-215 SB Ramps / Auto Center Rd.	TS	45.4	20.9	D	C	0.94	0.52	45.6	21.9	D	C	0.95	0.52	0.01	0.00	No
2	I-215 NB Ramps / Auto Center Rd.	TS	45.0	29.3	D	C	0.91	0.84	46.1	29.8	D	C	0.92	0.88	0.01	0.04	No
3	E St. / Auto Center Rd. / Orange Show Rd. ⁴	TS	36.2	48.9	D	D	0.75	0.84	36.9	51.3	D	D	0.75	0.84	0.00	0.00	No
4	Arrowhead Av. / Orange Show Rd.	TS	40.7	43.0	D	D	0.55	0.65	42.9	44.7	D	D	0.57	0.66	0.02	0.01	No
5	S. Waterman Av. / Orange Show Rd.	TS	44.6	49.6	D	D	0.78	0.91	45.8	51.5	D	D	0.79	0.93	0.01	0.02	No
6	S. Foisy St. / E. Norman Rd.	CSS	9.4	8.8	A	A	--	--	9.4	8.8	A	A	--	--	--	--	No
7	Driveway 1 / E. Norman Rd.	CSS	Does Not Exist				--	--	9.3	8.9	A	A	--	--	--	--	No
8	Driveway 2 / Orange Show Rd.	CSS	9.6	11.3	A	B	--	--	10.6	12.3	B	B	--	--	--	--	No
9	Driveway 3 / Orange Show Rd.	CSS	Does Not Exist				--	--	10.6	11.8	B	B	--	--	--	--	No
10	Driveway 4 / Orange Show Rd.	CSS	12.9	14.7	B	B	--	--	13.4	14.9	B	B	--	--	--	--	No
11	Driveway 5 / Orange Show Rd.	CSS	Does Not Exist				--	--	10.6	11.5	B	B	--	--	--	--	No
12	S. Lena Rd. / E. Norman Rd.	AWS	8.8	9.1	A	A	--	--	8.8	9.2	A	A	--	--	--	--	No
13	S. Lena Rd. / Driveway 6	CSS	Does Not Exist				--	--	8.8	9.5	A	A	--	--	--	--	No
14	S. Lena Rd. / Orange Show Rd.	CSS	17.3	26.6	C	D	0.33	0.41	17.7	27.2	C	D	0.34	0.41	0.01	0.00	No

¹ Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

² CSS = Cross-street Stop; AWS = All Way Stop; TS = Traffic Signal; CSS = Improvement

³ Volume to capacity ratio has been reported using the HCM 2000 methodology (as HCM 2010 does not report the overall v/c) for intersections operating at LOS C or worse, consistent with the City of San Bernardino Traffic Impact Study Guidelines.

⁴ Although there is a second northbound left turn lane, the analysis has been performed assuming a single left as vehicles headed onto the I-215 Northbound often block the inner left turn lane. As a result, the inner left turn lane does not get adequately utilized each cycle.

⁵ Significant impact has been identified if the change in v/c exceeds the applicable thresholds per the City of San Bernardino Traffic Impact Study Guidelines

⁶ The TIA Guidelines have significance criteria based on v/c difference for LOS C or worse. As such, v/c ratios and difference in v/c have not been reported for LOS "A" or LOS "B".
Source: (Urban Crossroads, 2016d Table 8-1)

Conclusion

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

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or roadways?

Finding: Less-than-Significant Impact

Source: (SANBAG, 2007; Urban Crossroads, 2016d)

The San Bernardino County Congestion Management Plan (CMP) is applicable to the Project because four roadways in the vicinity of the Project site – E Street, Waterman Avenue, I-215, and I-10 – are designated as part of the CMP Roadway System. As described above under the response to Issue XV (a), the Project would not result in substantial, adverse effects to intersections along E Street or Waterman Avenue during any traffic analysis scenario (i.e., near-term construction, E+P, E+A+P, E+A+P+C, Horizon Year).

