

**CITY OF SAN BERNARDINO  
INITIAL STUDY**

**RIDGE SAN BERNARDINO ONE INDUSTRIAL PROJECT**

**Project Description and Location:**

The proposed Ridge San Bernardino ONE Industrial Project is located between Cajon Boulevard and Cajon Creek. Two proposed warehouse development buildings will be located just northwest and southwest of Institution Road/Palm Avenue intersection, just outside the Verdernont portion of the City of San Bernardino, California. Building One, which is located northwest of Institution Road/Palm Avenue, its latitude is 34° 11' 13.1" North and the longitude is 117° 22' 00.3" West. This site is bounded by a former County landfill and on the west by an above-grade Southern Pacific Railroad. Building Two, located southwest of Institution Road, its latitude is 34° 11' 05.7" North and the longitude is 117° 21' 52.0" West. The proposed site for Building Two is bounded on the south by the Metropolitan Water District and San Gabriel Valley Municipal Water District aqueducts and on the west by an above-grade Southern Pacific Railroad. The project site has a high elevation of 1694 feet with a low elevation of 1649 feet with a slope of 2.2 percent. The proposed site plan shows Building One has a total of 325,920 square feet and Building Two has 385,775 square feet totaling 711,695 square feet on 38.4 net acres that are part of the previously approved Cajon Creek Specific Plan (Planning Areas G and H). Furthermore, Building One has 313 standard parking stalls, 8 handicapped (ADA) parking stalls, and 40 truck trailer parking stalls. Building Two has 227 standard parking stalls, 8 ADA parking stalls, and 106 truck trailer stalls. However, it is possible Building Two may increase up to 400,000 square feet so this Initial Study will examine a maximum project size of 726,000 square feet. The site is vacant and has not been previously developed. It consists of San Bernardino County Assessor's Parcel Numbers 026-205-142 and 026-205-141.

**November 11, 2016**

**PREPARED BY:**

LSA Associates, Inc.  
1500 Iowa Avenue, Suite 200  
Riverside, California 92507  
(951) 781-9310

LSA Project Number RDD1601

**PREPARED FOR:**

City of San Bernardino  
Community Development Department, Planning Division

**REVIEWED BY:**

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

---

---

The California Environmental Quality Act (CEQA) requires the preparation of an Initial Study when a proposal must obtain discretionary approval from a governmental agency and is not exempt from CEQA. The purpose of the Initial Study is to determine the most appropriate CEQA compliance document for the proposed action, either a Negative Declaration/Mitigated Negative Declaration (ND/MND) or an Environmental Impact Report (EIR). If a previous EIR has been prepared for a project, then an Initial Study can be used to determine if an Addendum to the previous EIR can be prepared, or whether a more extensive Supplemental or Subsequent EIR must be prepared.

1. **Project Title:** Ridge San Bernardino ONE Industrial Project
2. **Lead Agency Name:** City of San Bernardino  
**Contact Person:** Oliver Mujica  
City of San Bernardino  
Planning Division
3. **Phone Number:** (909) 384-5057 ext. 3332
4. **Project Location (Address/Nearest cross-streets):** The proposed Ridge San Bernardino ONE Industrial Project is located at between Cajon Boulevard and Cajon Creek just north and south of the intersection of Institution Road/Palm Avenue in the City of San Bernardino, California. The two sites are found on page 545 of the San Bernardino County Thomas Brothers Map Book. Site one is located in Township 1 North, Range 5 South, latitude 34° 11' 13.1" North and longitude 117° 22' 00.3" West. Site two is located in Township 1 North, Range 5 South, latitude 34° 11' 05.7" North, and longitude 117° 21' 52.0" West. The site comprises San Bernardino County Assessor's Parcel Numbers 026-205-142 and 026-205-141.
5. **Project Sponsor:** Ridge Development Company,
6. **Sponsor Address:** 2211 Michelson Drive, Suite 650, Irvine, CA 92612
7. **General Plan Designation:** The proposed sites are designated for Light Industrial uses under the approved Cajon Creek Specific Plan (CCSP). Due to high accessibility, portions of the planning areas can be developed with gasoline service stations, convenience stores, and other similar uses. Permitted uses include automotive and equipment, light manufacturing, warehouse/distribution centers, mini storage, and repair facilities conducted within enclosed structures. The industrial categories are intended to retain, enhance, and intensify existing uses and allow development of new industrial uses along major vehicular and rail transportation routes serving the City.
8. **Description of Project:** An Environmental Impact Report (EIR) was approved for the Cajon Creek Specific Plan (CCSP) in 1993 by the City's Common Council to comply with CEQA requirements (SCH# 90020908) (WCC 1993). The CCSP proposed industrial development and resource extraction on 1,392 acres of land just west of Interstate 215 (I-215) and just east of Glen Helen Regional Park. The CCSP is bounded by Cajon Boulevard (east), Cajon Creek (west), Glen Helen Parkway (north), and Cable Creek and the former Cajon Boulevard Landfill (south). The site is in the northwest portion of the City and is currently owned by Calmat Land Company.

In the CCSP, Planning Areas A and B were planned for light and heavy industrial uses, and were developed in 2005 as industrial warehouses. Development of Planning Areas A and B is consistent with the CCSP, and was developed at 29 percent coverage compared to the maximum allowable 50 percent coverage for this land use category. Therefore, these areas have been developed at considerably less intensity than was originally contemplated and studied in the CCSP EIR. Ridge Development Company is currently proposing development of up to approximately 726,000 square feet of industrial warehouse uses on 47.4 gross acres of land (includes a Caltrans detention basin) that represent Planning Areas G and H of the CCSP, as shown in Table A.

