

**CITY OF SAN BERNARDINO  
INITIAL STUDY &  
MITIGATED NEGATIVE DECLARATION  
FOR**

**BURRTEC MILL STREET YARD**

**LEAD AGENCY:**

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

**PREPARED FOR:**

Burrtec Waste & Recycling Services  
9890 Cherry Avenue  
Fontana, CA 92335

**PREPARED BY**

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

**DATE**

April 2016

## **1.0 INTRODUCTION AND PURPOSE OF THE IS/MND**

This document is an Initial Study/Mitigated Negative Declaration (IS/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 IS/MND is an informational document intended for use by the City of San Bernardino, City Council and Responsible agencies, and members of the general public in evaluating the physical environmental effects of the Proposed Project. This IS/MND was compiled by the City of San Bernardino with the assistance of Lilburn Corporation. The City of San Bernardino is serving as the Lead Agency for the Proposed Project pursuant to CEQA §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.

### **1.1 Format and Content of the IS/MND**

The following components comprise the IS/MND in its entirety:

**Section 1.0** Introduction and Purpose provides a discussion of the document’s purpose, format and content, CEQA requirements, the planning context under which the document was prepared, the Initial Study findings, a summary of the public review and processing of the document, and a listing of the technical reports used to prepare the document.

**Section 2.0** Project Description provides a detailed description of the Proposed Project and the discretionary actions required to implement the Project.

**Section 3.0** Initial Study/Environmental Checklist provides the completed Initial Study and its associated analyses and mitigation measures which document the reasons to support the findings and conclusions of the Initial Study.

**Section 4.0** References lists all plans, policies, regulatory requirements, and other documentation that are incorporated by reference in this document pursuant to CEQA Guidelines §15150.

**Section 5.0** Preparers lists all the persons who were involved in the preparation of the IS/MND.

### **1.2 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) REQUIREMENTS**

This document is an IS/MND prepared in accordance with the CEQA, including all criteria, standards, and procedures of CEQA (California Public Resources Code Section 21000 et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15000 et seq.).

#### **1.2.1 CEQA Objectives**

CEQA (Public Resources Code §21000, et seq.) requires that before a public agency makes a decision to approve a Project that could have one or more adverse effects on the physical environment, the agency must inform itself about the Project’s potential environmental impacts, give the public an opportunity to comment on the environmental issues, and take feasible measures to avoid or reduce potential harm to the physical environment.

The principal objectives of CEQA are to: 1) inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities; 2) identify the ways that environmental damage can be avoided or significantly reduced; 3) prevent significant, avoidable damage to the environment by requiring changes in Projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible; and 4) disclose to the public the reasons why a governmental agency approved the Project in the manner the agency chose if significant environmental effects are involved.

### **1.2.2 CEQA Requirements for MNDs**

A Mitigated Negative Declaration (MND) is a written statement by the Lead Agency briefly describing the reasons a Proposed Project, which is not exempt from the requirements of CEQA, will not have a significant effect on the environment and therefore, does not require the preparation of an Environmental Impact Report (EIR) (CEQA Guidelines § 15371).

The CEQA Guidelines require the preparation of an 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 Project proponent 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]).

### **1.2.3 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 (NOP) is published, or if no NOP 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). Thus, the environmental setting for the Proposed Project is the approximate date that the Project's environmental analysis commenced. Accordingly, the environmental setting for the Proposed Project is defined as the physical environmental conditions on the Project Site and in the vicinity of the Proposed Project as they existed in 2015.

## **1.3 Planning Context**

The City of San Bernardino is an incorporated community in San Bernardino County, California. The approval of the Proposed Project falls within the City of San Bernardino.

Development activities that occur in the City are addressed by the City of San Bernardino General Plan and the City of San Bernardino Municipal Code.

### 1.3.1 General Plan

As described above, the prevailing planning document for the Proposed Project Site is the City of San Bernardino General Plan, as it was in effect on November 1, 2005.

The General Plan goals and policies serve as a guide for proposed development and its implementation. Based on the goals and policies initiatives can be analyzed to determine if they are in accordance with the long-range future potential of the City, and thus, beneficial to the community.

There are seven elements of the General Plan that are mandated by the State: Land Use, Circulation, Housing, Open Space, Conservation, Safety, and Noise. In addition, the City of San Bernardino General Plan includes the following elements: Economic Development, Community Design, Public Facilities and Services, Utilities, Historical and Archaeological Resources, and Parks, Recreation, and Trails.

### 1.3.2 Land Use

A summary of existing General Plan Land Use and Zoning designations for the Project Site and surrounding areas is provided in Table 1-1, *Existing General Plan and Zoning Designations*.

**Table 1  
Existing General Plan and Zoning Designations**

| <b>Location</b> | <b>General Plan Designation</b> | <b>Zoning Designation</b>                      |
|-----------------|---------------------------------|--|
| Site            | Commercial Heavy                | Light Industrial, Commercial Heavy             |
| North           | Public Facilities               | Public Facilities                              |
| South           | Commercial Heavy                | Light Industrial, Publicly Owned Flood Control |
| East            | Commercial Heavy                | Commercial Heavy, Publicly Owned Flood Control |
| West            | Commercial Heavy                | Commercial Heavy                               |

### 1.3.3 Policy Areas

As described above, the prevailing planning document for the Proposed Project is the City of San Bernardino General Plan adopted on November 1, 2005. The General Plan establishes goals and objectives to guide decision-making by city officials and staff.

The Development Code implements the General Plan by further clarifying appropriate uses, stating where they may be located as well as establishing standards to be met when developing property within the City.

### 1.3.4 General Plan Land Use and Zoning

The Project Site has a land use designation of Commercial Heavy (CH) as identified in the City of San Bernardino General Plan Figure LU-2. The Commercial Heavy designation allows for a variety of commercial uses including: large scale, regional serving retail and service uses and limited commercial

and industrial uses that are characterized by an extensive use of outdoor or indoor space for their sales, service, and/or storage. The Proposed Project would be consistent with the General Plan.

#### **1.4 Initial Study Findings**

Section 3.0 of this document contains the Environmental Checklist/Initial Study that was prepared for the Proposed Project pursuant to CEQA requirements. The Environmental Checklist/Initial Study determined that implementation of the Proposed Project would result in no impacts or less than significant environmental effects under any of the CEQA-mandated issue areas.

The Environmental Checklist/Initial Study determined that there is no substantial evidence, in light of the whole record before the Lead Agency (City of San Bernardino), that the Project may have a significant effect on the environment.

#### **1.5 Public Review and Processing of the IS/MND**

The City of San Bernardino directed and supervised the preparation of this IS/MND. Although prepared with the assistance of the consulting firm, Lilburn Corporation, the content contained within and conclusions drawn by this IS/MND is the responsibility of the City of San Bernardino.

This IS and a Notice of Intent (NOI) to adopt the IS/MND will be distributed to the following entities for a 30-day public review period:

- 1) Organizations and individuals who have previously requested such notice in writing to the City of San Bernardino;
- 2) Responsible and trustee agencies (public agencies that have a level of discretionary approval over some component of the Proposed Project);
- 3) The San Bernardino County Clerk; and
- 4) The State Clearinghouse.

The NOI also will be noticed to the general public in a newspaper of general circulation in the area affected by the Proposed Project in accordance with Section 15072 of the CEQA Guidelines. The NOI identifies the location(s) where the IS/MND and technical reports are available for public review. During the 30-day public review period, comments on the adequacy of the IS/MND document may be submitted to the City of San Bernardino.

Following the 30-day public review period, the City of San Bernardino will review any comment letters received and determine whether any substantive comments were provided that may warrant revisions to the IS/MND document. If substantial revisions are not necessary ((as defined by CEQA Guidelines §15073.5(b)), then the IS/MND will be finalized and forwarded to the City of San Bernardino for review as part of their deliberations concerning the Proposed Project.

The City of San Bernardino has exclusive authority to approve, conditionally approve, or deny the Project. Accordingly, public hearings will be held before the City of San Bernardino to consider the Proposed Project and the adequacy of this IS/MND. Public comments will be heard and considered at the hearings. At the conclusion of the public hearing process, the City Council will take action to approve, conditionally approve, or deny the Proposed Project. If approved, the City will adopt findings

relative to the Project's environmental effects as disclosed in the IS and a Notice of Determination (NOD) will be filed with the San Bernardino County Clerk and the State Clearinghouse.

## **2.0 PROJECT DESCRIPTION**

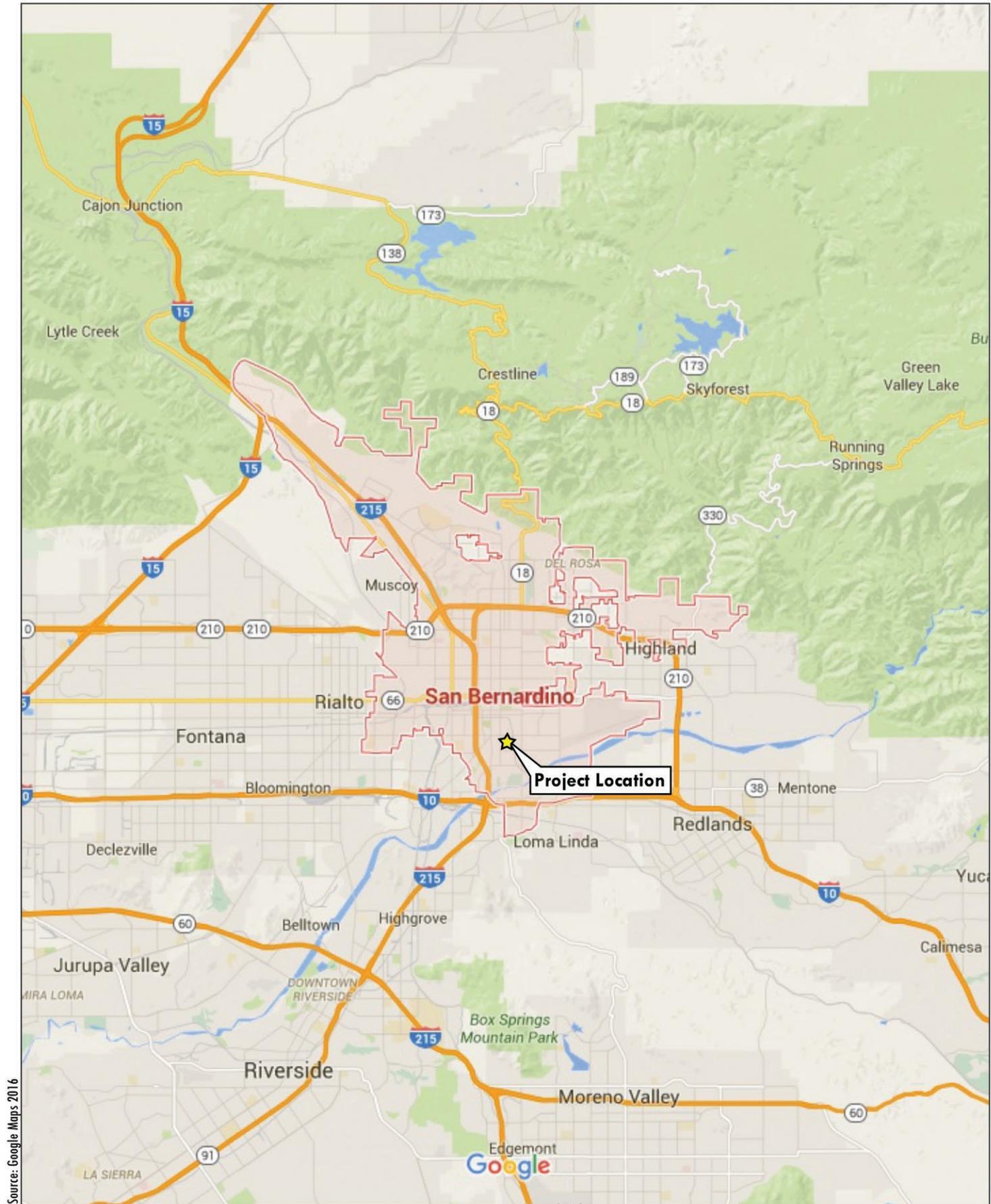
### **2.1 Project Summary**

The Proposed Project is a waste and recycling vehicle collection facility to be located in the southern portion of the City of San Bernardino (See Figure 1). Specifically, the Proposed Project would be located at 111 E. Mill Street on an approximately 12.58-acre site. The site is located on the south side of Mill Street, immediately south of S. Sierra Way (See Figure 2). The site was previously developed with a lumber yard; the Proposed Project will redevelop the vacated property.

The proposed waste and recycling vehicle collection facility would be designed to accommodate all the refuse and recyclable collection vehicles currently servicing the City of San Bernardino and surrounding communities. The project site would be developed with the following uses: administration building (repurpose existing onsite building), vehicle maintenance building, bin repair building (also a repurposed existing onsite building), collection truck parking, visitor parking, employee parking, natural gas fueling systems(CNG/LNG), perimeter fencing, new site access, and a stormwater infiltration basin (See Figure 3).

### **2.2 Project Location**

The Project Site is approximately 12.58-acres and includes four San Bernardino County Assessor Parcels: 0136-321-50, 0136-321-51, 0136-472-11, and 0136-472-15. The Project Site is located at 111 E. Mill Street on the south side of Mill Street, immediately south of S. Sierra Way in the City of San Bernardino. Regional access to the Project Site is generally via Interstate 215 from the west or Interstate 10 from the south.