Additionally, a queuing analysis was performed to determine if Project-related traffic exiting I-215 at Auto Center Drive would cause or contribute to deficient off-ramp operations, which could cause traffic to “spill back” onto the I-215 mainline. The I-215/Auto Center Drive off-ramp was selected for analysis because this off-ramp will be the primary exit point from the State highway system for Project-related traffic. According to the analysis, the Project would not cause or contribute to insufficient queuing at the I-215/Auto Center Drive off-ramp under any traffic analysis scenario (Urban Crossroads, 2016d, pp. 55, 64, 72, 82).

The Project would contribute fewer than 50 two-way peak hour trips to I-215 and I-10. Projects that contribute less than 50 two-way peak hour trips to a freeway do not exceed Caltrans’ typical screening threshold for

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requiring an analysis of potential impacts to freeway mainline segments because when a project's peak hour trips are less than 50 they become unrecognizable from other traffic on the State highway system. Accordingly, the Project would not contribute substantial traffic to I-215 or I-10 mainline segments, and impacts to these freeway facilities would be less than significant.

Although the Project would not contribute substantial traffic to I-215 or I-10, Project-related traffic would continue to travel throughout the Southern California region along the State highway system, dissipating as distance from the Project site increases. As such, Project-related traffic has the potential to travel along freeway mainline segments that experience unacceptable levels of service, including but not limited to San Bernardino County CMP segments of SR-60, SR-71, I-15, I-215, and I-10, as well as freeway segments located outside of San Bernardino County, such as I-5, I-15, I-110, I-405, and I-710, among others. All State highway system facilities that operate at an unacceptable LOS are considered to be cumulatively impacted; however, because the Project would contribute fewer than 50 peak hour trips to these congested freeway segments, the Project's effect on San Bernardino County CMP freeway mainline facilities and other freeway mainline facilities located outside of San Bernardino County would be less than cumulatively considerable under all traffic scenarios.

Based on the foregoing analysis, the Project would not conflict with the applicable CMP and impacts would be less than significant.

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

Finding: Less-than-Significant Impact

Source: (Project Application Materials)

The proposed Project does not contain an air travel component; thus, air traffic volumes would not be changed as a result of the Project.

Although the Project site is located approximately 0.7-mile north of a private helipad which is located northeast of East Vanderbilt Way, and just north of East Carnegie Drive, and 0.75-mile southwest of the San Bernardino International Airport, the warehouse building proposed by the Project would have a maximum height of 50 feet above finished grade and this building height would not extend into the airspace or interfere with flight operations at the nearby helipad or the San Bernardino International Airport. Furthermore, the Project does not include an air travel component (e.g., runway, helipad, etc.) that could affect air traffic patterns. Accordingly, the Project would not have the potential to affect air traffic patterns, including an increase in traffic levels or a change in flight path location that results in substantial safety risks. A less-than-significant impact would occur.

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

Finding: Less-than-Significant Impact

Source: (Urban Crossroads, 2015e; Project Application Materials; Google Earth, 2016)

The warehouse building proposed by the Project would be compatible with existing development in the surrounding area and the long-term planning vision for the area as called for by the City of San Bernardino General Plan; therefore, implementation of the Project would not create a transportation hazard as a result of an incompatible use.

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Although the land uses proposed by the Project would be consistent with the long-term planning vision for the area, the Project would generate traffic that would traverse across two existing at-grade railroad crossings located approximately 600 feet to the south and 600 feet to the west of the Orange Show Road/Waterman Avenue intersection. During near-term construction activities, the Project would not generate substantial construction-related traffic and would not substantially affect intersection operations and vehicle queuing at the Orange Show Road/Waterman Avenue intersection. The Project also would not introduce a safety hazard for motorists under operational conditions because anticipated vehicle queues for both the northbound and eastbound directions of travel would be within the allowable stacking distance provided between the Orange Show Road/Waterman Avenue intersection and the railroad crossing stop bar under peak traffic conditions (Urban Crossroads, 2016d, pp. 73, 83).

The Project's proposed driveways would connect directly to Norman Road, Orange Show Road, and Lena Road and the Project does not propose any changes to public roads other than frontage improvements along Norman Road, Orange Show Road, and Lena Road. All improvements planned as part of the Project would be designed and installed in conformance with applicable City of San Bernardino standards, and would not result in any hazards due to a design feature.

Based on the foregoing information, the proposed Project would not create or substantially increase safety hazards due to a design feature or incompatible use. Impacts would be less than significant.

e) Result in inadequate emergency access?