**Table A: Cajon Creek Specific Plan Land Uses, Planning Areas G and H**

Planning Area	Net Size (acres)	Designated Land Uses
G	25.1	Light Industrial
H	22.3	Light Industrial
Subtotal	47.4	
CCSP Total	1,392.0	

Source: Table 1, Calmat Cajon Creek Specific Plan Land Uses (page 46)

Table B, *Planning Area Allowable Land Use Summary*, of the CCSP (page 49) indicates that automotive and equipment fleet storage and light equipment repairs, gasoline sales, manufacturing/light industrial, research and development and mini-warehouse and light wholesaling storage and distribution are allowed as ultimate developed uses in both Planning Areas (G and H). Therefore, the proposed warehouses are consistent with the long-range development plans for the property, as outlined in the CCSP.

The CCSP outlined development potential for a total of approximately 7 million square feet of industrial development on 334 net acres (at 50% coverage) with a total of at least 745 acres to be used for mineral extraction over the long term. An additional 80 acres was to be used over the short term for mineral extraction. To date, approximately 3.45 million square feet of industrial development has occurred on 194 acres within the CCSP land (Planning Areas A, B, D, E, and F). Even if the remaining 158 acres that could support industrial development were built to maximum intensity (50% coverage), the entire CCSP will not build out at its maximum planned development, as shown in Table B.

**Table B: Build Out of the Cajon Creek Specific Plan**

Planning Areas	Planned <sup>1</sup> Land Uses	Total Acres	Built or Proposed		Future Planned in the CCSP <sup>1</sup>	
			Acres	Square Feet	Acres	Square Feet
A, B	LI and HI	113.0	113.0	1,585,186	—	—
D, E, F	LI and HI <sup>2</sup>	62.9	81.3	1,864,590	—	—
C	HI	6.0	—	—	6.0	130,680
G	LI	25.1	—	325,920	25.1	546,680
H <sup>3</sup>	LI	22.3	—	385,775 <sup>3</sup>	22.3	485,700
I	HI	34.8	—	—	34.8	758,000
J	HI	14.0	—	—	14.0	304,920
K	LI	36.0	—	—	36.0	784,000
L	LI	20.0	—	—	20.0	435,600
L-P <sup>4</sup>	—	1,058	—	—	—	—
<b>Total (coverage)</b>		<b>1,392.0</b>	<b>194.3</b>	<b>4,161,471 (50%)</b>	<b>158.2</b>	<b>3,445,600 (50%)</b>

Source: Interpolated from CCSP Table 2

<sup>1</sup> LI = Light Industrial, HI = Heavy Industrial, future uses estimated at 50% coverage (max)

<sup>2</sup> Current designations are D = HI, E = LI, and F = HI

<sup>3</sup> Proposed Site Plan shows 385,775 square feet but Initial Study examines a worst case estimate of 400,000 square feet

<sup>4</sup> Includes construction materials user park, plant site, and open space (+110.5 acres in Area L)

The Ridge San Bernardino ONE Industrial Project proposes to develop a maximum of approximately 726,000 square feet of new warehouse space in two buildings with an estimated 41% and 43% net site coverage, respectively (not including the Caltrans detention basin) based on the proposed site plan. The project site comprises 38.4 net acres respectively. The site plan shows two detention basins along each of the southern portions of the proposed project sites that occupy acres of land.

The proposed development represents Planning Areas G and H of the CCSP and is consistent with the most recently approved version of that plan. Figure 1 identifies the regional location, Figure 2 shows an aerial photograph and surrounding land uses, Figure 3 shows site photographs, and Figure 4 illustrates the conceptual site plan.

### **Design Characteristics**

The following activities are being incorporated into the project design and project building plans to help minimize greenhouse gas (GHG) emissions and make the project very efficient in terms of resource use and conservation (e.g., energy, water, and solid waste), as outlined in the project GHG study (Appendix B):

- The project will meet Title 24 of the CCR established by the Energy Commission regarding energy conservation and green building standards.
- Exterior windows shall utilize window treatments for efficient energy conservation.
- Per CALGreen Code requirements, the project will install water-efficient fixtures and appliances, including but not limited to low-flow faucets and dual-flush toilets, which will reduce water consumption by 20 percent from the Building Standards Code baseline water consumption.
- Per CALGreen Code requirements, a Commissioning Plan shall be prepared and implemented for all building systems (e.g., heating, ventilation, and air-conditioning [HVAC], irrigation systems, lighting, and water heating). The Plan will be reviewed and approved by the City prior to the issuance of building permits.
- Per CALGreen Code, watering methods will be restricted to control runoff (e.g., prohibit systems that apply water to non-vegetated surfaces).

### **Construction and Building Materials**

The project will use locally produced and/or manufactured building materials for at least 10 percent of the construction materials.

The project will use “Green Building Materials” such as those materials that are resource efficient, and recycled and manufactured in an environmentally friendly way, for at least 10 percent of the project.

The project will limit unnecessary idling of construction equipment and vehicles to 5 minutes, which will reduce fuel consumption and GHG emissions.