Source: Google Maps 2016

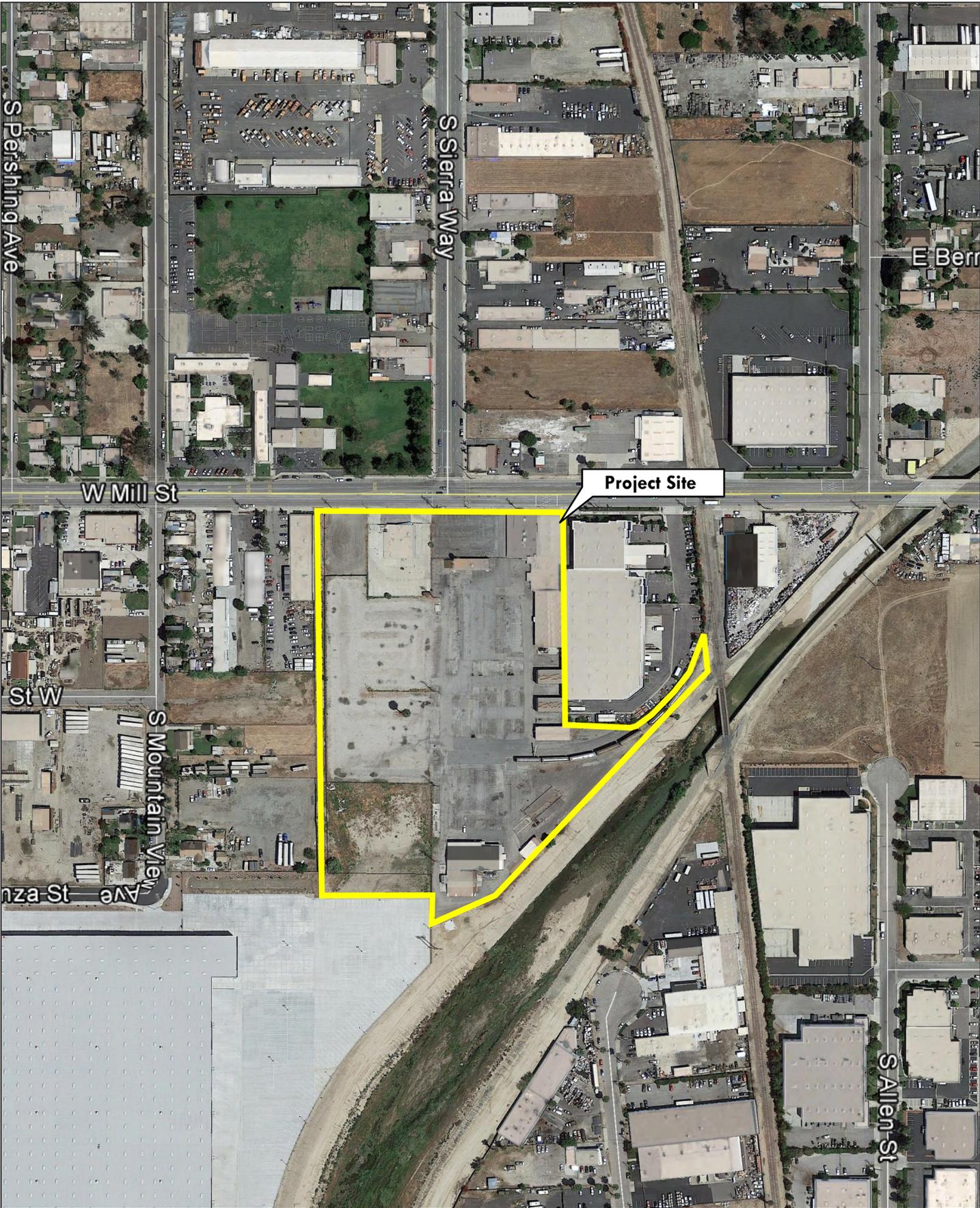


LILBURN CORPORATION

**PROJECT LOCATION**

Burrtec San Bernardino Waste Recycling and Collection Facility  
San Bernardino, CA

**FIGURE 1**



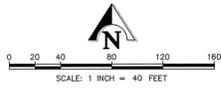
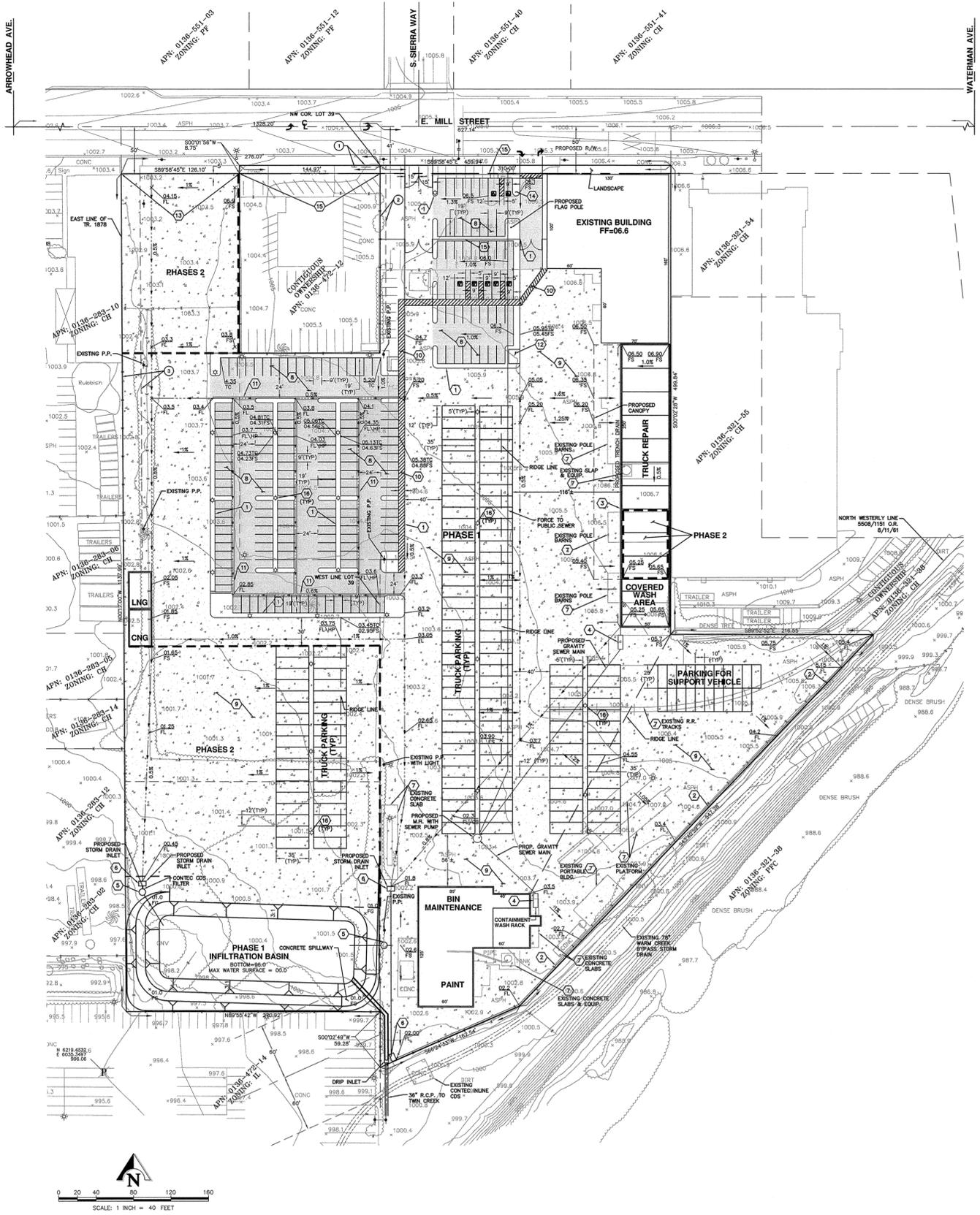
Approximate Feet  
**LILBURN**  
CORPORATION

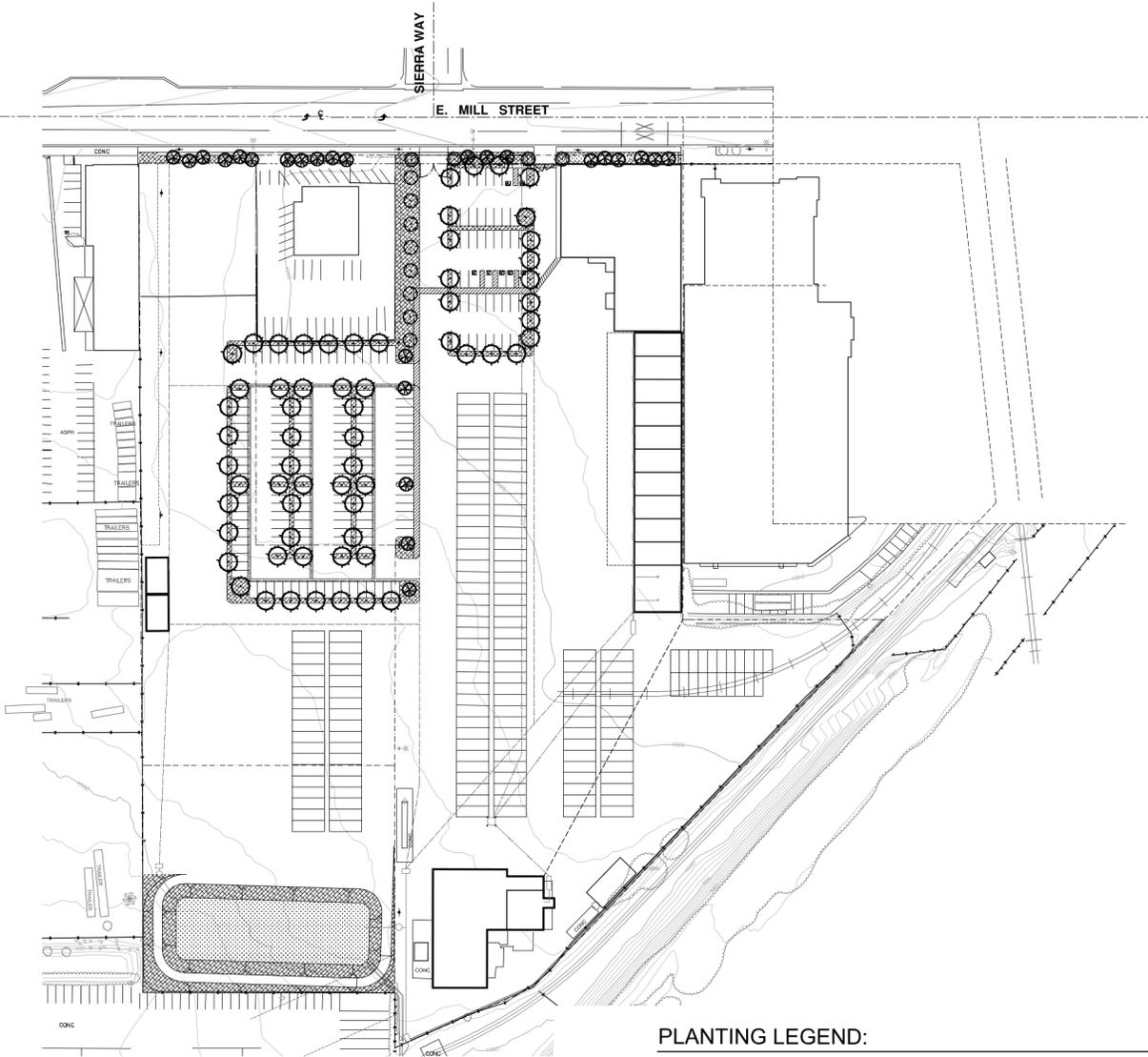
## PROJECT LOCATION

Burrtec San Bernardino Waste Recycling and Collection Facility  
San Bernardino, CA

**FIGURE 2**

Source: Site Plan and Preliminary Grading, Prepared by W.J. McKeever, Inc 4-7-2016





**PLANTING LEGEND:**

| BOTANIC NAME                         | COMMON NAME              | SIZE / SPACING     | WUCOLS   |
|--------------------------------------|--------------------------|--------------------|----------|
| <b>TREES</b>                         |                          |                    |          |
| CERCIDIUM FLORIDUM 'DESERT MUSEUM'   | DESERT MUSEUM PALO VERDE | 24" BOX            | LOW      |
| CHITALPA TASHKENTENSIS               | CHITALPA                 | 24" BOX            | LOW      |
| KOELREUTERIA PANICULATA              | GOLDEN RAIN TREE         | 15 GAL             | LOW      |
| ULMUS PARVIFOLIA 'TRUE GREEN'        | EVERGREEN ELM            | 24" BOX            | MODERATE |
| <b>SHRUBS / VINES</b>                |                          |                    |          |
| CEANOTHUS 'CONCHA'                   | CALIFORNIA LILAC         | 5 GAL              | LOW      |
| CISTUS PURPUREUS                     | ORCHID ROCKROSE          | 5 GAL              | LOW      |
| HESPERALOE PAVIFLORA                 | RED YUCCA                | 5 GAL              | LOW      |
| HETEROMELES ARBUTIFOLIA              | TOYON                    | 5 GAL              | LOW      |
| MAHONIA NEVENII                      | NEVIN'S BARBERRY         | 5 GAL              | LOW      |
| SALVIA LEUCANTHA 'MIDNIGHT'          | MEXICAN BUSH SAGE        | 5 GAL              | LOW      |
| RHUS INTEGRIFOLIA                    | SUGARBUSH                | 5 GAL              | LOW      |
| MACFADYENA UNGUIS-CATI               | CAT'S CLAW VINE          | 5 GAL              | LOW      |
| <b>GROUNDCOVERS</b>                  |                          |                    |          |
| ALOE STRIATA                         | CORAL ALOE               | 1 GAL @ 30" O.C.   | LOW      |
| BACCHARIS 'TWIN PEAKS'               | DWARF COYOTE BUSH        | 1 GAL @ 72" O.C.   | LOW      |
| CISTUS PULVERENTUS 'SUNSET'          | MAGENTA ROCKROSE         | 1 GAL @ 60" O.C.   | LOW      |
| LANTANA 'SPREADING SUNSET'           | LANTANA                  | 1 GAL @ 60" O.C.   | LOW      |
| <b>BASIN/BIO-SWALE</b>               |                          |                    |          |
| CAREX PANSA                          | CALIFORNIA MEADOW SEDGE  | 4" POTS @ 18" O.C. | MODERATE |
| DESCHAMPسيا CESPITOSA                | TUFTED HAIRGRASS         | 4" POTS @ 18" O.C. | MODERATE |
| JUNCUS PATENS                        | GRAY RUSH                | 4" POTS @ 24" O.C. | MODERATE |
| MUHLENBERGIA CAPILLARIS 'REGAL MIST' | PINK MUHLY               | 1 GAL @ 48" O.C.   | MODERATE |
| MUHLENBERGIA RIGENS                  | DEER GRASS               | 1 GAL @ 48" O.C.   | MODERATE |

- NOTES:**
- ALL TREES WITHIN 6' OF HARDSCAPE TO RECEIVE ROOTBARRIER
  - ALL PLANTER AREAS TO RECEIVE A 3" MINIMUM DEPTH LAYER OF SHREDDED WOOD BARK MULCH
  - PLANT WATER USE VALUES ARE PER WUCOLS IV PLANT LIST



## **2.3 Existing Site Conditions**

The Project Site is the former site of the Barrs Lumber Yard. Existing improvements include an approximately 13,000 square foot building for retail sales, administrative offices, and a warehouse; four pole barns formerly used for storage of lumber and sawmills, a 7,200 square foot pole barn and canopy formerly used as a sawmill and vehicle maintenance shop, two portable office buildings, a rail spur, parking lots and lumber storage areas paved in asphalt, a dirt lot of approximately 71,500 square feet, and a gravel storage area of approximately 117,500 square feet formerly used for lumber storage.