Finding: Less-than-Significant Impact

Source: (Project Application Materials)

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

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

Finding: Less-than-Significant Impact

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

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

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According to the City of San Bernardino General Plan, Orange Show Road is designated as a bicycle route along its frontage with the Project site. The Project does not include any element that would preclude the use of Orange Show Road as a bicycle route. Screen walls are designed to be installed along a portion of the Project's frontage with Orange Show Road, which would separate the adjacent public road right-of way (and its associated streetscapes, sidewalks, and bikeways) from the proposed Project's interior, thereby precluding any potential conflict between Project operations and pedestrian/bicyclist use of sidewalks and bikeways. Furthermore, all Project driveways would be stop-signed controlled and sight distance at each Project driveway is required to be reviewed by the City of San Bernardino at the time improvement plans are submitted to ensure that sight distance meets City standards and provides for safe pedestrian and bicycle circulation.

There are no bus stops existing or planned along the Project's frontage with Orange Show Road. Bus service in the local area is available along Waterman Avenue (Route 9) and Hospitality Lane (Route 2), located approximately 0.25-mile west and 1.0-mile south of the Project site, respectively. Accordingly, the Project could not conflict with local public transit service.

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

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

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Impact Analysis

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

Finding: Less-than-Significant Impact

Source: (Project Application Materials)

Wastewater collection services would be provided to the Project site by the City of San Bernardino; wastewater treatment services would be provided to the Project site by the SBMWD. Wastewater generated by the proposed Project would be treated at the Margaret Chandler WRP, which is owned and operated by SBMWD, and the RIX Tertiary Treatment Facility, which is jointly owned by SBMWD and the City of Colton and operated by SBMWD. As indicated under Issue XVI (e) the Project is calculated to generate approximately 14,266 gallons of waste water per day. SBMWD is required to operate Margaret Chandler WRP and the RIX Tertiary Treatment Facility in accordance with the waste treatment and discharge standards and requirements set forth by the Santa Ana Regional Water Quality Control Board (RWQCB). Therefore, the Project's contribution of wastewater to the Margaret Chandler WRP would not have any potential to exceed wastewater treatment requirements of the Santa Ana RWQCB. Further, the Project does not propose to install or utilize septic systems or alternative wastewater treatment systems; therefore, the Project would have no potential to exceed the applicable wastewater treatment requirements established by the Santa Ana RWQCB. Accordingly, a less-than-significant impact would occur.

-
- b) **Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?**
-

Finding: Less-than-Significant Impact

Source: (Project Application Materials)

Refer to Issue XVI (e) for a discussion of the existing capacities of wastewater treatment facilities that would serve the Project.

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

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- c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**
-

Finding: Less-than-Significant Impact

Source: (Thienes, 2015b; Project Application Materials)

The Project would involve the construction of storm water drainage facilities, including water quality/detention basins, underground infiltration chambers, storm drain pipes, storm drain outlet structures, and gutters. The construction of storm water drainage facilities proposed by the Project would result in physical impacts to the surface and subsurface of the Project site, as well as physical impacts within the rights-of-way of Norman Road, Lena Road, and Orange Show Road to accommodate frontage improvements (e.g., storm drain outlets and gutters). These impacts are considered to be part of the Project's construction phase and are evaluated throughout this Initial Study accordingly. In instances where potentially significant impacts may occur during the Project's construction phase, such potential impacts have been identified under the appropriate issue area in this Initial Study. The construction of storm drain infrastructure as necessary to serve the proposed Project would not result in any potentially significant physical effects on the environment that are not already identified and disclosed as part of this Initial Study.

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

Finding: Less-than-Significant Impact

Source: (Kennedy/Jenks Consultants, 2012)

SBMWD is responsible for supplying potable water to the Project site and the region. According to the SBMWD Standards for Design and Construction, the Project site's "Industrial Light" land use designation demands an average of 1.42 gallons of water per minute (SBMWD, 2006, p. 2-3). Based on the net size of the Project site (14.26 acres), the Project is estimated to demand approximately 20.2 gallons of water per minute, which translates to approximately 29,159 gallons of water per day and approximately 32.7 acre-feet of water per year.