The project will maximize the use of electricity from the power grid by replacing diesel- or gasoline-powered equipment. This will reduce GHG emissions because electricity can be produced more efficiently at centralized power plants.

### **Energy Efficiency**

Design the project building to exceed the California Building Code’s (CBC) Title 24 energy standard by 5 percent or more, including, but not limited to, any combination of the following:

- Increase insulation such that heat transfer and thermal bridging is minimized.
- Limit air leakage through the structure or within the heating and cooling distribution system to minimize energy consumption.
- Incorporate ENERGY STAR or better rated windows, space heating and cooling equipment, light fixtures, appliances, or other applicable electrical equipment.

Provide a landscape and development plan for the project that takes advantage of shade, prevailing winds, and landscaping.

Install efficient lighting and lighting control systems. Use daylight as an integral part of the lighting systems in buildings.

Install light-colored “cool” roof in conditioned areas and cool pavements where practical.

Install energy-efficient heating and cooling systems, appliances and equipment, and control systems.

Install solar or light-emitting diodes (LEDs) or equivalent for outdoor lighting.

The project shall use less than 3,900 Global Warming Potential (GWP) hydrofluorocarbon (HCF) refrigerants or natural refrigerants (ammonia, propane, carbon dioxide [CO<sub>2</sub>]) for refrigeration and fire suppression equipment.

**Water Conservation and Efficiency**

The project applicant will devise a comprehensive water conservation strategy appropriate for the project and its location which may include but not be limited to the following:

- o Install drought-tolerant plants for landscaping.
- o Use reclaimed water for landscape irrigation within the project if available. Install the infrastructure to deliver and use reclaimed water when available.
- o Install water-efficient irrigations systems, such as weather-based and soil-moisture-based irrigation controllers and sensors for landscaping according to the California Department of Water Resources Model Efficient Landscape Ordinance.

**Solid Waste**

Provide employee education readily available from the City and/or County about reducing waste and available recycling services.

**9. Surrounding Land Uses and Setting:** The project is located just west of I-215 north of the Muscoy area of the City. Surrounding land uses are largely industrial or resource conservation (aggregate extraction). The Cajon Creek is west of the site, which provides aggregate materials as well as flood control and biological habitat. Specific surrounding land uses are described in Table C.

**Table C: General Plan Designation and Land Uses**

Location	Land Use Designation	Land Uses
On site	IL	Under the CCSP, the site is zoned for Light Industrial. Site is currently vacant.
North	IL/IM	GP designates the area as Light Industrial uses and vacant land south of Shelter Way along Cajon Boulevard. Furthermore, a landfill is located directly north of project site on Cajon Blvd. GP also designates Heavy Industrial and CG-1 to the north of the project site.
South	IE/IM	GP designates area as Industrial Extractive (IE) along Cajon Boulevard. A small portion in the Industrial Extractive is designated as Heavy Industrial.
East	IL and IH	Mixture of light and heavy industrial uses adjacent to the project across Cajon Boulevard. The Southern Pacific and the AT&SF railroads pass along the east side of the site.
West	IH and IE	GP designates area for heavy and extractive industry (mining). The CCSP designates as a county landfill site and public flood control.

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

- City of San Bernardino Approval of Development Permit.
- City of San Bernardino Approval of Grading and Building Permit.
- Santa Ana Regional Water Quality Control Board, NPDES approval.