The Project Site is predominantly improved and there is little vegetation onsite. The southwest corner consists of a graded dirt lot with vegetated with common native and non-native annual species. There are five trees in the west half including a single palm tree located near the center of the west half of the property. There is no native habitat on the site for wildlife. The site slopes from the northeast to southwest with an average grade of one percent.

A high voltage power transmission line passes through the Project Site between APNs 0136-472-11 and 0136-472-15 and 0136-321-50.

Under existing conditions access to the site is available from a single driveway on E. Mill Street. The driveway is approximately 120 feet east of the intersection of E. Mill Street and S. Sierra Way.

### **2.3.1 Surrounding Area**

The Project Site is located within an area that is primarily developed and designated as planned for urban development. Mill Street is identified as a major arterial road in the General Plan (Figure C-2) and land uses at the Project Site and its immediate vicinity are designated for Public Facilities on the north and Commercial Heavy to the east west and south (Figure LU-2).

Existing land uses to the north of the Project Site include the Soar Charter Academy, an air conditioning repair shop, and a retail flooring company. Land uses to the east and south include a flood control channel and light industrial warehousing; land uses to the west include vacant property and commercial and industrial businesses.

## **2.4 Discretionary Actions and Land Use Entitlements**

The Proposed Project would require approval of the following discretionary and other implementing approvals:

- Certification of the MND by the City of San Bernardino
- Issuance of an ACOE 408 and potentially a CDFW 1600 Permit to allow the infiltration basin outflow to the SBCFCD Twin Creek Channel

### **Proposed Improvements**

The Proposed Project is the development of an approximately 12.58-acre Project Site with a waste recycling and collection facility. Proposed improvements include the following:

- Administrative Services building including Customer Service, Administration, and Employee facilities (lower rooms, training rooms, and break rooms);
- Truck maintenance shop;
- Bin repair shop;

- Wash racks for vehicles and bins;
- Collection truck parking;
- Bin and roll off box storage;
- Compressed natural gas (CNG) and/or liquefied natural gas (LNG) fueling facilities
- Employee and visitor parking lots;
- New site access (new main entrance)

**Administration Building** – The administrative and employee facilities will be housed in the existing retail/administration building. Facilities in this building will include:

- A customer service area consisting of up to 12 cubicles and an enclosed customer lobby;
- Administrative offices for the Division Manager, Operations Manager, Customer Service Manager, and Dispatchers;
- A conference room;
- Administrative employee break room and restrooms;
- Driver break room, training room, and restrooms; and,
- Maintenance Manager Office and part room.

**Vehicle Maintenance Building** – A new 12,500 square foot pre-engineered metal shop building would be constructed along the east property line adjacent to the administrative building. It would include up to five maintenance bays, four welding bays, a lube rack, and tire shop. A wash rack for up to three trucks at a time would be located immediately north of the new shop building.

**Bin Repair Building** – Bin repair would occur in the existing 7,000 square foot barn located at the southwest corner of the Project Site. The bin repair shop would consist of four bin repair bays and a paint booth. A bin wash rack would be located under a canopy adjacent to the building.

**Parking** – Parking will exceed the provisions of the City of San Bernardino Development Code Chapter 19.24, which requires one parking space for each 300 square feet of gross floor area for the office/administrative building (57 spaces required); 5 spaces plus one space for each 200 square feet gross floor area for the truck repair (83 required), and one parking space for each 750 square feet of gross floor area for the bin maintenance buildings (9 required). Total required parking would be 149 spaces and the Proposed Project is designed for 238 automobile parking spaces including seven (7) handicapped parking stalls. Additionally the Proposed Project provides 126 collection truck parking spaces and 26 support vehicle parking spaces.

Visitors would access the Project Site through either the existing driveway or through a new proposed main entrance. Visitor parking would be located immediately southwest of the administration building. Sixteen visitor parking spaces and seven ADA van accessible spaces will be provided.

The proposed site plan includes two employee parking areas. Administration and customer service employees would park in an area located immediately southwest of the administration building. Forty-four standard sized parking spaces and four ADA van accessible spaces would be provided in this lot. All other employees would park in a second parking lot proposed to the west of the new site access. 238 standard sized parking spaces and 7 ADA van accessible spaces would be provided in this lot.

**Natural Gas Fueling Systems** – The existing collection fleet is predominantly powered by Liquefied Natural Gas (LNG) and fueled using a “fast fuel system”. Initially these vehicles will be refueled off-

site<sup>1</sup>. The LNG powered vehicle fleet will be phased out over the next three to five years and will be replaced with Compressed Natural Gas (CNG) powered vehicles. The Proposed Project includes the installation of a “slow-fill” CNG fueling system that fuels the trucks overnight. This CNG fueling system will be installed concurrently with the phased conversion of the collection fleet to CNG over the next three to five years, however piping for the system will be installed with the initial site construction.

**Site Security** – The entire property would continue to be fenced. Existing perimeter chain link fencing would be repaired or replaced. Visitor parking would be fenced from the street with rolled steel fencing and gates. Visitor parking would be separated from the interior operations area with a block wall and automated gates.

**Main Entrance** – A new main entrance would be constructed to align site access with the signalized intersection of E. Mill Street and S. Sierra Way. This would allow collection trucks safe ingress and egress using the signalized intersection. The existing entrance would serve as a right-in, right-out driveway and as secondary emergency access.

**Drainage** – The Project Site predominantly drains from the northeast to the southwest at an average slope of one percent. Stormwater would be conveyed on the surface to a proposed detention basin on the southwest corner of the property. An overflow pipe would be connected to the adjacent flood control channel.

**Personnel**

Personnel at the facility would include administrative staff, maintenance staff, and fleet operators. Anticipated personnel and fleet for operation of the facility are outlined in Table 2 and Table 3 below.

**Table 2  
Burrtec Mill Street Yard Personnel**

| <b>Position</b>                 | <b>Personnel</b> |
|---------------------------------|------------------|
| Division Manager                | 1                |
| Route Supervisor                | 3                |
| Dispatcher                      | 1                |
| Driver                          | 51               |
| Right-of-way Staff              | 16               |
| Customer Service Manager        | 1                |
| Customer Service Representative | 8                |
| Maintenance Manager             | 1                |
| Mechanic                        | 11               |
| Yardman                         | 2                |
| <b>Total Employees</b>          | <b>95</b>        |

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<sup>1</sup> A trailer mounted portable LNG fueling station may be utilized for LNG refueling in place of a permanent facility until all collection vehicles are replaced with CNG powered engines.

**Table 3  
Burrtec Mill Street Yard Fleet**

| <b>Vehicle Type</b>      | <b>Vehicles</b> |
|--------------------------|-----------------|
| <b>Collection Trucks</b> |                 |
| Automated Side Loader    | 41              |
| Front End Loader         | 19              |
| Rear Loader              | 3               |
| Roll off Truck           | 13              |
| Compact Collection       | 2               |
| Subtotal                 | 78              |
| <b>Support Vehicles</b>  |                 |
| Bin Delivery Truck       | 3               |
| Mechanics Truck          | 4               |
| Pick Up Trucks           | 10              |
| Flatbed Truck            | 1               |
| Box Van                  | 3               |
| Barrel Delivery          | 0               |
| Subtotal                 | 21              |
| <b>Total Vehicles</b>    | <b>88</b>       |

**Landscaping**

The Proposed Project includes approximately 7,150 square feet of landscaping area or approximately 1.4 percent of the total Project Site. Proposed landscape materials include trees, shrubs, vines, and ground cover. Drought tolerant landscaping would be utilized throughout the Project Site.

**Construction Activities and Schedule**

The Proposed Project is planned to be developed in one phase including the construction of interior roads buildings, and landscaping however, operational needs may necessitate some phasing in order to move the current City operations to the Project Site in an expedited manner.

Construction activities for the Proposed Project would occur in the following stages: (1) site preparation; (2) grading and excavation; (3) construction of drainage, utilities, and subgrade infrastructure; (4) building construction; (5) paving and application of architectural coatings; and (6) landscaping. Construction activities would be limited to the hours between 7:00 am to 5:00 pm, Monday through Saturday, excluding federal holidays, which would be consistent with the City’s Noise Ordinance. This ordinance states that construction activities are prohibited from 8:00 pm to 7:00 am.

Initial site preparation will include demolition/rehabilitation of various on-site structures, paving removal and resurfacing, and clearing of debris and weeds.

Based on the relatively level site topography, the Proposed Project is not anticipated to require significant quantities of grading (cut/fill) but will require excavation of approximately 3,260 cy of material for construction of the proposed infiltration basin. Table 4 shows the anticipated construction schedule and effort for the Proposed Project. Construction activities are anticipated to begin in late spring/early summer of 2016, with completion anticipated by the beginning of 2017.

**Table 4  
Construction Stages and Duration**

| <b>Construction Stage</b>        | <b>Workers (Max.)</b> | <b>Duration</b> |
|----------------------------------|-----------------------|-----------------|
| Site Preparation                 | 10                    | 21 days         |
| Grading/Demolition/Excavation    | 10                    | 1 month         |
| Drainage/Utilities/Sub-Grade     | 10                    | 1 months        |
| Building Construction            | 50                    | 3 months        |
| Paving and Architectural Coating | 25                    | 2 months        |
| Landscaping                      | 10                    | 21 days         |

**Project Objectives**

The Project Proposed Project objective is to accommodate the relocation of refuse and recycling collection vehicles currently servicing the City of San Bernardino and surrounding communities. The implementation of the Proposed Project would serve to further the goals of the City of San Bernardino’s General Plan.

### 3.0 INITIAL STUDY/ENVIRONMENTAL CHECKLIST

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

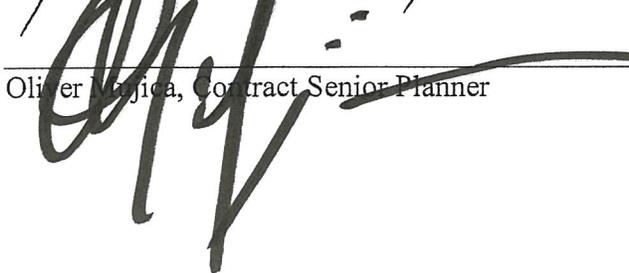
- |  |   |  |
|--|---|--|
| <input type="checkbox"/> Aesthetics                    | <input type="checkbox"/> Agriculture Resources              | <input type="checkbox"/> Air Quality               |
| <input type="checkbox"/> Biological Resources          | <input checked="" type="checkbox"/> Cultural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

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

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

  
 \_\_\_\_\_  
 Signature Preparer

5-17-16  
 \_\_\_\_\_  
 Date

  
 \_\_\_\_\_  
 Oliver Mojica, Contract Senior Planner

MAY 19, 2016  
 \_\_\_\_\_  
 Date

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

Discussion:

- a) The City of San Bernardino General Plan (General Plan) identifies natural resources, such as the hills that provide a backdrop to the city, as distinctive vistas that should be preserved. Sensitive treatment areas identified in the General Plan include: Kendall Hills, San Bernardino Mountains, the hillsides adjacent to Arrowhead Springs, Lytle Creek Wash, East Twin Creek Wash, the Santa Ana River, Badger Canyon, Bailey Canyon, and Waterman Canyon. The Project Site is located within the urban built up core of the City. The Project Site is not located within one of the sensitive treatment areas identified in the General Plan. No impact is identified, and no mitigation measures are required.
- b) The Project Site will be redeveloped utilizing existing improvements of the former Barrs Lumber yard as well as new construction. The Project Site does not contain vegetation, rock outcroppings or structures. Additionally, the Project Site is not located near a scenic highway/route identified by the State of California or the City’s General Plan. No impact is identified, and no mitigation measures are required.
- c) The Proposed Project includes approximately 7,150 square feet of landscaping area or approximately 1.4 percent of the total Project Site. Proposed landscape materials include trees, shrubs, vines, and ground cover. The existing landscaping is estimated to comprise less than one (1) percent of the Project Site. Parcels to the east and west are zoned for commercial heavy development, parcels to the north include both commercial heavy and public facilities zoning, and parcels to the south include industrial light and flood control. The project is consistent with the existing surrounding development, and the Proposed Project would not degrade the existing visual character or quality of the area. No impact is identified, and no mitigation measures are required.