As discussed in the *2010 San Bernardino Valley Regional Urban Water Management Plan (Amended Draft)*, herein incorporated by reference as the "UWMP", which applies to and was adopted by the SBMWD, adequate water supplies are projected to be available to meet the SBMWD's estimated water demand in all types of climate conditions until at least 2035, including normal, dry, and multiply dry-weather years (Kennedy/Jenks Consultants, 2012, pp. 10-42 - 10-46). SBMWD forecasts for projected water demand are based on the population projections of the Southern California Association of Governments (SCAG), which rely on the adopted land use designations contained within the general plans that cover the geographic area within SBMWD's service area (i.e., City of San Bernardino General Plan and County of San Bernardino General Plan) (Kennedy/Jenks Consultants, 2012, pp. 10-1 - 10-2). Because the Project would be consistent with the City of San Bernardino General Plan land use designation for the site, the water demand associated with the Project was considered in the demand anticipated by the 2010 UWMP and analyzed therein. As stated above, the SBMWD expects to have adequate water supplies to meet all its demands until at least 2035; therefore, the SBMWD has sufficient water supplies available to serve the Project from existing entitlements/resources and no new or expanded entitlements are needed. The Project's impact would be less than significant.

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- e) **Result in determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?**
-

Finding: Less-than-Significant Impact

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

Wastewater generated by the Project would be treated by the SBMWD, which operates the Margaret Chandler Water Reclamation Plant and the Colton/San Bernardino Rapid Infiltration and Extraction Tertiary Treatment Facility. Based upon the City of San Bernardino’s wastewater generation rate of 1,000 gallons per day (gpd) per acre for industrial light land uses, the proposed Project would generate approximately 14,260 gallons of wastewater per day (based on the net acreage of the Project site). The wastewater flows generated by the Project would be conveyed via the SBMWD sewer line network to the Margaret Chandler WRP for treatment, and then to the RIX Tertiary Treatment Facility for additional treatment. Under existing conditions, the Margaret Chandler WRP has an excess treatment capacity of approximately five million gallons per day (MGD), while the RIX Tertiary Treatment Facility has an excess treatment capacity of approximately 12.1 MGD (San Bernardino, n.d.; SARWQCB, 2013, Attachment F, p. F-3). Implementation of the proposed Project would utilize approximately 0.2% of the available, excess treatment capacity at the Margaret Chandler WRP and less than 0.1% of the available, excess treatment capacity at the RIX Tertiary Treatment Facility, respectively. Accordingly, both the Margaret Chandler WRP and the RIX Tertiary Treatment Facility have sufficient capacity to treat wastewater generated by the Project in addition to existing commitments. With the exception of new on-site sewer conveyance lines, the Project would not create the need for any new or expanded wastewater facility (such as conveyance lines, treatment facilities, or lift stations). Because there is adequate capacity at existing treatment facilities to serve the Project’s projected sewer demand, impacts would be less than significant.

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

Finding: Less-than-Significant Impact

Source: (U.S. EPA, 2009; Nelson, 2015, n.p.; CalRecycle, n.d.; CalRecycle, 2013)

Construction and operation of the proposed Project would result in the generation of solid waste requiring disposal at a landfill. Solid waste from the City of San Bernardino is disposed at the Mid-Valley Landfill, which is owned and operated by the County of San Bernardino Solid Waste Management Division. The Mid-Valley Landfill is permitted to accept a maximum of 7,500 tons of solid waste per day but, on average, only receives between 3,000 and 5,000 tons of solid waste per day (Nelson, 2015). The Mid-Valley Landfill has available disposal capacity until at least 2033 (CalRecycle, n.d.).

Construction Impact Analysis

Solid waste requiring disposal would be generated by the construction process, primarily consisting of discarded materials and packaging. Based on the size of the Project (i.e., 342,000 s.f. building) and the United States Environmental Protection Agency’s (U.S. EPA) construction waste generation factor of 4.34 pounds per s.f. for non-residential uses, approximately 742 tons of waste is expected to be generated during the Project’s construction phase ($[342,000 \text{ s.f.} \times 4.34 \text{ pounds per s.f.}] / 2,000 \text{ pounds per ton} = 742 \text{ tons}$) (U.S. EPA, 2009). California Assembly Bill 939 (AB 939) requires that a minimum of 50 percent of all solid waste be diverted from landfills (by recycling, reusing, and other waste reduction strategies); therefore, the Project is estimated to

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generate approximately 371 tons of solid waste requiring landfilling during its construction phase. The Project's construction phase is estimated to last for eight months (approximately 240 days); therefore, the Project is estimated to generate approximately 1.5 tons of solid waste per day requiring landfilling during construction.