**Figure 1: Regional Location**

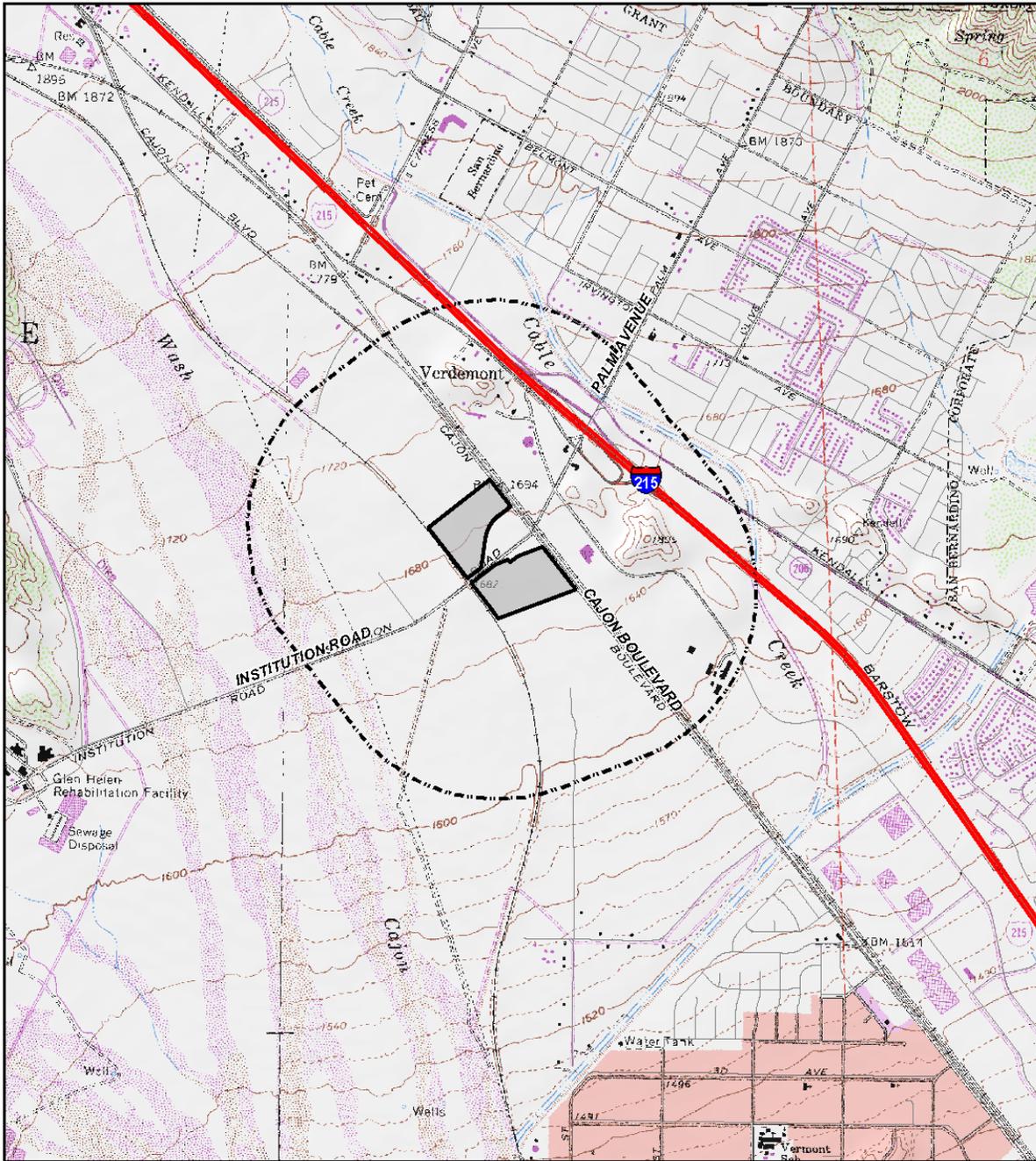


FIGURE 1

LSA



0 1000 2000  
 FEET

-  Project Boundary
-  1/2 Mile Buffer of Project

SOURCE: USGS 7.5' Quad: San Bernardino North, 1988, Devore, 1980; ESRI Streetmap, 2013.

I:\RDD1601\Reports\Cultural\RecordSearch.mxd (7/28/2016)