- d) Perimeter and security lighting will be designed in accordance with the City of San Bernardino Development Code (SBDC) as outlined in Section 19.20: Property Development Standards and will not create substantial light or glare that would adversely affect day or nighttime views in the area. Less than significant impacts are anticipated and no mitigation measures are required.

| Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>With<br>Mitigation<br>Incorporation | Less Than<br>Significant<br>Impact | No<br>Impact |
|--------------------------------------|---|------------------------------------|--------------|
|--------------------------------------|---|------------------------------------|--------------|

**II. AGRICULTURAL/FORESTRY RESOURCES:**

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use?                                    | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) 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 in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Gov't 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"/> |

**Discussion:**

- a) Pursuant to the California Important Farmland Finder database maintained by the Farmland Mapping and Monitoring Program of the California Resources Agency, the Project Site is classified as “urban and built-up land.” The Proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use because no farmland occurs at the project site. Implementation of the Proposed Project would have no impacts on farmlands or agricultural land.
- b) The Project Site is identified as “urban and built-up land” in the San Bernardino County Williamson Act FY 2014-2015 Sheet 2 of 2 map published by the California Department of Conservation’s Division of Land Resource Protection (2015). No land under Williamson Act Contract occurs at the Project Site and no impacts will occur.

c-e) The Project Site occurs within a Commercial Heavy land use area identified in the City of San Bernardino General Plan. Forest land (as identified in Public Resources Code Section 12220(g)), timberland, (as identified by Public Resources Code Section 4526), or timberland zoned for Timberland Production would not be impacted by the Proposed Project as no rezoning from timberland to a non-timberland designation would result. Similarly the Proposed Project does not involve the conversion of forest land to a non-forest use, or conversion of Farmland to non-agricultural use. Thus, no impacts are anticipated.

| Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>With<br>Mitigation<br>Incorporation | Less Than<br>Significant<br>Impact | No<br>Impact |
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|--------------------------------------|---|------------------------------------|--------------|

**III. AIR QUALITY –Would the project:**

|   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? (South Coast Air Basin)   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation based on the thresholds in the SCAQMD’s CEQA Air Quality Handbook?”   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Expose sensitive receptors to substantial pollutant concentrations?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Create objectionable odors affecting a substantial number of people based on the information in Project Description Form?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

**SUBSTANTIATION:**

The Proposed Project is the relocation of the City of San Bernardino waste and recycling vehicle collection facility (located approximately 0.5 miles north) to the former Barrs Lumber Yard. The Project Site is currently developed with structures and is predominately covered in hardscape (asphalt and/or concrete). The relocated waste and recycling vehicle collection facility would be designed to accommodate collection vehicles currently servicing the City of San Bernardino and surrounding communities. Currently, site redevelopment would include the following uses: administration building (repurpose existing onsite building), vehicle maintenance building (new metal shop building), bin repair building (repurpose existing onsite building), collection truck parking (portions of the parking area will need to be replaced with concrete), visitor parking, employee parking, and implementation of a compressed natural gas and/or liquid natural gas fueling systems (to be applied for some time in the

future). All collection trucks are currently fueled by compressed natural gas and/or liquid natural gas. A trailer mounted portable LNG fueling station may be utilized for LNG refueling in place of a permanent facility until all collection vehicles are replaced with CNG powered engines

- a) As noted in the City of San Bernardino General Plan Program EIR (Section 4.3.2), continued development within the city will significantly contribute to the further degradation of the ambient air quality of the South Coast Air Basin (SCAB). The primary cause of the adverse impacts is daily vehicle trips associated with maximum buildout of the City. Any development within the San Bernardino area will aggravate the existing air quality that currently does not meet State or Federal air quality criteria. The proposed project is the relocation of an existing use to a site that was previously permitted as a lumber yard. The reuse of the site is consistent with the General Plan for which the Program EIR was prepared and impacts evaluated. The project would not conflict with South Coast Air Quality Management District (SCAQMD) Air Quality Plan. Therefore, no impact is anticipated
- b) Proposed site development/reuse was screened using SCAQMD Offroad Mobile Source Emissions Factors (2016), and SCAQMD On-Road Heavy-Heavy Duty Diesel Trucks (2016). These tables are used to generate emissions estimates for land use development projects. The criteria pollutants screened for included: reactive organic gases (ROG), nitrous oxides (NO<sub>x</sub>), carbon monoxide (CO), and particulates (PM<sub>10</sub> and PM<sub>2.5</sub>). Two of these, ROG and NO<sub>x</sub>, are ozone precursors.

Construction emissions are considered short-term, temporary emissions and are estimated in Tables 5 and 6. The following construction parameters were assumed:

Removal of asphalt and general site cleanup, typical daily equipment assumed:

- 1 Water Truck operating 2 hours per day
- 1 Loader/Backhoe operating 8 hours per day
- 2 Other Material Handling Equipment operating 8 hours per day.
- 4 street legal haul trucks operating 8 hours per day, 32 trips per day, 24 mile haul distance, roundtrip to the nearest landfill/recycling facility
- 1 Scraper/Grader operating 2 hours per day

Installation of onsite improvements (refurbishment of buildings, new concrete and steel building), typically daily equipment assumed:

- 2 Other Construction Equipment operating 8 hours per day
- 6 street legal haul trucks (concrete trucks) operating 8 hours per day, 48 trips per day, 14 mile haul distance, roundtrip to the nearest batch plant
- 3 Paving Equipment operating 6 hours per day

**Table 5**  
**Removal of Asphalt and General Site Cleanup**  
**(Pounds per Day)**

| <b>Source<sup>1</sup></b>         | <b>ROG</b> | <b>NO<sub>x</sub></b> | <b>CO</b>   | <b>PM<sub>10</sub></b> | <b>PM<sub>2.5</sub></b> |
|-----------------------------------|------------|-----------------------|-------------|------------------------|-------------------------|
| Water Truck                       | 0.1        | 1.1                   | 0.7         | 0.1                    | 0.1                     |
| Loader/Backhoe                    | 0.8        | 5.7                   | 3.6         | 0.3                    | 0.3                     |
| Scraper/Grader                    | 0.5        | 3.8                   | 1.8         | 0.2                    | 0.2                     |
| Other Material Handling Equipment | 1.9        | 15.9                  | 7.4         | 0.7                    | 0.7                     |
| Haul Trucks <sup>2</sup>          | 1.2        | 14.4                  | 5.4         | 1.3                    | 1.3                     |
| <b>Totals (lbs/day)</b>           | <b>4.6</b> | <b>40.9</b>           | <b>18.9</b> | <b>2.6</b>             | <b>2.6</b>              |
| SCAQMD Threshold                  | 75         | 100                   | 550         | 150                    | 55                      |
| <b>Significant</b>                | <b>No</b>  | <b>No</b>             | <b>No</b>   | <b>No</b>              | <b>No</b>               |

<sup>1</sup> SCAQMD Off-Road Mobile Source Emissions Factors (2016)

<sup>2</sup> SCAQMD On-Road Heavy-Heavy Duty Diesel Trucks (2016)

**Table 6**  
**Installation of Onsite Improvements**  
**(Pounds per Day)**

| <b>Source<sup>1</sup></b>    | <b>ROG</b> | <b>NO<sub>x</sub></b> | <b>CO</b>   | <b>PM<sub>10</sub></b> | <b>PM<sub>2.5</sub></b> |
|------------------------------|------------|-----------------------|-------------|------------------------|-------------------------|
| Other Construction Equipment | 1.9        | 15.9                  | 7.4         | 0.7                    | 0.7                     |
| Haul Trucks <sup>2</sup>     | 1.1        | 12.6                  | 4.7         | 1.1                    | 1.1                     |
| Paving Equipment             | 1.7        | 11.5                  | 7.6         | 0.8                    | 0.8                     |
| <b>Totals (lbs/day)</b>      | <b>4.7</b> | <b>40.0</b>           | <b>19.6</b> | <b>2.6</b>             | <b>2.6</b>              |
| SCAQMD Threshold             | 75         | 100                   | 550         | 150                    | 55                      |
| <b>Significant</b>           | <b>No</b>  | <b>No</b>             | <b>No</b>   | <b>No</b>              | <b>No</b>               |

<sup>1</sup> SCAQMD Off-Road Mobile Source Emissions Factors (2016)

<sup>2</sup> Emission Factors for On-Road Heavy-Heavy Duty Diesel Trucks (Emfac 2016)

As shown in Tables 5 and 6 project emissions would not exceed SCAQMD thresholds.

The Applicant is required to comply with all applicable SCAQMD rules and regulations as the SCAB is in non-attainment status for ozone and suspended particulates (PM<sub>10</sub>). The project shall comply with, Rules 402 nuisance, and 403 fugitive dust, which require the implementation of Best Available Control Measures (BACM) for each fugitive dust source; and the AQMP, which identifies Best Available Control Technologies (BACT) for area sources and point sources, respectively. This would include, but not be limited to the following BACMs and BACTs:

1. The project proponent shall ensure that any portion of the site to be graded shall be pre-watered prior to the onset of grading activities.
  - (a) The project proponent shall ensure that watering of the site or other soil stabilization method shall be employed on an on-going basis after the initiation of any grading activity on the site. Portions of the site that are actively being graded shall be watered regularly to ensure that a crust is formed on the ground surface, and shall be watered at the end of each workday.
  - (b) The project proponent shall ensure that all disturbed areas are treated to prevent erosion.

- (c) The project proponent shall ensure that all grading activities are suspended during first and second stage ozone episodes or when winds exceed 25 miles per hour.

Exhaust emissions from construction vehicles and equipment and fugitive dust generated by equipment traveling over exposed surfaces, would increase NO<sub>x</sub> and PM<sub>10</sub> levels in the area. Although the Proposed Project would not exceed SCAQMD thresholds during construction, the Project Proponent will be required to implement the following conditions as required by SCAQMD:

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

#### Operational Emissions

The Proposed Project is the relocation of the existing City of San Bernardino waste and recycling vehicle collection facility (located approximately 0.5 miles north) to the former Barrs Lumber Yard location. The site is currently developed with structures and is predominately covered in hardscape (asphalt and/or concrete). The Proposed Project is the redevelopment of an existing developed site and would include the following uses: administration building (repurpose existing onsite building), vehicle maintenance building (new metal shop building), bin repair building (repurpose existing onsite building), collection truck parking (portions of the parking area will need to be replaced with concrete), visitor parking, employee parking, and implementation of a compressed natural gas and/or liquid natural gas fueling systems<sup>2</sup>. All collection trucks are fueled by compressed natural gas and/or liquid natural gas. No changes to existing operational conditions are anticipated. Therefore, operational conditions were not modeled. Less than significant impact is anticipated.

- c) The proposed project individually would not exceed any SCAQMD thresholds for criteria pollutants. The City of San Bernardino General Plan Update Draft EIR (Section 4.3.2) concluded that continued development would contribute to pollutant levels (buildout, daily vehicle trips) in the San Bernardino area, which already exceed State and Federal air quality criteria. Findings on potentially significant impacts of the General Plan update indicated that policies contained in the General Plan update and mitigations in the EIR are expected to reduce emissions associated with future development. However, even after application of these policies and mitigation measures, the General Plan update when viewed as a whole project, is expected to generate emissions levels that would exceed the AQMD thresholds for criteria pollutants, resulting in a significant unavoidable adverse air quality impact. A Statement of Overriding Considerations for the

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<sup>2</sup> A trailer mounted portable LNG fueling station may be utilized for LNG refueling in place of a permanent facility until all collection vehicles are replaced with CNG powered engines.

General Plan Update EIR was adopted by the City Council in November 2005. Less than significant impacts are anticipated for the repurpose use.

- d) The proposed project is not anticipated to exceed SCAQMD thresholds as discussed above Tables 5 and 6. An increase in air quality emissions produced as a result of construction activities would be short-term, below SCAQMD significance thresholds, and would cease once construction is complete. Dust suppression (i.e., water application) as required by the City’s Development Code, would reduce 50 to 75 percent of fugitive dust emissions during construction. Therefore, as the proposed project is the redevelopment of a developed site and as emissions are below SCAQMD thresholds, impacts to sensitive receptors are anticipated to be less than significant.
- e) The proposed project entails the reuse of Barrs Lumber Yard to allow for relocation of the existing City of San Bernardino waste and recycling vehicle collection facility. Refuse and recyclables will not be collected or stored at the Proposed Project, and no odors are anticipated. The existing collection fleet is predominantly powered by Liquefied Natural Gas (LNG) and fueled using a “fast fuel system”. Initially these vehicles will be refueled off-site<sup>3</sup>. The LNG powered vehicle fleet will be phased out over the next three to five years and will be replaced with Compressed Natural Gas (CNG) powered vehicles. The Proposed Project includes the installation of a “slow-fill” CNG fueling system that fuels the trucks overnight and prevents leakage and odors. This CNG fueling system will be installed concurrently with the phased conversion of the collection fleet to CNG over the next three to five years, however piping for the system will be installed with the initial site construction.

All collection trucks will be fueled with CNG or LNG via an approved refueling system that is designed to prevent any fuel leakage and/or odors. Utilization of these approved fueling systems is anticipated to result in less than significant impacts, and no additional mitigation is recommended.

|  | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---|------------------------------|-----------|
|--|--------------------------------|---|------------------------------|-----------|

**IV. BIOLOGICAL RESOURCES – Would the project:**

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

<sup>3</sup> A trailer mounted portable LNG fueling station may be utilized for LNG refueling in place of a permanent facility until all collection vehicles are replaced with CNG powered engines.

|  | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact                           |
|--|--------------------------------|---|------------------------------|-------------------------------------|
| Department of Fish and Game or US Fish and Wildlife Service?   |                                |   |                              |                                     |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/>       | <input type="checkbox"/>                            | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?                                   | <input type="checkbox"/>       | <input type="checkbox"/>                            | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| e) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?   | <input type="checkbox"/>       | <input type="checkbox"/>                            | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

Discussion:

- a) Existing vegetation on the Project Site is limited to native and non-native grasses growing through the broken asphalt and concrete; five ornamental trees including one palm tree occur on the Project Site. There is no natural or man-made habitat within the Project Site boundaries. Redevelopment of the site would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status in local or regional plans, policies, or regulations, by the California Department of Fish and Game or the US Fish and Wildlife Service. No impact is identified and no mitigation is recommended.
- b) The Project Site does not contain riparian habitat or a sensitive natural community. Additionally, the Project Site is not identified in local plans, policies, and regulations of the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service. Development of the Project Site as proposed would not result in impacts to riparian vegetation or to a sensitive natural community because these resources do not occur on the Project Site. No impact is identified, and no mitigation measures are recommended.
- c) No federally protected wetland as defined by Section 404 of the Clean Water Act occurs on the Project Site. The Project Site is graded and vegetation cover consists of native and non-native grasses and annual herbaceous species. No impact to federally protected wetlands is identified, and no mitigation measures are recommended.
- d) The Project Site is located in the urban built-up core of the City of San Bernardino. There is no native habitat in or around the Project Site that provides a wildlife corridor function. No impact is identified, and no mitigation measures are recommended.