Non-recyclable construction waste generated by the Project would be disposed at the Mid-Valley Landfill. As described above, this landfill receives well below its maximum permitted daily disposal volume; thus, construction waste generated by the Project is not anticipated to cause the landfill to exceed its maximum permitted daily disposal volume. Furthermore, the Mid-Valley Landfill is not expected to reach its total maximum permitted disposal capacities during the Project's construction period. The Mid-Valley Landfill would have sufficient daily capacity to accept solid waste generated by the Project's construction phase; therefore, impacts to landfill capacity associated with the Project's near-term construction activities would be less than significant.

Operational Impact Analysis

Based on a daily waste generation factor of 1.42 pounds of waste per 100 square feet of industrial building area obtained from CalRecycle, long-term, on-going operation of the Project would generate approximately 2.4 tons of solid waste per day (CalRecycle, 2013). Pursuant to AB 939, at least 50 percent of the Project's solid waste is required to be diverted from landfills; therefore, the Project would generate a maximum of 1.2 tons of solid waste per day requiring landfilling.

Non-recyclable solid waste generated during long-term operation of the Project would be disposed at the Mid-Valley Landfill. As described above, this landfill receives well below its maximum permitted daily disposal volume; thus, waste generated by the Project's operation is not anticipated to cause the landfill to exceed its maximum permitted daily disposal volume. Because the Project would generate a relatively small amount of solid waste per day as compared to the permitted daily capacities at receiving landfills, impacts to regional landfill facilities during the Project's long-term operational activities would be less than significant.

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

Finding: Less-than-Significant Impact

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

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

In order to assist the City of San Bernardino and the County of San Bernardino in achieving the mandated goals of the Integrated Waste Management Act, the Project's building tenant(s) would be required to work with future refuse haulers to develop and implement feasible waste reduction programs, including source reduction, recycling, and composting. Additionally, in accordance with the California Solid Waste Reuse and Recycling Act of 1991 (Cal Pub Res. Code § 42911), the Project is required to provide adequate areas for collecting and

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loading recyclable materials where solid waste is collected. The collection areas are required to be shown on construction drawings and be in place before occupancy permits are issued. Additionally, in compliance with AB 341 (Mandatory Commercial Recycling Program), the future occupant(s) of the proposed Project would be required to arrange for recycling services, if the occupant generates four (4) or more cubic yards of solid waste per week. The implementation of these mandatory requirements would reduce the amount of solid waste generated by the Project and diverted to landfills, which in turn will aid in the extension of the life of affected disposal sites. The Project would be required to comply with all applicable solid waste statutes and regulations; as such, impacts related to solid waste statutes and regulations would be less than significant.

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XVII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

a) **Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?**

Finding: Less-than-Significant Impact with Mitigation Incorporated

Source: (Staff Review; Project Application Materials)

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

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

-
- b) **Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)**
-

Finding: Less-than-Significant Impact with Mitigation Incorporated

Source: (Staff Review; Project Application Materials)

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

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

Finding: Less-than-Significant Impact with Mitigation Incorporated

Source: (Staff Review; Project Application Materials)