*Ridge San Bernardino*  
 Regional and Project Location

**Figure 2: Project Location and Surrounding Land Use**

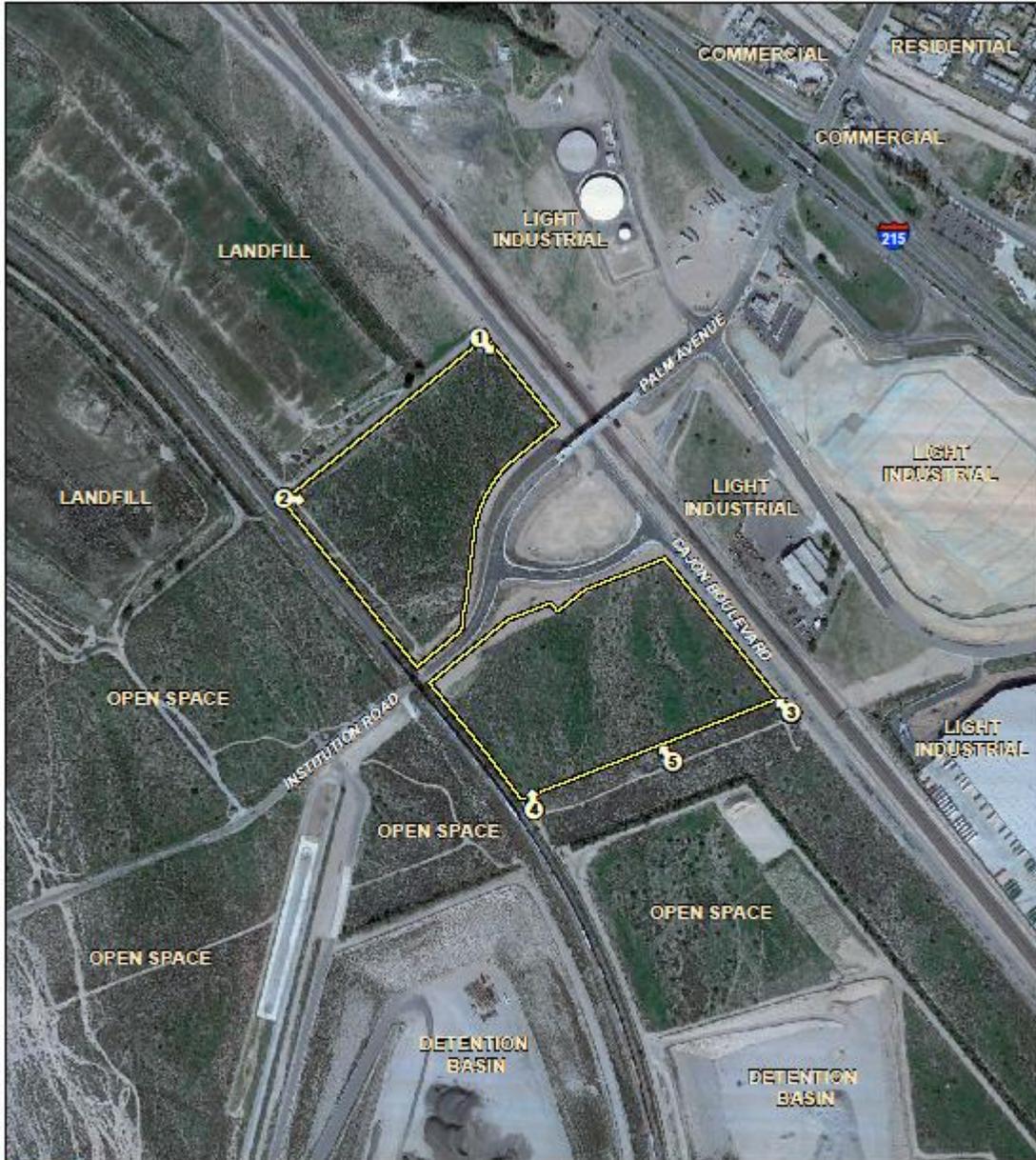


FIGURE 2

LSA



0 300 600  
FEET

SOURCE: Google Earth, 2016

I:\RDD\601\Reports\IS\fig2\_ProjectLU\_SitePhotos.mxd (9/9/2016)

- Project Boundary
- Photograph Location

Ridge San Bernardino

Project Location, Surrounding Land Use  
and Site Photograph Locations

**Figure 3: Site Photographs**



Photograph 1: *View looking southeast across site from north corner along Cajon Boulevard.*



Photograph 2: *View looking east from the west corner of the project.*



Photograph 3: *View looking northwest from the east corner of project.*



Photograph 4: *View looking north from the south corner of the project.*



Photograph 5: *View looking northwest from the southeast side of the project site.*

**LSA**

FIGURE 3

*Ridge San Bernardino  
Site Photographs*

I:\RDD1601\rc\ports\IS\fig3\_SitePhotos.cdr (09/09/2016)



FIGURE 4 (Revised)

LSA



NO SCALE

SOURCE: Herdmand Rierson Architecture + Design, Inc., 09/12/2016.

I:\RDD1601\Reports\IS\fig4\_SitePlan.cdr (11/21/2016)

Ridge San Bernardino  
Conceptual Site Plan

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

\* CCSP EIR addressed impacts to mineral resources in Land Use analysis.

\*\* CCSP EIR concluded construction and operational air quality impacts were significant

### Summary of Impacts

The CCSP EIR identified significant unavoidable impacts relative to biological resources (slender-horned spineflower and California gnatcatcher), air quality, and land use (incompatibility of Planning Areas A and B with mineral resource extraction). The preceding analysis indicates that impacts of the proposed Ridge San Bernardino ONE Industrial Project will have similar or less intense impacts than those anticipated under the CCSP EIR. A small amount of land with the potential for biological resources occurring on site will be developed, similar to light industrial uses on surrounding properties and elsewhere within the CCSP property. Due to the size of the project, air quality impacts will be significant, consistent with the conclusions of the CCSP EIR, and there are no new significant impacts in this regard. Potential impacts related to greenhouse gases, an impact related to significant air quality impacts, will in this case be reduced to less than significant levels by the implementation of proposed project design features.

### CEQA Process and Documentation

To substantiate the analysis and conclusions summarized in this document, LSA will prepare an Initial Study (IS) to compare the potential impacts of the proposed project to the impacts of the project addressed in the CCSP EIR, per *CEQA Guidelines* Section 15162 and 15164 (a)(3). In order for an Addendum to be prepared, the IS must find that there is no new information of substantial importance, which was not known and could not have been known with exercise of reasonable diligence at the time the previous EIR was certified. An Addendum may not be utilized if any of the following conditions apply:

- A. The project will have one or more significant effects not discussed in the previous EIR;
- B. Significant effects previously examined will be substantially more severe than identified in the previous EIR;
- C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measures or alternatives; or
- D. Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measures or alternatives.

The following analyses reviews the changes to the existing conditions that have occurred since the project EIR was prepared and certified. It also reviews any new information of substantial importance that was not known and could not have been known with exercise of reasonable diligence at the time the project EIR was certified. LSA is assuming existing environmental conditions on site have not substantially changed since the Final EIR

was prepared and certified. The materials in Sections I through XVII examine whether, as a result of any changes or any new information, a subsequent or supplemental EIR needs to be required. This examination includes an analysis of the provisions of Section 21166 of CEQA and Section 15162 of the *State CEQA Guidelines* and their applicability to the proposed project. The focus of the examination is on whether the certified EIR adequately addresses the impacts of the proposed project changes.

The following analysis will rely on use of the City-approved Environmental Checklist Form (Form), as suggested in Section 15063 (d)(3) of the *State CEQA Guidelines*. The Form is used:

To evaluate whether or not there are any new or more severe significant environmental effects associated with changes in circumstances under which the proposed project is undertaken that were not disclosed in the certified EIR; and

To review whether there is new information or circumstances that would require preparation of additional environmental documentation in the form of a subsequent or supplemental EIR or an Addendum.

Based on the analyses in Section I through XVII, and as summarized in Table D, an Addendum to the previously approved Cajon Creek Specific Plan EIR may be prepared as the most appropriate CEQA compliance document for the Ridge San Bernardino ONE Industrial Project currently being proposed by Ridge Development Company.