- e) As identified in the General Plan Figure NRC-2, the Project Site is not identified within a Biological Resource Area or in an area identified as potential habitat for sensitive wildlife (Figure NRC-1). As identified in the USFWS Critical Habitat Map the Warm Creek flood control channel south of Orange Show Road is designated critical habitat for the southwestern willow flycatcher (*Empidonax traillii extimus*). Development of the Project Site would not impact or conflict with the conservation goals or management of local Critical Habitat. No impact is identified, and no mitigation measures are proposed.

| Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>With<br>Mitigation<br>Incorporation | Less Than<br>Significant<br>Impact | No<br>Impact |
|--------------------------------------|---|------------------------------------|--------------|
|--------------------------------------|---|------------------------------------|--------------|

**V. CULTURAL RESOURCES – Would the project:**

- |   |                          |                                     |                          |                                     |
|---|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| a) Be developed in a sensitive archaeological area as identified in the City’s General Plan?                          | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of CEQA? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| c) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of CEQA?    | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| d) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?               | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| e) Disturb any human remains, including those interred outside of formal cemeteries?                                  | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Other?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/>            |

**Discussion:**

- a) According to Figure 5.4-2 of the City of San Bernardino’s General Plan EIR, the site does not occur within an area of concern for archaeological resources or within an identified urban archaeological district. According to the County of San Bernardino Property Information Management System Internet Site, the Project Site was originally acquired by John Lumber Company in 1973. The Project Site appears to have been developed since at least 1973 and is not located within an identified archaeologically sensitive district of the City’s General Plan.

A standard archaeological records search was completed by McKenna et al. (March 2016). The archaeological records search was completed through the California State University, Fullerton, and South Central Coastal Information Center. The study area included the Project Site and a one-mile buffer. A total of 36 cultural resources investigations yielding 16 resources and additional (undisclosed number) of “pending resources have been completed with one mile of the Project Site; no resources were identified within the Project Site itself. As reported by McKenna

et al., all known or pending resources are historic in nature and there are no prehistoric or Native American resources in the immediate area.

The Project Site is in the vicinity of Warm Creek and Twin Creek. Although Warm Creek has been channelized, the original banks of the creek would have been considered highly sensitive for prehistoric resource. McKenna et al., identifies an inherent level of sensitivity for the areas adjacent to Warm Creek, including the subject Project Site.

Based on the result of the archaeological records search, the Project Site is considered by the archaeologist as sensitive for the presence of prehistoric archaeological resources, historic structures, and possibly historic archaeological resources. However, the site does not occur within an area of concern for archaeological resources or within an identified urban archaeological district as identified by the City of San Bernardino. In order to avoid and minimize impacts to a level less than significant the following Mitigation Measure is recommended.

**CR-1 The Project Applicant will retain an on-call qualified archaeological monitor through the course of any earthwork and site preparation activities that require excavation. The name and contact information for the archaeologist shall be kept on file at the job site. If buried resources are encountered during earthwork and site preparation, work shall immediately halted in the vicinity of the find. The work site representative shall contact the City and Applicant. No disturbance shall occur in the vicinity of the find until the site is evaluated by the archaeologist and the find is recorded or treated per the recommendations of the qualified archaeologist.**

- b) The Project Site is located in the urban built-up core of the City of San Bernardino and is not located within a sensitive archeological area in the City's General Plan. However, the results of an archeological records search completed by McKenna et al., led to McKenna's conclusion that the Project Site is considered sensitive for the presence of prehistoric archaeological resources, historic structures, and possibly historic archaeological resources. Implementation of the recommended Mitigation Measure CR-1 would avoid and minimize potential impacts to archaeological resources to a level less than significant should they be found on the Project Site.
- c) McKenna et al. reviewed historic photographs of the Project Site dating back to 1938. The photographs show Warm Creek<sup>4</sup> in its natural and unaltered condition in 1938 and no structures nearby; improvements at the Project Site first appear in an aerial dated 1946. The 1959 aerial shows that by this time Warm Creek was being channeled and one structure appears on the Project Site. The rail road spur connecting to the Project Site first appears in the 1966 photograph. Since 1966, the Project Site appears to have been used for residential and/or commercial purposes and materials and trucks dominated the acreage. Public records indicate that the majority of the Project Site has been utilized as a lumber yard since approximately 1973. McKenna et al., determined that the Project Site is considered sensitive for historic structures and possibly historic archaeological resources. However, the site does not occur within an area of concern for archaeological resources or within an identified urban archaeological district as identified by the City of San Bernardino; several of the existing on-site structures will be repurposes. Therefore, impacts are determined to be less than significant; no mitigation measures are recommended. .

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<sup>4</sup> Identified on Site Plan as Twin Creek.

- d) During construction, groundwork preparation has the potential to unearth unknown paleontological resources, which are the fossilized remains of organisms from prehistoric environments found in geologic strata. Paleontological sites generally occur as small outcroppings visible on the surface of sites encountered during grading. Potentially sensitive areas for the presence of paleontological resources are based on the underlying geologic formation. As determined in the General Plan EIR, fossil remains may occur throughout the City of San Bernardino, although the evenness of their distribution is not known. The following Mitigation Measure CR-2 is recommended to ensure that potential impacts to paleontological resources are less than significant.

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

- e) Construction of the Proposed Project would require grading and other ground disturbing activities on an approximately 12.58-acre area. Under existing conditions the Project Site is predominantly developed and there is no evidence that the Project Site is located within an area that is likely to contain human remains, and the discovery of human remains during earthmoving activities is not anticipated. In the unlikely event of an accidental discovery of any human remains Health and Safety Code 7050.5, CEQA 1564.5(e), and Public Resources Code 5097.98 mandate the process to be followed. If human remains are encountered on the property, then the San Bernardino County Coroner’s Office must be contacted within 24 hours of the find, and all work should be halted until a clearance is given by that office and any other involved agencies. No impact is identified and no mitigation measures are recommended.

|                                      |   |                                    |              |
|--------------------------------------|---|------------------------------------|--------------|
| Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>With<br>Mitigation<br>Incorporation | Less Than<br>Significant<br>Impact | No<br>Impact |
|--------------------------------------|---|------------------------------------|--------------|

**VI. TRIBAL CULTURAL RESOURCES – Would the project:**

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in §21074? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:**

- a) In accordance with AB 52, a records search at California State University Fullerton was initiated to obtain potential tribal cultural resources that may occur at the Project Site. The City of San Bernardino submitted the results to tribes that have requested project consultation for AB 52 compliance. Tribes that have expressed interest in receiving information from the City include the Gabrieleno Band of Mission Indians – Kizh Nation, Soboba Band of Luiseno Indians, and the San Manuel Band of Mission Indians. Results of the records search and any correspondence received from the tribes will be presented to the Planning Commission at the time of the public hearing. Potentially significant impacts are not anticipated based on prior research and mitigation measures presented above in Section V.

| Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--------------------------------|---|------------------------------|-----------|
|--------------------------------|---|------------------------------|-----------|

**VII. GEOLOGY AND SOILS – Would the project:**

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

|  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| ii) Strong seismic ground shaking?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| iii) Seismic-related ground failure, including liquefaction?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| iv) Landslides?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Result in substantial soil 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 type="checkbox"/>            | <input type="checkbox"/>            |
| d) Be located on expansive soil, as defined in Table 18 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?   | <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"/> |

Discussion:

- a) i) The Project Site is not located within an earthquake fault zone as delineated in the California Department of Conservation San Bernardino South Quadrangle – Special

Studies Zones map (Department of Conservation, 1977). However, as shown in the Department of Conservation map and in Figure S-3 of the General Plan the San Jacinto Fault System occurs approximately 1½-miles to the west of the Project Site; the San Andreas Fault System occurs approximately 4½-miles to the north of the Project Site. Repurposing existing and constructing new improvements will be required to conform to the California Building Code (CBC) to prevent or minimize loss or damage caused by seismic activity, including ground rupture. Compliance with the CBC is generally applicable to new construction. Because the Project Site itself is not located within an earthquake fault zone, a less than significant impact related to ground rupture is identified, and no mitigation measures are proposed.

- ii) The San Jacinto fault system includes the Glen Helen, San Jacinto, and Loma Linda Faults in the City of San Bernardino. Of the local fault systems, the San Jacinto has been the most prolific in historical time. At least ten vents have taken place from 1985 to 1980 over a fault length of 120 miles, with about half of these events causing damage in the San Bernardino-Riverside area. Regional studies suggest that a magnitude 7.0 to 7.5 earthquake is possible on the San Jacinto Fault system that would affect the City of San Bernardino. The San Andreas fault system to the east of the Project Site, is the dominant fault feature in the City. Three of California's largest historic earthquakes have occurred along this fault. The fault segment that affects the City of San Bernardino begins at the Salton Sea, runs along the southern base of the San Bernardino Mountains, crosses through the Cajon Pass and continues to run northwest along the northern base of the San Gabriel Mountains. Future predictions of magnitude and displacement currently cannot precisely be determined along the San Andreas Fault; however, regional studies indicate that a magnitude 8.0 or larger earthquake could be expected to occur in the future and should be considered for planning and design purposes. Repurposes existing and constructing new buildings would be in accordance with applicable requirements under the CBC, which would ensure that potential impacts are reduced to the maximum extent possible. A less than significant impact is identified, and no mitigation measures are required.
- iii) Liquefaction occurs in loose, saturated, sandy sediments that are subjected to ground vibration. During liquefaction, involved soils behave like a liquid or a semi-viscous substance and can cause structural distress or failure due to ground settlement, a loss of load-bearing capacity in foundation soils, and the buoyant rise of structures. Three general conditions induce liquefaction; 1) strong ground shaking for a substantial period of time, 2) presence of unconsolidated granular sediments, and 3) occurrence of water-saturated sediments within 50 feet of the ground surface. Figure S-5 of the General Plan identifies the Project Site within an area of generalized high liquefaction susceptibility. Development of the Proposed Project would be in accordance with applicable requirements under the CBC, which would ensure that potential impacts are reduced to the maximum extent possible. A less than significant impact is identified, and no mitigation measures are required.
- iv) The Project Site is not located within an area that has a geologic hazard associated with landslides or mudslides as identified in Section 10.0 Safety, Figure S-5 of the General Plan. Since the Project Site is relatively flat, the probability of seismically-induced landslides is considered low. No impact is identified, and no mitigation measures are required.

- b) During the development of the Project Site, which would include disturbance of approximately 12.58-acres, project-related dust may be generated due to the operation of machinery on-site or due to high winds. Additionally, erosion of soils could occur due to a storm event. Development of the Proposed Project would disturb more than one acre of soil; therefore, the Proposed Project is subject to the requirements of the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling or excavation. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP must list Best Management Practices (BMPs) to avoid and minimize soil erosion. A less than significant impact is identified, and no mitigation measures are required.
- c) As identified in the City’s General Plan the Project Site is located in an area with generalized high liquefaction susceptibility and in an area of generalized potential for ground subsidence. Development of the Proposed Project would be in accordance with applicable requirements under the CBC, which would ensure that potential impacts are reduced to the maximum extent possible. A less than significant impact is identified, and no mitigation measures are required.
- d) Expansive soils (shrink-swell) are fine grained clay soils generally found in historical floodplains and lakes. Expansive soils are subject to swelling and shrinkage in relation to the amount of moisture present in the soil. Structures built on expansive soils may incur damage due to differential settlements of the soil as expansion and contraction takes place. Information about shrink-swell classes and linear extensibility is available in the Natural Resource Conservation Service (NRCS) soil survey reports. A high shrink-swell potential indicates a hazard to maintenance of structures built in/on/or with material having this rating. Moderate to low ratings lessen the hazard. The soil at the Project Site is classified as Grangeville fine sandy loam in the NRCS Web Soil Service. The soil series is rated as “very limited” indicating that the soil has features that are moderately favorable, and that limitations can be overcome by or minimized by special planning, design, or installation. Shrink-swell potential is not identified as a limitation in the series rating. Development of the Proposed Project would be in accordance with applicable requirements under the CBC, which would ensure that potential impacts are reduced to the maximum extent possible. A less than significant impact is identified, and no mitigation measures are required.
- e) The Proposed Project does not include the installation of septic tanks or any other alternative waste disposal system. The Project will connect to the existing sewer system. No impact is identified, and no mitigation measures are required.

|                                      |   |                                    |              |
|--------------------------------------|---|------------------------------------|--------------|
| Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>With<br>Mitigation<br>Incorporation | Less Than<br>Significant<br>Impact | No<br>Impact |
|--------------------------------------|---|------------------------------------|--------------|

**VIII. GREENHOUSE GAS EMISSIONS**

–Would the project:

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

|  | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact        | No Impact                |
|--|--------------------------------|---|-------------------------------------|--------------------------|
| 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"/> |

**SUBSTANTIATION:**

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

The Global Warming Solutions Act of 2006 requires that by the year 2020, the Greenhouse Gas (GHG) emissions generated in California be reduced to the levels of 1990. The City of San Bernardino has not adopted its own thresholds of significance for greenhouse gas emissions. However, the City finds persuasive and reasonable the approach to determining significance of greenhouse gas emissions established by SCAQMD.

a) Per CEQA guidelines, new project emissions are treated as standard emissions, and air quality impacts are evaluated for significance on an air basin or even at a neighborhood level. GHG emissions are treated differently, in that the perspective is global, not local. Therefore, emissions for certain types of projects might not necessarily be considered as new emissions if the project is primarily population driven. Many gases make up the group of pollutants that are believed to contribute to global climate change. However three gases are currently evaluated and represent the highest concentration of GHG: Carbon dioxide (CO<sub>2</sub>), Methane (CH<sub>4</sub>), and Nitrous oxide (N<sub>2</sub>O). SCAQMD provides guidance methods and/or Emission Factors that are used for evaluating a project’s emissions in relation to the thresholds. A threshold of 10,000 MTCO<sub>2</sub>E per year has been adopted by SCAQMD for industrial type projects as potentially significant or global warming (Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, SCAQMD, October 2008). The modeled emissions anticipated from the Proposed Project compared to the SCAQMD threshold are shown below in Table 7 and Table 8.