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

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5.0 MITIGATION MONITORING AND REPORTING PROGRAM

5.0 MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
Air Quality					
<p><u>Thresholds a & b:</u> The Project's NO_x emissions during construction would violate the SCAQMD regional threshold for this pollutant and would result in a considerable net increase of a criteria pollutant for which the Project region is in nonattainment.</p>	<p>MM AQ-1: Prior to grading permit and building permit issuance, the City shall verify that the following note is specified on all grading and building plans. Project contractors shall be required to comply with this note and permit periodic inspection of the construction site by City of San Bernardino staff to confirm compliance. This notes shall also be specified in bid documents issued to prospective construction contractors.</p> <p>a) Off-road diesel powered construction equipment with more than or equal to 150 horsepower shall be certified California Air Resources Board Tier 3 or better.</p>	Project Applicant, Project Construction Manager	City of San Bernardino Community Development Department (Building and Safety Division)	Prior to grading permit and building permit issuance.	Less than Significant with Mitigation Incorporated
<p><u>Threshold b (cont.):</u> Although the Project's construction emissions of VOCs and particulate matter (PM₁₀ and PM_{2.5}) would be less than significant, the following mitigation measures are recommended to further reduce the Project's less-than-significant impact.</p>	<p>MM AQ-2: Prior to building permit issuance, the City shall verify that the following note is specified on all building plans. Project contractors shall be required to comply with these notes and maintain written records of such compliance that can be inspected by the City of San Bernardino upon request. This note shall also be specified in bid documents issued to prospective construction contractors.</p> <p>a) All architectural coatings shall have a low VOC default level of 50 grams per liter, unless otherwise specified in the South Coast Air Quality Management District Rule 1113 Table of Standards.</p> <p>MM AQ-3: The Project shall comply with the provisions of South Coast Air Quality Management District Rule 403, "Fugitive Dust." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving, grading, and equipment travel on unpaved roads. Prior to grading permit issuance, the City of San Bernardino shall verify that the following notes are</p>	Project Applicant, Project Construction Manager	City of San Bernardino Community Development Department (Building and Safety Division)	Prior to building permit issuance.	Less than Significant
		Project Applicant, Project Construction Manager	City of San Bernardino Community Development Department (Building and Safety Division)	Prior to issuance of grading and building permits	

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	<p>specified on the grading plan. Project construction contractors shall be required to ensure compliance with the notes and permit periodic inspection of the construction site by City of San Bernardino staff or its designee to confirm compliance. These notes shall also be specified in bid documents issued to prospective construction contractors.</p> <p>a) All clearing, grading, earth-moving, and excavation activities shall cease when winds exceed 25 miles per hour.</p> <p>b) During grading and ground-disturbing construction activities, the construction contractor shall ensure that all unpaved roads, active soil stockpiles, and areas undergoing active ground disturbance within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas by water truck, sprinkler system, or other comparable means, shall occur in the mid-morning, afternoon, and after work is done for the day.</p> <p>c) Temporary signs shall be installed on the construction site along all unpaved roads indicating a maximum speed limit of 15 miles per hour (MPH). The signs shall be installed before construction activities commence and remain in place for the duration of construction activities that include vehicle activities on unpaved roads.</p> <p>d) The cargo area of all vehicles hauling soil, sand, or other loose earth materials shall be covered.</p> <p>MM AQ-4: The Project shall comply with the provisions of South Coast Air Quality Management District Rule 1186 “PM10 Emissions from Paved and Unpaved Roads and Livestock Operations” and Rule 1186.1, “Less-Polluting Street Sweepers” by complying with the following requirements. To ensure and enforce compliance with these requirements and reduce the release of criteria pollutant emissions into the atmosphere during</p>	<p>Project Applicant, Project Construction Manager</p>	<p>City of San Bernardino Community Development Department (Building and Safety Division)</p>	<p>Prior to issuance of grading and building permits</p>	