### Determination

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

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

That although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

That although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project. Therefore, an **Addendum** to the previously approved CCSP EIR (SCH# 90020908) will be prepared.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

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

**Table D: Summary of CCSP EIR Impacts to Proposed Project Impacts**

<b>CEQA Checklist Issue</b>	<b>CCSP EIR Conclusions</b>	<b>Initial Study Conclusions</b>
Proposed Project	CCSP covers 1,392 acres with potential for 7 million square feet of industrial development within 16 individual planning areas, Planning Areas A–P. Specific Planning Areas D, E, and F are identified as follows: Planning Area D [Heavy Industrial with Aggregate Processing] – 18.5 acres; Planning Area E [Light Industrial] – 14.0 acres; Planning Area F [Mineral Extraction/Heavy Industrial] – 51.0 acres	Up to 726,000 square feet of industrial warehouse space proposed on Planning Areas G and H (38 net acres)
I. Aesthetics	<p>Without Mitigation: Potentially Significant (visual resource and lighting)</p> <p>Mitigation:</p> <ol style="list-style-type: none"> <li>(1) Replanting per Reclamation Plan and Revegetation Plan</li> <li>(2) Screen views of processing equipment</li> <li>(3) Paint aggregate facilities non-intrusive colors to blend into surroundings</li> <li>(4) Direct all lighting downward to minimize off-site spillage</li> <li>(5) Use landscape screening along western boundary</li> <li>(6) Install earth berms and landscaping if extraction uses are adjacent to developed uses</li> </ol> <p>With Mitigation: <b>Less Than Significant</b></p>	<p><b>Less Than Significant</b> (with CCSP EIR Mitigation)</p> <p>The two industrial buildings proposed are consistent with potential development outlined in CCSP. Buildings will not block views and no scenic highways present. Additional light and glare but no additional mitigation required.</p>
II. Agriculture	Not addressed as a separate issue in the CCSP EIR.	<p><b>No Impact</b></p> <p>Site is not on prime or other mapped farmland, no agricultural zoning, and there are no Williamson Act contracts.</p>
III. Air Quality	<p>Without Mitigation: Significant (dust and light industrial emissions)</p> <p>Mitigation:</p> <ol style="list-style-type: none"> <li>(1) AQMD Rule 401 housekeeping requirements</li> <li>(2) AQMD BACT requirements on all facilities</li> <li>(3) AQMD Dust Control (Rule 402/403)</li> <li>(4) AQMD Regulation XIII compliance</li> <li>(5) Install berms and/or landscaping where mining is adjacent to developed uses</li> <li>(6) Access for aggregate mining and developed uses will be kept separate</li> <li>(7) Transportation Demand Management for all new development tenants</li> <li>(8) Provide rail access as available to reduce travel</li> </ol> <p>With Mitigation: <b>Significant</b></p>	<p><b>Less Than Significant</b> (With CCSP EIR Mitigation, compliance with applicable regulations and standards, and additional Mitigation Measures identified in the Initial Study).</p> <p>Mitigation Measures AQ-1 through AQ-8 per CCSP EIR</p> <p>Project will generate construction and operational air pollutants as outlined in the CCSP EIR.</p>
IV. Biological Resources	<p>Without Mitigation: Significant (potential impacts to spineflower if present)</p> <p>Mitigation:</p> <ol style="list-style-type: none"> <li>(1) Near-term and long-term conservation of 488 acres in Planning Area O. Reclamation of Planning Area P of 257 acres for long-term conservation.</li> <li>(2) Minimal disturbance of vegetation within Planning Area O and limited grading in Planning Area P.</li> <li>(3) No permanent structures in Planning Area P or</li> </ol>	<p><b>Less Than Significant</b> (With CCSP EIR Mitigation and compliance with Glen Helen Resource Management Plan)</p> <p>Recent survey has determined slender-horned spineflower is not present. Impacts to migratory birds and nesting birds are reduced to a less than</p>

**Table D: Summary of CCSP EIR Impacts to Proposed Project Impacts**

CEQA Checklist Issue	CCSP EIR Conclusions	Initial Study Conclusions
	<p>within Planning Area O 100-year floodplain.</p> <p>(4) Reseeding mined areas within Areas L, M, F, and processing plant areas in Area D, I, and N with natural components of Riversidean alluvial sage scrub.</p> <p>(5) Discovery of slender-horned spineflower will prompt salvaging efforts (seed collections, transplant, and marked out areas).</p> <p>With Mitigation: <b>Significant</b></p>	<p>significant level by compliance with current regulations and implementation of Mitigation Measures BIO-1 through BIO-3 consistent with previous CCSP EIR mitigation.</p>
V. Cultural Resources	Without Mitigation: <b>Less Than Significant</b>	<b>Less Than Significant</b>
VI. Geology and Soils	<p>Without Mitigation: Significant (earth movement)</p> <p>Mitigation:</p> <p>(1) No construction of habitable structures within Alquist-Priolo zones.</p> <p>(2) Structures conformance to Uniform Build Code and City building code standards and requirements.</p> <p>(3) Conduct site-specific geotechnical studies for liquefaction potential.</p> <p>(4) Slope design, erosion control, and drainage shall conform to geotechnical consultant recommendations.</p> <p>(5) Use of perimeter footings and floor slabs, re-compaction of near surface loose zones of soil.</p> <p>With Mitigation: <b>Less Than Significant</b></p>	<p><b>Less Than Significant</b> (With CCSP EIR Mitigation and compliance with applicable geotechnical and City recommendations).</p>
VII. Hazards and Materials	<p>Without Mitigation: Significant (On-site handling of fuels and hazardous materials)</p> <p>Mitigation:</p> <p>(1) Compliance with California requirements regarding transport, handling, and disposal of hazardous substances.</p> <p>(2) Aboveground storage tanks will be protected by a containment berm.</p> <p>(3) No bulk storage of fuels and oil in 100-year floodplain.</p> <p>(4) Calmat to obtain self-insurance and plans for accidents, spills, clean-ups, and damages.</p> <p>(5) Obtainment of Waste Discharge Permit from RWQCB.</p> <p>With Mitigation: <b>Less Than Significant</b></p>	<p><b>Less Than Significant</b> (With CCSP EIR Mitigation and compliance with applicable City and State standards and regulations.)</p>
VIII. Hydrology and Water Quality	<p>Without Mitigation: Significant (potential impacts to floodplain, surface hydrology)</p> <p>Mitigation:</p> <p>(1) No permanent structures (with exception of flood control structures) in Area P. Portable equipment will be removed or protected when surface flow is anticipated.</p> <p>(2) Installation of streambed stabilizer to protect Institution Road and MWD/SGVWD Aqueducts</p> <p>(3) Site design and drainage systems plans submitted</p>	<p><b>Less Than Significant</b> (With CCSP EIR Mitigation, compliance with applicable geotechnical and City recommendations, including Mitigation Measures HYD-1 and HYD-2 consistent with CCSP EIR mitigation and current regulations). Project applicant will obtain a Conditional Letter of Map Revision –</p>