**Table 7**  
**GHG Emissions**  
**“Removal of Asphalt and General Site Cleanup”**  
**Metric Tons per Year**

| <b>Source<sup>1</sup></b>         | <b>CO<sub>2</sub></b> | <b>CH<sub>4</sub></b> | <b>N<sub>2</sub>O</b> |
|-----------------------------------|-----------------------|-----------------------|-----------------------|
| Water Truck                       | 45.7                  | 0.0                   | 0.0                   |
| Loader/Backhoe                    | 78.5                  | 0.0                   | 0.0                   |
| Scraper/Grader                    | 47.2                  | 0.0                   | 0.0                   |
| Other Material Handling Equipment | 218.2                 | 0.0                   | 0.0                   |
| Haul Trucks <sup>2</sup>          | 290.7                 | 0.0                   | 0.0                   |
| <b>Total MTCO<sub>2</sub>e</b>    | <b>680.3</b>          |                       |                       |
| SCAQMD Threshold                  | 10,000                |                       |                       |
| <b>Significant</b>                | <b>NO</b>             |                       |                       |

<sup>1</sup> SCAQMD Off-Road Mobile Source Emissions Factors (2016)

<sup>2</sup> SCAQMD On-Road Heavy-Heavy Duty Diesel Trucks (2016)

Note: 180 day work schedule

**Table 8**  
**GHG Emissions**  
**“Installation of Onsite Improvements”**  
**Metric Tons per Year**

| <b>Source<sup>1</sup></b>    | <b>CO<sub>2</sub></b> | <b>CH<sub>4</sub></b> | <b>N<sub>2</sub>O</b> |
|------------------------------|-----------------------|-----------------------|-----------------------|
| Other Construction Equipment | 203.0                 | 0.0                   | 0.0                   |
| Haul Trucks <sup>2</sup>     | 254.2                 | 0.0                   | 0.0                   |
| Paving Equipment             | 246.0                 | 0.0                   | 0.0                   |
| <b>MTCO<sub>2</sub>e</b>     | <b>703.2</b>          |                       |                       |
| SCAQMD Threshold             | 10,000                |                       |                       |
| <b>Significant</b>           | <b>NO</b>             |                       |                       |

<sup>1</sup> SCAQMD Off-Road Mobile Source Emissions Factors (2016)

<sup>2</sup> SCAQMD On-Road Heavy-Heavy Duty Diesel Trucks (2016)

Note: 180 day work schedule

As shown in Table 7 and Table 8, site improvements would not exceed SCAQMD threshold for GHG.

Because the Proposed Project entails the reuse of the Barrs Lumber Yard site to allow for relocation of the existing City of San Bernardino waste and recycling vehicle collection facility (located approximately 0.5 miles north), no significant change to existing operational conditions are anticipated and therefore, operational emissions were not modeled. The Project Site is currently developed with structures and is predominately covered in hardscape (asphalt and/or concrete). Site redevelopment would include the following: administration building (repurpose existing onsite building), vehicle maintenance building (new metal shop building), bin repair building (repurpose existing onsite building), collection truck parking (portions of the parking area will need to be replaced with concrete), visitor parking, employee parking, and implementation of a compressed natural gas and/or liquid natural gas fueling systems. All collection trucks are currently fueled by compressed natural gas and/or liquid natural gas. No changes to existing operational conditions are anticipated. Therefore, the repurpose of the former lumber yard to accommodate the existing City’s waste and recycling vehicle collection facility is anticipated to be less than significant.

- b) There are no existing GHG plans, policies, or regulations that have been adopted by CARB or SCAQMD that would apply to this type of emissions source. It is possible that CARB may

develop performance standards for Project-related activities prior to Project construction. In this event, these performance standards would be implemented and adhered to, and there would be no conflict with any applicable plan, policy, or regulation; therefore, impacts would be less than significant, and no mitigation would be required.

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

|  | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact                           |
|--|--------------------------------|---|------------------------------|-------------------------------------|
| g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/>       | <input type="checkbox"/>                            | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| h) Other:  | <input type="checkbox"/>       | <input type="checkbox"/>                            | <input type="checkbox"/>     | <input type="checkbox"/>            |

Discussion:

- a) The proposed waste recycling facility includes a proposal for a compressed natural gas and/or liquefied natural gas fueling station. Additionally, hazardous materials may be delivered to the site and stored for subsequent disposal as a consequence of refuse collection. The proposed facility would replace the existing City of San Bernardino Yard operations located approximately ½ mile from the Project Site. As required, Burrtec would obtain applicable permits and file applicable plans with the Certified Unified Program Agency (CUPA)/Hazardous Material Division of the San Bernardino County Fire Department. Compliance with requirements of the CUPA as required by local and state policy would reduce potential impacts associated with the transport and use of hazardous materials to a level less than significant.
- b) The Proposed Project includes the development of an on-site compressed natural gas and/or liquefied natural gas fueling station. Additionally, hazardous materials may be delivered to the site and stored for subsequent disposal as a consequence of the refuse collection. CUPA permit requirements described in section IX(a) above would include measures and protocols to address accidental releases. Compliance with requirements of the CUPA as required by local and state policy would reduce potential impacts associated with the transport and use of hazardous materials to a level less than significant.
- c) The Project Site is located less than ¼-mile of the Soar Charter Academy K-8 school. Compliance with the CUPA as required by local and state policy would reduce potential impacts associated with onsite hazardous materials to a level less than significant.
- d) Pursuant to California Government Code Section 65962.5 the California Department of Toxic Substances Control (DTSC) compiles the Cortese List and updates it at least annually. The Cortese List includes hazardous waste facilities subject to corrective action, land designated as hazardous waste property or border zone property, sites included in the abandoned site assessment program, and qualifying sites pursuant to Section 25356 of the Health and Safety Code. A copy of the most recent Cortese List was retrieved from DTSC EnviroStor online database on March 1, 2016; the Project Site is not identified on the list.

A Phase I Environmental Site Assessment (ESA) was prepared by LOR Geotechnical Group, Inc. (March 3, 2016). The Phase I ESA revealed no evidence of recognized environmental conditions, historically recognized environmental conditions, or controlled recognized environmental conditions indicative of releases or threatened releases of hazardous substances on, at, in, or to the subject site, except for the following:

- The presence of two former 1,000-gallon underground storage tank (UST), gasoline and diesel, with reported contamination at 111 E Mill Street;
- The outdoor storage of treated wood products in paved and unpaved areas at 111 E Mill Street;
- The former machine shop at 111 E Mill Street;
- The hydraulic oil room with a heavily oil-stained concrete floor at 111 E. Mill Street;
- The maintenance area at 111 E. Mill Street;
- The former frozen food locker and boat and auto repair at 127 W. Mill Street;
- The Maintenance area at the outside area of the northwest corner of, and in the building at 125 W. Mill Street, including in-ground hoists, one removed, and bermed hazardous waste storage area with staining; and,
- The current and historical presence of offsite auto-body shops at 161 W. Mill street, adjacent to the west of the northwest corner of the subject site.

The report identified no specific evidence to confirm whether or not soil and/or soil gas contamination is present in the above-listed areas. However, the report identified that soil sampling conducted in 2006 and 2013 in the areas of identified stained soils and the former underground storage tanks identified no detectable quantiles of VOCs and/or gasoline to diesel to oil range hydrocarbons in that areas sampled. Based upon these results, less than significant impacts are anticipated.

An Asbestos inspection was completed by Envirocare Consulting, Inc. (January 28, 2016). The inspection included the collection of bulk samples of all accessible suspect asbestos containing materials and an inventory of other potential hazardous materials (such as fluorescent light tubes, Mercury thermostats, PCB's ballasts, lead acid batteries, and Freon air conditioning). A total of 45 suspected asbestos containing materials were identified throughout the interior and exterior of several vacant buildings on the site; nine of the materials sampled were determined to be positive for asbestos content. A lead inspection of the site detected no lead based paint. The hazardous materials inventory recorded the following:

- 210 mercury containing florescent light tubes inside vacant commercial buildings;
- Three mercury switches inside the vacant commercial building;
- One-55 gallon drum of liquid inside the metal building;
- One-5 gallon bucket of roofing mastic inside the metal building;
- 22 halogen lights were observed outside of several vacant commercial buildings; and,
- Four exit signs were observed present inside the vacant commercial building.

Recommendations included in the report shall be implemented by the Project Proponent's contractor for the safe handling and removal of the above listed hazardous materials and of the nine asbestos sites.

Based upon the discussion above, less than significant impacts are anticipated.

- e) As shown in Figure LU-4 of the City's General Plan, a portion of the Project Site is located within the San Bernardino International Airport (SBIA) Influence Area. As such, the Proposed Project would be reviewed by San Bernardino International Airport Authority for consistency

with the adopted Comprehensive Land Use Plan for the SBIA to ensure that the proposed activities would not encroach upon or adversely affect the use of navigable airspace. Consistency with the Comprehensive Land Use Plan for the SBIA would ensure that impacts are less than significant.

- f) The Proposed Project is not anticipated to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. No impact is anticipated.
- g) As shown on Figure S-9 in the City’s General Plan, the Project Site does not occur in a fire hazard area. The site and surrounding area are primarily urbanized/developed. The Project Site is located approximately ½-mile east of San Bernardino City Fire Station 230. No impacts are anticipated.

|                                |   |                              |           |
|--------------------------------|---|------------------------------|-----------|
| Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--------------------------------|---|------------------------------|-----------|

**X. HYDROLOGY AND WATER QUALITY –**  
Would the project:

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Violate any water quality standards or waste discharge requirements?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" 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 type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, such as from areas of material storage,   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

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

Discussion:

- a) Development of the Proposed Project would disturb more than one acre of soil; therefore, the Proposed Project is subject to the requirements of the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling or excavation. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP must list Best Management Practices (BMPs) to avoid and minimize soil erosion.

The Proposed Project involves significant redevelopment with building additions to an existing impervious surface which is a previously developed site. A Preliminary Water Quality Management Plan (WQMP) has therefore been prepared and submitted to the City of San Bernardino for review and approval. BMPs are listed in the WQMP to prevent violations of water quality standards. A less than significant impact is identified, and no mitigation measures are recommended.

- b) The Project Site is located within the service area of the City of San Bernardino Municipal Water Department. The City of San Bernardino Municipal Water Department relies on groundwater for its primary source of supply. The Proposed Project does not include groundwater wells that would impact the production rate of any nearby pre-existing wells. There are no groundwater recharge operations in the vicinity and the Proposed Project would not result in a lowering of the groundwater table. A less than significant impact is identified, and no mitigation measures are recommended.
- c) Under existing conditions the Project Site predominantly drains from the northeast to southwest at an average slope of 0.8%. There are no storm drain facilities on site. A small portion of the site drains into Mill Street by way of a parkway drain. The roof of the main office building drains to down drains, four of which are located on the north wall. They currently discharge into an AC paved swale located between the building and the street right-of-way. This swale drains to the middle of the building and discharges into Mill Street by way of a parkway drain. There are no interceptor drains located in the southerly area of the site. Currently, storm water sheet flows over the southern property boundary onto the San Bernardino County Flood Control District's Twin Creek Channel right-of-way and into the truck court area of a recently constructed industrial building to the south. An infiltration basin sized to 66,000 cubic feet with two inlets would be constructed as part of the Proposed Project in the southwesterly corner of the property. Overflow would discharge to the Twin Creek Channel. The existing parkway drain will remain in place and all other surface flows would drain in a similar pattern as existing, to the infiltration basin. The proposed site drainage would not result in alteration of the course of a stream or river in a manner which would result in substantial erosion or siltation on- or off-site. No impact is identified.
- d) As described in Section IX(c) above, the Proposed Project includes construction of an onsite infiltration basin with a design capacity of 66,600 cubic feet. In the event of a significant storm event, excess storm flows would be discharged from the detention basin to the adjacent San Bernardino County Flood Control Channel. The Project would not increase the rate or amount of runoff in a manner which would result in flooding on- or off-site. No impact is identified, and no mitigation measures are recommended.
- e) A Draft Water Quality Management Plan (WQMP) for the Proposed Project was prepared by W. J. McKeever, Inc. (April 2016). As described in the WQMP the Proposed Project will create exposed surfaces for runoff; runoff from this exposed surface is expected to contribute pollutants including petroleum hydrocarbons and bacterial indicators that are routinely detected in pavement runoff. Additionally, perimeter and parking lot landscaping may contribute petroleum hydrocarbons and solvents. The Project Site's runoff will be conveyed to a Contec™ underground infiltration system for water quality treatment. BMPs included in the WQMP include drainage inserts, regular inspection of the infiltration system, and regular maintenance and cleaning to ensure proper water quality treatment. A less than significant impact is identified, and no mitigation measures are recommended.
- f) Development of the Proposed Project would disturb more than one acre of soil; therefore, the Proposed Project is subject to the requirements of the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). As discussed in Section IX(a) above, the project would comply with the State's general construction and implement a SWWP. Additionally, as described in Section IX(e) above, a draft WQMP with BMPs has been developed for the proposed project; the final WQMP would be implemented with project

approval. It is not anticipated that additional measures will be necessary to address water quality. No impact is identified, and no mitigation measures are recommended.