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	<p>allows for adequate truck stacking at gates to prevent queuing of trucks outside the property.</p> <p>MM AQ-7: Prior to the issuance of occupancy permits, the City of San Bernardino shall verify that a sign has been installed at each exit driveway, providing directional information to the City’s truck route. Text on the sign shall read “To Truck Route” with a directional arrow.</p>	Project Applicant	<p>Department (Building and Safety Division)</p> <p>City of San Bernardino Community Development Department (Building and Safety Division)</p>	Prior to issuance of occupancy permit	
<p><u>Threshold c:</u> NO_x is a precursor for ozone. Therefore, the Project’s construction NO_x emissions would contribute to the non-attainment of applicable State and federal ozone standards and would be considered cumulatively considerable.</p>	Mitigation Measure AQ-1 shall apply.	Refer to MM AQ-1	Refer to MM AQ-1	Refer to MM AQ-1	Less than Significant with Mitigation Incorporated
<p><u>Threshold d:</u> The Project would exceed the SCAQMD’s localized significance threshold for PM_{2.5} and PM₁₀ emissions during the site preparation and the SCAQMD’s localized significance threshold for PM₁₀ grading phases of construction.</p>	Mitigation Measure AQ-1 shall apply.	Refer to MM AQ-1	Refer to MM AQ-1	Refer to MM AQ-1	Less than Significant with Mitigation Incorporated
Biological Resources					
<p><u>Threshold d:</u> The Project would result in the removal of vegetation (i.e., trees and ruderal, non-native grasses) from the Project site with the potential to support nesting migratory birds that are protected by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code, including the burrowing owl.</p>	<p>MM BI-1: No sooner than 30 days prior to and no later than 14 days prior to grading activities, a qualified biologist shall conduct a survey of the Project’s proposed impact footprint and make a determination regarding the presence or absence of the burrowing owl. A second survey shall be conducted within 24 hours prior to ground disturbing activities. The determination shall be documented in a report and shall be submitted, reviewed, and accepted by the City of San Bernardino Community Development Department prior to the issuance of a grading permit and subject to the following provisions:</p> <p>a) In the event that the pre-construction survey identifies no burrowing owls in the impact area, a grading permit may be issued without restriction.</p>	Project Biologist	City of San Bernardino Community Development Department (Planning Division, Building and Safety Division)	<p>No sooner than 30 days prior to and no later than 14 days prior to grading activities.</p> <p>A second survey shall be conducted within 24 hours prior to ground disturbing activities.</p>	Less than Significant with Mitigation Incorporated

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	<p>b) In the event that the pre-construction survey indicates the Project's proposed impact footprint is occupied by burrowing owl, then prior to the issuance of a grading permit and prior to the commencement of ground-disturbing activities on the property, a qualified biologist shall develop a mitigation strategy in accordance with the California Department of Fish and Wildlife Staff Report on Burrowing Owl Mitigation (dated March 7, 2012), which may include passive or active relocation of burrowing owls. Passive relocation, including the required use of one-way doors to exclude owls from the site and the collapsing of burrows, will occur if the biologist determines that the proximity and availability of alternate habitat is suitable for successful passive relocation. Passive relocation shall follow CDFW relocation protocol and shall only occur between September 15 and February 1. If proximate alternate habitat is not present as determined by the biologist, active relocation shall follow CDFW relocation protocol. The biologist shall confirm in writing that the species has fledged the site or been relocated prior to the issuance of a grading permit.</p> <p>MM BI-2: Prior to the issuance of grading permits, a nesting migratory bird survey shall be completed in accordance with the following requirements:</p> <p>a) A migratory nesting bird survey of the Project's impact footprint shall be conducted by a qualified biologist within three (3) days prior to initiating vegetation clearing or ground disturbance.</p> <p>b) A copy of the migratory nesting bird survey results report shall be provided to the City of San Bernardino Community Development Department. If the survey identifies the presence of active nests, then the qualified biologist shall provide the Community Development Department with a copy of maps showing the location of all nests and an appropriate buffer zone around each nest sufficient to protect the nest from direct and indirect impact.</p>	<p>Project Biologist</p>	<p>City of San Bernardino Community Development Department (Planning Division, Building and Safety Division)</p>	<p>Prior to the issuance of grading permits.</p>	

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	<p>The size and location of all buffer zones, if required, shall be subject to review and approval by the Community Development Department and shall be no less than a 300-foot radius around the nest for non-raptors and a 500-foot radius around the nest for raptors. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist verifies that the nests are no longer occupied and the juvenile birds can survive independently from the nests.</p>				
Cultural Resources					
<p><u>Threshold b:</u> There is a remote potential to uncover significant archaeological resources during excavation and/or grading activities on the Project site that could be impacted if not properly treated.</p>	<p>MM CR-1: Prior to the issuance of a grading permit, the Project Applicant or construction contractor shall provide evidence to the City of San Bernardino Community Development Department that the construction site supervisors and crew members involved with grading and trenching operations are trained to recognize archaeological resources should such resources be unearthed during ground-disturbing construction activities. If a suspected archaeological resource is identified on the property, the construction supervisor shall be required by his contract to immediately halt and redirect grading operations in a 100-foot radius around the find and seek identification and evaluation of the suspected resource by a professional archaeologist. This requirement shall be noted on all grading plans and the construction contractor shall be obligated to comply with the note. The archaeologist shall evaluate the suspected resource and make a determination of significance pursuant to California Public Resources Code Section 21083.2. If the resource is significant, Mitigation Measure MM-CR-2 shall apply.</p>	<p>Project Applicant/ Project Construction Manager, Project Archaeologist</p>	<p>City of San Bernardino Community Development Department (Building and Safety Division)</p>	<p>Prior to the issuance of a grading permit.</p>	<p>Less than Significant with Mitigation Incorporated</p>