**Table D: Summary of CCSP EIR Impacts to Proposed Project Impacts**

CEQA Checklist Issue	CCSP EIR Conclusions	Initial Study Conclusions
	<p>for review to City.</p> <p>(4) Discharge of surface runoff is subject to RWQCB regulations.</p> <p>(5) Implementation of construction-related erosion controlling techniques to minimize sediment movement on disturbed areas.</p> <p>(6) Process water from plants in Areas D and N will be reclaimed and reused.</p> <p>With Mitigation: <b>Less Than Significant</b></p>	<p>Fill (CLOMR-F) to raise project site out of 100-year floodplain prior to issuance of an occupancy permit.</p>
IX. Land Use and Planning	<p>Without Mitigation: Significant (Inconsistencies with land use)</p> <p>Mitigation:</p> <p>(1) Amendment of Land Use Element of City of San Bernardino General Plan.</p> <p>(2) Establishment of regulations for each Specific Plan mining area.</p> <p>(3) Industrial areas shall be developed in accordance with Design Guideline’s requirements for landscaping and setbacks.</p> <p>With Mitigation: <b>Less Than Significant</b></p>	<p><b>Less Than Significant</b> (With CCSP EIR Mitigation and compliance with applicable regulations and standards).</p>
X. Mineral Resources	<p>Not addressed as a separate issue in EIR; however, addressed under Land Use.</p> <p>From Land Use Section:</p> <p>Without Mitigation: Significant (Loss of State regionally-significant construction aggregate resources)</p> <p>Mitigation: No feasible mitigation</p> <p><b>Remains Significant Impact.</b></p>	<p><b>Significant Impact</b> Applicant will complete processing of amendment to Reclamation Plan prior to action on the proposed project.</p>
XI. Noise	<p>Without Mitigation: Significant (Increase in noise due to mineral resource processing)</p> <p>Mitigation:</p> <p>(1) Plant operations shall not cause hourly noise levels to exceed any of the identified noise levels at the nearest sensitive residential uses to Planning Areas D, I, and N.</p> <p>With Mitigation: <b>Less Than Significant</b></p>	<p><b>Less Than Significant</b> (With CCSP EIR Mitigation, compliance with applicable regulations and standards).</p> <p>No sensitive receptors proximate to Planning Areas G or H</p>
XII. Population and Housing	<p>Not addressed as a separate issue in the EIR.</p>	<p><b>No Impact</b></p>
XIII. Public Services	<p>Was combined with Utilities in the EIR.</p> <p>Without Mitigation: <b>Less Than Significant</b></p>	<p><b>Less Than Significant</b> (With CCSP EIR Mitigation, compliance with applicable regulations and standards, and additional Mitigation Measures identified in the Initial Study).</p>
XIV. Recreation	<p>Not addressed as a separate issue in the EIR.</p>	<p><b>No Impact</b></p>
XV. Transportation and Circulation	<p>Without Mitigation: Significant (Increases in average daily trips on existing roadway networks, reduction in LOS)</p>	<p><b>Less Than Significant</b> (With CCSP EIR Mitigation, compliance with applicable regulations</p>