- g) The Project Site is not located within a flood zone as identified in Figure S-1 of the City's General Plan or in Federal Emergency Management Agency Flood Insurance Rate Map Panel (Map Number 06071C8683H). The Proposed Project is not located within a 100-year flood hazard area and does not include the development of housing. No impact is identified, and no mitigation measures are recommended.
- h) The Project Site is not located within a 100-year flood hazard area. The proposed development is not anticipated to impede or redirect flood flows. No impact is identified, and no mitigation measures are recommended.
- i) Flood inundations resulting from the failure of the Seven Oaks Dam is a potential hazard in the General Plan. According to General Plan Figure S-2, the Project Site is located within the flood limits of the Seven Oaks Dam should dam failure occur. The dam is northeast of the Project Site (northeast of the City of Highland) and has been designed to withstand a maximum 8.0 magnitude earthquake event. Due to the design, maintenance, and operation of the dam, it is not likely that dam failure would occur. For the reasons stated above, less than significant impacts are anticipated and no mitigation measures are recommended.
- j) The Project Site is not located in a coastal area. No large bodies of water or water storage facilities exist within the area; therefore, impacts from a seiche and tsunami are not anticipated. No impact is identified, and no mitigation measures are recommended.

|                                |   |                              |           |
|--------------------------------|---|------------------------------|-----------|
| Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--------------------------------|---|------------------------------|-----------|

**XI. LAND USE AND PLANNING – Would the project:**

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be developed within the Hillside Management Overlay District?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Be developed within Foothill Fire Zones A, B,  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

|   | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact        | No Impact                |
|---|--------------------------------|---|-------------------------------------|--------------------------|
| or C as identified in the City's General Plan?  |                                |   |                                     |                          |
| f) Be developed within the Airport Influence Area as adopted by the San Bernardino International Airport Authority? | <input type="checkbox"/>       | <input type="checkbox"/>                            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Other:   | <input type="checkbox"/>       | <input type="checkbox"/>                            | <input type="checkbox"/>            | <input type="checkbox"/> |

Discussion:

- a) The Proposed Project is the development of an approximately 12.58-acre waste and recycling vehicle collection facility to accommodate existing City operations. The Project Site is located within the urban built-up core of the City in an area designated for Commercial Heavy development in the City's General Plan. The Commercial Heavy designation allows for a variety of commercial uses including: large scale, regional serving retail and service uses and limited commercial and industrial uses that are characterized by an extensive use of outdoor or indoor space for their sales, service, and/or storage. Implementation of the project would not physically divide an established community; therefore no impacts are anticipated.
- b) The Proposed Project is the development of an approximately 12.58-acre waste recycling and collection vehicle facility to accommodate existing City operations. The proposed development is consistent with the Commercial Heavy land use designation of the City's General Plan; no conflict with the General Plan is anticipated and no impacts are anticipated.
- c) No Natural Community Conservation Plan (NCCP) areas or Habitat Conservation Plan (HCP) areas occur at the Project Site or in its vicinity as identified in the California Regional Conservation Plans map released by the California Department of Fish and Wildlife (CDFW August 2015). Development of the Proposed Project will not have an impact on either of these habitat conservation areas.
- d) According the General Plan, properties that contain areas of 15-percent slopes and greater are considered within the Hillside Management Overlay District (HMOD). The Project Site is relatively flat with elevations averaging approximately 1,006 feet above mean sea level (amsl) on the northeast corner to 998 feet amsl at the southwest corner (detention basin) as indicated in the Project Site Plan. The Project Site does not contain land forms with a 15-percent slope or greater and is not located within the General Plan HMOD. No impact is identified, and no mitigation measures are recommended.
- e) According to Figure S-9 of the General Plan, the Project Site is not located within a fire hazard area. Additionally, there are no adjacent wildlands to the Project Site. No impact is identified, and no mitigation measures are recommended.
- f) As shown in Figure LU-4 of the General Plan, a portion of the Project Site occurs within the San Bernardino International Airport (SBIA) influence area. The project will be reviewed for consistency with the Comprehensive Land Use Plan for the SBIA would ensure that impacts are less than significant.

| Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--------------------------------|---|------------------------------|-----------|
|--------------------------------|---|------------------------------|-----------|

**XII. MINERAL RESOURCES – Would the project:**

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?                | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Result in the loss of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Be located in a Mineral Resource Zone as adopted by the State Mining and Geology Board and identified in the City’s General Plan?                  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**Discussion:**

- a-b) The Project Project will demand aggregate resources during construction. Steel, wood, concrete, and asphalt will be required as part of the construction. These resources are commercially available in the southern California region without any constraint and no potential for adverse impacts to the natural resources base supporting these materials is forecast to occur over the foreseeable future. The project demand for mineral resources is less than significant due to the abundance of available local aggregate resources. A less than significant impact is identified, and no mitigation measures are recommended.
- c) The Project Site occurs within Mineral Resource Zone MRZ-2 as adopted by the State Mining and Geology Board and as identified in Figure NRC-3 of the General Plan. The primary goal of mineral resource classification is to identify regionally significant mineral deposits in an effort to conserve and develop them for anticipated aggregate production needs of the region. The MRZ-2 areas indicate the existence of construction aggregate deposits that meet certain State criteria for value and marketability based solely on geologic factors. By statute, the Board does not utilize existing land uses as a criterion in its classification of Mineral Resources Zones. Based on the urbanized location of the site and its size, mining would not be feasible and therefore the Proposed Project would not result in the loss of availability of a known mineral resource that could be developed. No impact is identified, and no mitigation measures are recommended.

| Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>With<br>Mitigation<br>Incorporation | Less Than<br>Significant<br>Impact | No<br>Impact |
|--------------------------------------|---|------------------------------------|--------------|
|--------------------------------------|---|------------------------------------|--------------|

**XIII. NOISE** – Would the project result in:

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the City’s General Plan or Development Code, or applicable standards of other agencies?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundbourne noise levels?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) For a project located within an airport land use plan or Airport Influence Area, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Other:  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |

**Discussion:**

- a) Noise can be measured in the form of a decibel (dB), which is a unit for describing the amplitude of sound. The predominant rating scales for noise in the State of California are the Equivalent-Continuous Sound Level ( $L_{eq}$ ), and the Community Noise Equivalent Level (CNEL), which are both based on the A-weighted decibel (dBA).  $L_{eq}$  is defined as the total sound energy of time-varying noise over a sample period. CNEL is defined as the time-varying noise over a 24-hour period, with a weighting factor of 5 dBA applied to the hourly  $L_{eq}$  for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and 10 dBA applied to events occurring between 10:00 p.m. and 7:00 a.m. defined as sleeping hours). The State of California’s Office of Noise Control has established standards and guidelines for acceptable community noise levels based on the CNEL and  $L_{dn}$  rating scales. The purpose of these standards and guidelines is to provide a framework for setting local standards for human exposure to noise. Residential development, schools, churches, hospitals, and libraries have a normally acceptable community noise exposure range of 60 dBA CNEL to 70 dBA CNEL. The City of San Bernardino Noise Ordinance (Section 19.20.030.15 of the Development Code) specifies the maximum acceptable levels of noise of residential uses in the City (no standards for industrial developments is provided). According to the ordinance, no exterior noise level shall exceed 65dBA and no interior noise level shall exceed 45dBA in residential areas.

Parcels to the east and west are zoned for commercial heavy development, parcels to the north include both commercial heavy and public facilities zoning, and parcels to the south include industrial light and flood control. The closest sensitive receptor is the Soar Charter Academy located on the north side of Mill Street; all other development in the vicinity of the Project Site is light industrial or heavy commercial in nature. Noise generated by operation of the facility, including collection trucks, transfer trucks, and operation of on-site machinery is not anticipated to substantially increase ambient noise levels. Mill Street is a major arterial generating traffic noise up to 70 CNEL within its right-of-way and is the biggest noise generator in the vicinity. Less than significant impacts are anticipated and no mitigation measures are recommended.

- b) Construction and post-construction activities of the Proposed Project would not require the use of equipment that would generate excessive ground borne vibration or ground-borne noise levels. Less than significant impacts would result.
- c-d) The Proposed Project is anticipated to generate short-term construction noise. Residential development occurs approximately 700-feet to the west of the Project Site and construction activities are not anticipated to create excessive noise or noise levels in excess of standards established in the City’s General Plan or Development Code affecting residential uses. Similarly, no significant long-term impacts are anticipated because the Proposed Project would be consistent with the General Plan and existing surrounding land uses (i.e. existing commercial heavy development). The project proponent would be required to comply with the City noise ordinance during construction. A less than significant impact would result.
- e) As shown in Figure LU-4 of the City’s General Plan, the Project Site occurs on the westernmost boundary of the San Bernardino International Airport (SBIA) Influence Area. The project will be evaluated for consistency with the Comprehensive Land Use Plan for the SBIA would ensure that impacts are less than significant.

| Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--------------------------------|---|------------------------------|-----------|
|--------------------------------|---|------------------------------|-----------|

**XIV. POPULATION AND HOUSING – Would the project:**

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

Discussion:

- a) The Proposed Project will create temporary construction jobs anticipated to be filled from the local area. Development of the Proposed Project would not result in substantial growth that was not already anticipated in the General Plan and evaluated in the City’s General Plan EIR. The Project Site is served by existing public roadways and utility infrastructure exists to serve the property. As such, implementation of the Proposed Project would not result in significant direct or indirect growth in the area. No impact is identified, and no mitigation measures are required.
- b) The Project Site is the currently vacant former Barrs Lumber Yard. The Proposed Project would not reduce the number of existing housing units, displace people, or necessitate the construction of replacement housing elsewhere. No impact is identified, and no mitigation measures are required.

| Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>With<br>Mitigation<br>Incorporation | Less Than<br>Significant<br>Impact | No<br>Impact |
|--------------------------------------|---|------------------------------------|--------------|
|--------------------------------------|---|------------------------------------|--------------|

**XV. PUBLIC SERVICES**

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

Discussion:

- a) **Fire Protection:** The City of San Bernardino Fire Department provides fire protection and emergency medical services to the Project Site and vicinity. The Fire Department provides emergency medical care (with emergency medical Team personnel and paramedics), “HazMat” (hazardous materials) teams and resources, and aircraft rescue and firefighting services. The Fire Department also conducts fire safety inspections of businesses, and educates the public about safety measures through school and disaster preparedness programs.

The City of San Bernardino has an auto-aid agreement with the Rialto Fire Department, Colton Fire Department, San Bernardino County Fire Department, Loma Linda Fire Department, and San Manuel Fire Department. Additionally, the City of San Bernardino is part of the state’s

mutual aid system with fire departments throughout the state. This system also includes the California Department of Forestry and the U.S. Forest Service.

Fire personnel from stations currently open in the City would respond to calls placed to Fire Dispatch for fire or medical aid.

The Proposed Project is considered “in-fill” development as it is located in an urbanized area that occurs within the existing fire service area. Therefore, the Project is not anticipated to have a significant impact on fire service response times. Developer impact fees are collect at the time of building permit issuance to provide necessary service increases associated with growth and development. Less than significant impacts related to fire protection services are identified, and no mitigation measures are recommended.

Police Protection: Law enforcement and crime prevention services are provided by the San Bernardino Police Department. (SBPD) Police services provided include patrol, investigations, traffic enforcement, forensics, and community service officers. The San Bernardino Police Department consists of three divisions: Patrol, Investigation, and Services.

The SBPD Patrol Division patrols an area of about 60 square-miles which includes a mix of industrial, commercial, planned unit developments, high density and rural, unimproved land. This division provides general law enforcement and serves around-the-clock. The Project Site would receive patrol services from the Patrol Division southeast district.

The Proposed Project is considered “in-fill” development and is not anticipated to have a significant impact on existing Police services. Developer impact fees are collect at the time of building permit issuance to provide necessary service increases associated with growth and development. Less than significant impacts related to police protection services are identified, and no mitigation measures are recommended.

Schools: The Proposed Project would not create a direct demand for public school services. Construction employees are anticipated to come from the local area and future employees would be relocated from the existing City of San Bernardino yard. As such, the development itself would not generate any new school-aged children requiring public education. The Proposed Project is not expected to draw significant new residents to the region or indirectly generate additional school-aged children; thus, the Proposed Project would not result in the need to construct new school facility or require physical alteration to existing facilities. No impact is identified, and no mitigation measures are proposed.

Parks of Recreational Facilities: The Proposed Project does not propose any type of residential use or other land use that may generate a population that would increase the use of existing neighborhood and regional parks or other recreation facilities in the vicinity. Accordingly, implementation of the Proposed Project would not result in an increased use or substantial physical deterioration of an existing neighborhood or regional park. No impact is identified, and no mitigation measures are proposed.

Other Government Services: The Proposed Project is not expected to result in demand for other public facilities/services, such as libraries, community recreation centers, and/or animal shelter. Implementation of the Proposed Project would not adversely affect other public facilities or require the construction of new or modified facilities. Less than significant impacts are anticipated and no mitigation measures are recommended.

|                                |   |                              |           |
|--------------------------------|---|------------------------------|-----------|
| Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--------------------------------|---|------------------------------|-----------|

**XVI. RECREATION**

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

Discussion:

- a) No residential use or other land use that may generate a population that would increase the use of existing neighborhood or regional parks or other recreational facilities are proposed. Accordingly, implementation of the Proposed Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park. No impact is identified, and no mitigation measures are recommended.
- b) The Proposed Project does not include recreation facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. No impact is identified, and no mitigation measures are recommended.

|                                |   |                              |           |
|--------------------------------|---|------------------------------|-----------|
| Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--------------------------------|---|------------------------------|-----------|

**XVII. TRANSPORTATION/TRAFFIC – Would the project:**

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

|   | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact                           |
|---|--------------------------------|---|------------------------------|-------------------------------------|
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/>       | <input type="checkbox"/>                            | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?          | <input type="checkbox"/>       | <input type="checkbox"/>                            | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| e) Result in inadequate emergency access?   | <input type="checkbox"/>       | <input type="checkbox"/>                            | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| f) Result in inadequate parking capacity?   | <input type="checkbox"/>       | <input type="checkbox"/>                            | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?                                | <input type="checkbox"/>       | <input type="checkbox"/>                            | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| h) Other:   | <input type="checkbox"/>       | <input type="checkbox"/>                            | <input type="checkbox"/>     | <input type="checkbox"/>            |

Discussion:

- a) The potential impacts to local streets due to the relocation of the refuse and recyclable collection vehicles from the City of San Bernardino Public Works Yard to the Project Site was evaluated by Hernandez, Kroone & Associates in a letter report (April 14, 2016). Hernandez, Kroone & Associates determined that a Traffic Impact Analysis was not warranted.