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	<p>MM CR-2: If a significant archaeological resource is discovered on the property, ground disturbing activities shall be suspended 100 feet around the resource. The archaeological monitor and a representative of the appropriate Native American Tribe(s), the Project Applicant, and the City of San Bernardino Community Development Department shall confer regarding mitigation of the discovered resource. A treatment plan shall be prepared and implemented by the archaeologist to protect the identified archaeological resource(s) from damage and destruction. A final report containing the significance and treatment findings shall be prepared by the archaeologist and submitted to the City of San Bernardino Community Development Department and the San Bernardino Archaeological Information Center.</p> <p>MM CR-3: Prior to the issuance of a grading permit, the Project Applicant shall provide evidence to the City of San Bernardino that appropriate Native American representative(s) shall be allowed to monitor and have received or will receive a minimum of 15 days advance notice of mass grading activities.</p>	<p>Project Applicant/ Project Construction Manager, Project Archaeologist</p> <p>Project Applicant</p>	<p>City of San Bernardino Community Development Department (Planning Division, Building and Safety Division)</p> <p>City of San Bernardino Community Development Department (Planning Division, Building and Safety Division)</p>	<p>Concurrent with grading activities</p> <p>Prior to the issuance of a grading permit.</p>	
<p><u>Threshold c:</u> In the event that excavations associated with the Project’s construction disturb Pleistocene-age soils, significant paleontological resource could be discovered and impacted if not properly treated.</p>	<p>MM CR-4: Prior to the issuance of a grading permit, the Project Applicant or construction contractor shall provide evidence to the City of San Bernardino Community Development Department that the construction site supervisors and crew members involved with grading and trenching operations are trained to recognize paleontological resources (fossils) should such resources be unearthed during ground-disturbing construction activities. If a suspected paleontological resource is identified, the construction supervisor shall be required by his contract to immediately halt and redirect grading operations in a 100-foot radius around the find and seek identification and evaluation of the suspected resource by a qualified paleontologist meeting the definition of a qualified vertebrate paleontologist given in the County of San</p>	<p>Project Applicant/ Project Construction Manager</p>	<p>City of San Bernardino Community Development Department (Building and Safety Division)</p>	<p>Prior to the issuance of a grading permit.</p>	<p>Less than Significant with Mitigation Incorporated</p>

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	<p>Bernardino Development Code Section 82.20.040. This requirement shall be noted on all grading plans and the construction contractor shall be obligated to comply with the note. The significance of the discovered resources shall be determined by the paleontologist. If the resource is significant, Mitigation Measure CR-5 shall apply.</p> <p>MM CR-5: If a significant paleontological resource is discovered on the property, discovered fossils or samples of such fossils shall be collected and identified by a qualified paleontologist meeting the definition of a qualified vertebrate paleontologist given in the County of San Bernardino Development Code Section 82.20.040. Significant specimens recovered shall be properly recorded, treated, and donated to the San Bernardino County Museum, Division of Geological Sciences, or other repository with permanent retrievable paleontologic storage. A final report shall be prepared and submitted to the City of San Bernardino that itemizes any fossils recovered, with maps to accurately record the original location of recovered fossils, and contains evidence that the resources were curated by an established museum repository.</p>	<p>Project Applicant/ Project Construction Manager, Project Paleontologist</p>	<p>City of San Bernardino Community Development Department (Planning Division, Building and Safety Division)</p>	<p>Concurrent with grading activities.</p>	