The City of San Bernardino currently operates its waste and recycling collection fleet from the existing City Public Works Yard located at 182 South Sierra Way. The proposed Burrtec collection yard is located approximately two blocks south of the City Public Works Yard. The existing City collection fleet services the majority of the residential and commercial customers of the City of San Bernardino. Burrtec services the remainder of the City from a collection yard located at 5455 Industrial Parkway in the northwest area of the City. All waste and recyclables collected by both the existing City fleet and Burrtec's local routes use the East Valley Recycling and Transfer facility (EVRT) for disposal. EVRT is located at 1150 South Tippecanoe Avenue. The relocation of the City fleet to the Project Site would not result in major modifications to existing collection routes; therefore, no new truck trips would result from the relocation of the City fleet to the Burrtec facility located two blocks south of the Public Works Yard.

Trip generation of the proposed project was calculated based on vehicle trip estimates for the existing City-operated waste facility. The existing operations are described as follows:

- Normal business hours for collection operations are Monday through Friday. A few commercial collection routes operate on Saturdays with the facility closed on Sundays.
- Route trucks typically leave the site between 5:00 a.m. and 7:00 a.m. They remain on their routes until the end of the day unless they return to the yard for repairs.

- Residential and commercial collection trucks operate two routes per day. The morning route typically ends around 10:00 a.m. when the trucks dump their load th EVRT. They then start their afternoon route that typically ends between 3:00 p.m. to 4:00 p.m. they again dump their load at EVRT and return to the yard.
- Roll off trucks and support vehicles (bin and toter delivery trucks) leave the yard around 6:00 a.m. and return between 3:00 p.m. and 4:00 p.m. They may also return to the yard two to three times a day to drop off or pick up bins and containers.
- Residential routes are standardized with the fleet picking up a different area of the City each business day. Commercial routes are also standardized. Roll off truck routes will vary depending upon customer locations. Toter delivery routes typically follow the collection routes.
- Business office hours are Monday through Friday, 8:00 a.m. to 5:00 p.m.
- Visitors will come to the facility during regular office hours.
- Vendors delivering parts and supplies will come to the facility during regular business hours.
- Mechanics work overlapping shifts between 4:00 a.m. until 8:00 p.m. during regular business days (Monday through Friday) and from 5:00 a.m. until 3:00 p.m. on Saturdays.

Based on the above information Table 9 identifies the estimated trip generation expected to be generated by proposed operations at the Proposed Project.

**Table 9  
Vehicle Trip Estimate for  
Proposed Burrtec Facility at 111 E Mill Street**

| Opening Day <sup>1</sup>   |                       |             | Avg. Vehicles per Day | Round Trips/Vehicle <sup>2</sup> | Total One-Way Vehicle Trips <sup>3</sup> |
|----------------------------|-----------------------|-------------|-----------------------|----------------------------------|--|
| Route                      | Truck Type            | # Axles     |                       |                                  |  |
| Residential Collection     | Automated Side Loader | 3           | 28                    | 2                                | 56                                       |
| Commercial Collection      | Front End Loader      | 3           | 15                    | 2                                | 30                                       |
| Commercial Collection      | Roll Off              | 3           | 4                     | 4                                | 16                                       |
| Residential Bulky          | Flatbed               | 3           | 1                     | 4                                | 4  |
| Residential Toter Delivery | Box Van               | 2           | 1                     | 4                                | 4  |
| Truck Maintenance          | Service Truck         | 2           | 1                     | 4                                | 4  |
| R/W Maintenance            | Pick Up w/Trailer     | 2 + trailer | 4                     | 3                                | 12                                       |
| Route Supervisor           | Pick Ups              | 2           | 3                     | 4                                | 12                                       |
| Employee                   | Automobiles           | 95          | 2                     | 2                                | 190                                      |
| Visitors                   | Automobiles           | 2           | 20                    | 1                                | 20                                       |
| <b>Total Trips</b>         |                       |             |                       |                                  | <b>348</b>                               |

<sup>1</sup> The Opening Day trip estimate is the average trip estimate for the existing waste collection facility located at 182 South Sierra Way, San Bernardino.

<sup>2</sup> Round Trips/Vehicle is one circle of entering and leaving the facility per one vehicle

<sup>3</sup> Total One-Way Vehicle Trips is the total number of entering and leaving the facility for each vehicle type.

For traffic purposes, the AM peak hours are the hours with the highest number of project trips between 7:00 a.m. to 9:00 a.m. and the PM peak hours are the hour with the highest project trips between 4:00 p.m. to 6:00 p.m. according to the City of San Bernardino Traffic Study Guideline. Since the number of vehicle trips remains the same, the trip generation tables for the City's facility and for the proposed Burrtec site will be unchanged. The Proposed Project would not add 50 or more AM or PM peak hour two-way trips to the circulation system. As such, implementation of the Proposed Project is not anticipated to cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. A less than significant impact is identified and no mitigation measures are recommended.

- b) In the City of San Bernardino, the minimum acceptable level of service (LOS) is established at LOS C for roadways and LOS D for intersections. Hernandez, Kroone & Associates compared trip distribution associated with the proposed Burrtec yard to the existing City operation. The Trip distribution shows a minimal change in the distribution of vehicle trips during the AM and PM peak hours generated by the proposed facility compared to existing conditions. No impacts to level of service are identified. It is not anticipated that implementation of the proposed project would individually, or cumulatively exceed level of service standards established by the City. A less than significant impact is identified, and no mitigation measures are recommended.
- c) The Proposed Project will not have an impact on air traffic patterns. The Proposed Project's land use is consistent with existing surrounding development. No impact is identified, and no mitigation measures are recommended.
- d) Development of the Project Site includes the dedication and construction of Mill Street to its ultimate half-width. Additionally, a new main entrance would be constructed to align site access with the signalized intersection of E. Mill Street and S. Sierra Way. This would allow collection trucks safe ingress and egress using the signalized intersection. The existing entrance would serve as a right-in, right-out driveway and as secondary emergency access. The Proposed Project would not create substantial hazards due to a site design feature or incompatible uses. Onsite improvements are designed in accordance with the SBDC as outlined in section 19.20: Property Development Standards. No impact is identified, and no mitigation measures are recommended.
- e) Access into the Project Site will be available via a signalized access driveway at the intersection of Mill Street and Sierra Way. Secondary access, right-in right-out only, will be available at the existing site access east of Mill Street and Sierra Way. The Proposed Project includes 24- to 30-foot wide access roads in the designated employee and visitor parking areas. The Proposed Project plan incorporates adequate site access and no impact related to emergency access is anticipated. No impact is identified, and no mitigation measures are recommended.
- f) Parking will exceed the provisions of the City of San Bernardino Development Code Chapter 19.24, which requires one parking space for each 300 square feet of gross floor area for the office/administrative building (57 spaces required); 5 spaces plus one space for each 200 square feet gross floor area for the truck repair (83 required), and one parking space for each 750 square feet of gross floor area for the bin maintenance buildings (9 required). Total required parking would be 149 spaces and the Proposed Project is designed for 238 automobile parking spaces including seven (7) handicapped parking stalls. Additionally the Proposed Project provides 126

collection truck parking spaces and 26 support vehicle parking spaces. No impact is identified, and no mitigation measures are recommended.

- g) Omnitrans Route 8 travels on Mill Street between Sierra Way and Tippecanoe Avenue. There are no bus stops in the immediate vicinity of the Project Site. No impact to the bus route is anticipated as a result of Proposed Project. No mitigation measures are recommended.

| Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--------------------------------|---|------------------------------|-----------|
|--------------------------------|---|------------------------------|-----------|

**XVIII. UTILITIES AND SERVICE SYSTEMS –**

Would the project:

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

Discussion:

- a-e) The Proposed Project will connect to an existing sewer line within the Mill Street right-of-way that is operated by the City of San Bernardino. Wastewater treatment service is provided by the City of San Bernardino Municipal Water Department. The San Bernardino Municipal Water Department is required to operate all of its treatment facilities in accordance with the waste treatment and discharge standards and requirements as set forth by the Regional Water Quality Control Board. The Proposed Project would not install or utilize septic systems or alternative wastewater treatment systems; therefore, the Project would have no potential to result in exceedances of the applicable wastewater treatment requirements established by the Regional Water Quality Control Board. No impact is identified, and no mitigation measures are recommended.
- b) The San Bernardino Municipal Water Department operates two wastewater treatment plants. Flows from the Margaret H. Chandler Water Reclamation Plant are subsequently treated at the Colton/San Bernardino Rapid Infiltration and Extraction Tertiary Treatment Facility prior to discharge to the Santa Ana River. The plants have capacities of 33 MGD and 40MGD. Both plants will require expansion to meet General Plan buildout of the City. The Proposed Project is part of the General Plan build out conditions and adequate wastewater treatment capacity currently exists to serve the project. Therefore the project would not require the construction of new or expanded treatment facilities. No impact is identified, and no mitigation measures are recommended.
- c) Under existing conditions the Project Site predominantly drains from the northeast to southwest at an average slope of 0.8%. There are no storm drain facilities on site.

An infiltration basin sized to 66,000 cubic feet with two inlets would be constructed as part of the Proposed Project in the southwesterly corner of the property. Overflow would discharge to the Twin Creek Channel. The existing parkway drain will remain in place and all other surface flows would drain in a similar pattern as existing, to the infiltration basin. Implementation of the Proposed Project is not anticipated to require construction of new storm water drainage facilities or expansion of existing facilities that would result in or cause significant environmental effects. No impact is identified, and no mitigation measures are proposed.

- d) The San Bernardino Municipal Water Department (SBMWD) provides domestic water service in the City. The SBMWD serves an area of approximately 43 square miles with 35,246 service connections. The Department produces over 497 gallons per capita per day, with the average metered consumption of 330 gallons per capita per day. Currently, the SBMWD available groundwater supply is approximately 49,460 acre-feet per year or 16.1 billion gallons per year.

The San Bernardino Valley Municipal Water District (SBVMWD) was formed in 1954 to plan long-range water supply for the San Bernardino Valley. It imports water into its service area through participation in the California State Water Project and manages groundwater storage within its boundaries. SBVMWD covers about 325 square miles and includes the cities and communities of San Bernardino, and other cities within the region.

Based on water usage at a similarly sized facility located in the City of Fontana, the Proposed Project is anticipated to require approximately 12.39 acre feet of water per year. However it should be noted that this usage will not be a new demand on existing water supplies as the project will replace the water demand at the City's existing waste and refuse collection vehicle yard. Ultimately, the Proposed Project's water supply requirements will be assessed during

City's project review and approval process. The applicant would be required to pay fees for service connection to the SBMWD's water distribution system. No impact is anticipated.

f/g) Solid waste disposal services for the Project Site will be provided by Burrtec Waste Industries. According to the California Integrated Waste Management Board's waste generation factors, the Proposed Project is anticipated to generate approximately 558 pounds of daily waste or approximately nine pounds per employee per day. Materials that are not recycled in compliance with Intergraded Waste Management Act (AB 939) are taken to one of two regional landfills in the valley (San Timoteo: permitted until 2026 or Mid-Valley: permitted until 2033). It is anticipated that the existing solid waste provider can provide service to the project site. No impact is anticipated.

|                                      |   |                                    |              |
|--------------------------------------|---|------------------------------------|--------------|
| Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>With<br>Mitigation<br>Incorporation | Less Than<br>Significant<br>Impact | No<br>Impact |
|--------------------------------------|---|------------------------------------|--------------|

**XIX. MANDATORY FINDINGS OF SIGNIFICANCE**

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

Discussion:

a) Mitigation Measures and Conditions of Approval would be applied to the Proposed Project to address potential impacts to Cultural Resources, Hydrology and Water Quality, and Hazard and Hazardous Materials. Implementation of the Proposed Project is not anticipated to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or 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. Adherence with the avoidance, minimization, and mitigation measures discussed within this Initial Study will reduce all potential impacts to levels less than significant level.

b) Cumulative impacts are defined as two or more individual affects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period. The CEQA Guidelines, Section 15130 (a) and (b), states:

(a) Cumulative impacts shall be discussed when the project's incremental effect is cumulatively considerable.

(b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project. The discussion should be guided by the standards of practicality and reasonableness.

Impacts associated with the Proposed Project would not be considered individually adverse or unfavorable. Potential Cumulative impacts related to Air Quality and Greenhouse Gasses are addressed in the Initial Study Sections III and VIII respectively. Implementation of Mitigation Measures CR-1, CR-2 and HAZ-1 would ensure that cumulative impacts are reduced to a level less than significant.

c) The development of the Project Site as proposed would not cause adverse impacts on humans, either directly or indirectly. Therefore, no substantially adverse effects on human beings are foreseen by the development of the Proposed Project. No impact is anticipated.

## 4.0 REFERENCES

The following references cited in the Initial Study are on file in the City of San Bernardino, Community Development Department, Planning Division.

1. City of San Bernardino General Plan, November 1, 2005.
2. San Bernardino General Plan Update and Associated Specific Plans EIR, The Planning Center, July 25, 2005
3. City of San Bernardino Development Code, Revised January 2013
4. Envirocare Consulting, Inc., January 28, 2016. Hazardous Materials Survey Report Vacant Commercial Buildings 111 East Mill Street. Prepared for Burrtec Waste Industries, Inc.
5. Hernandez & Kroone Inc., Trip Generation and Distribution letter to the City of San Bernardino, dated April 14, 2016
6. LOR Geotechnical Group, Inc. March 3, 2015. Phase I Environmental Site Assessment 111 East Mill Street and 125 and 127 West Mill Street APNs 0136-321-50 & 0136-472-11, -12, and -15 San Bernardino. Prepared for Burrtec Waste Industries, Inc.
7. South Coast Air Quality Management District, CEQA Air Quality Handbook
8. Natural Resources Soil Conservation Service Web Soil Survey:  
<http://websoilsurvey.nrcs.usda.gov>

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