**Table D: Summary of CCSP EIR Impacts to Proposed Project Impacts**

CEQA Checklist Issue	CCSP EIR Conclusions	Initial Study Conclusions
	<p>Mitigation:</p> <ul style="list-style-type: none"> <li>(1) Frontage road improvements along Cajon Boulevard for Areas D, E, F, G, H, K, L, A, and B.</li> <li>(2) Shared points of access for driveway lot access for Areas A, B, D, E, G, H, and K.</li> <li>(3) Adequate access for all planning areas.</li> <li>(4) Interim improvements of Cajon Boulevard, Institution Road, and Palm Avenue intersection.</li> </ul> <p>With Mitigation: <b>Less Than Significant</b></p>	<p>and standards)</p>
<p>XVI. Utilities</p>	<p>Was combined with Public Services in the EIR.</p> <p>Without Mitigation: Significant (Increased water and wastewater treatment demand, and utility system infrastructure expansion)</p> <p>Mitigation:</p> <ul style="list-style-type: none"> <li>(1) Verification from SBMWD that water supply is available.</li> <li>(2) Approval of detailed design of water distribution network from Water District.</li> <li>(3) Implementation of conservation measures during operations.</li> <li>(4) Expansion of wastewater infrastructure over a 25-year time period.</li> <li>(5) Relocation of CalNev petroleum pipeline shall be avoided.</li> </ul> <p>With Mitigation: <b>Less Than Significant</b></p>	<p><b>Less Than Significant</b> (With CCSP EIR Mitigation, compliance with applicable regulations and standards)</p>
<p>XVII. Mandatory Findings of Significance</p>	<p>Not addressed as a separate issue in the EIR.</p>	<p><b>Less Than Significant</b> (With CCSP EIR Mitigation, compliance with applicable regulations and standards, and additional Mitigation Measures identified in the Initial Study.)</p>

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

Sources: (1) (2) (15)

*Discussion*

I.a **Less Than Significant Impact.** At the time the CCSP EIR was certified, the City’s General Plan did not identify any scenic vistas in the project vicinity. The CCSP EIR identified less than significant impacts with mitigation since the surrounding area supports mineral extraction and a variety of industrial uses. The mitigation involved landscaping to shield views of mineral extraction and industrial areas from Cajon Boulevard (including Planning Areas G and H) as well as shielding other uses in the surrounding area (CCSP EIR page 4-100, Section 4.8.4).

The current City General Plan does not identify any scenic vistas in the project vicinity. The proposed project would result in the development of two industrial warehouses and associated infrastructure. The buildings would be required to be consistent with the Design Guidelines of the CCSP which are consistent with the City’s Development Code height restrictions, and therefore would not significantly hinder views from the site or adjacent properties. The proposed project would be required to comply with all applicable CCSP and City development and design standards applicable to new development including, but not limited to, the siting of structures, maintenance of views, landscaping, grading, construction, and lighting. Adherence to these CCSP and City standards will ensure impacts related to scenic vistas would be less than significant, and no additional mitigation would be required.

I.b **No Impact.** The CCSP EIR indicated that impacts to visual resources (e.g., rocky outcroppings, trees, and historic buildings) would not be significant with mitigation. In addition, the General Plan at that time did not identify the project site near any designated scenic highway. The surrounding areas were planned to support mineral extraction and a variety of industrial uses, so the mitigation involved landscaping to shield views of mineral extraction and industrial areas from Cajon Boulevard (including Planning Areas G and H) as well as shielding other uses in the surrounding area.

The project site is not located along a State scenic highway<sup>1</sup> and does not contain any scenic resources. The City’s General Plan indicates the site is not proximate to a scenic highway or designated scenic

<sup>1</sup> City of San Bernardino General Plan, Figure C-1 “Scenic Highways/Routes,” The Planning Center, November 2005.

route (Figure C-1). However, it should be noted that the project area does have views of the San Gabriel and San Bernardino Mountains on either side of the Cajon Pass to the north. The project would result in the development of two industrial warehouse buildings. The buildings would be required to be consistent with the CCSP Design Guidelines and (where applicable) the City's Development Code height restrictions. These guidelines will help prevent project buildings from blocking views of the mountains to the north from properties adjacent to the proposed project. Therefore, potential impacts to scenic resources would be less than significant, and no additional mitigation would be required.

- I.c **Less Than Significant Impact.** The CCSP EIR identified a less than significant impact relative to visual resources with mitigation, which include processing equipment shall be low profile or visibly screened whenever practical to minimize visual views of the equipment.

The proposed project would result in modifications to the existing vacant site. It would be developed as warehouses and not mineral extraction, which are consistent with the various existing industrial uses in the immediate vicinity of the project site. The change in the visual character of the project site would be consistent with that planned for this and surrounding areas in the City's General Plan. The proposed project is subject to City review and approval through the plan check process, which will help ensure that the project's visual elements are consistent with the existing industrial uses in the area. Adherence to the CCSP Design Guidelines and City-required design standards would ensure that no adverse effect on the visual quality of the site or surrounding area would occur; therefore, potential impacts to the area's visual character would be less than significant and no additional mitigation is required.

- I.d **Less Than Significant Impact.** The CCSP EIR identified a less than significant impact relative to light and glare with mitigation. The mitigation involved landscaping to shield views of mineral extraction and industrial areas from Cajon Boulevard as well as shielding other uses in the surrounding area. Development of the proposed industrial uses would necessitate the installation of outdoor lighting for worker safety and facility security. Lighting associated with the proposed industrial uses includes vehicle lights from project-related traffic and parking areas, and building security lights. The City of San Bernardino has established standards for the design, placement, and operation of outdoor lighting within its Development Code.<sup>1</sup> These standards identify the preferred lighting source and maximum lighting intensity, dictate shielding requirements, and establish hours of operation. Because these standards are imposed on all outdoor lighting sources and because such standards must be adhered to in order to obtain project approval, these requirements are not considered mitigation. While the proposed development would increase the number and distribution of light sources in the vicinity of the project, adherence to the lighting standards established by the City would reduce potential impacts related to light and glare impacts to a less than significant level, and no additional mitigation is required.

---

<sup>1</sup> City of San Bernardino Development Code, Chapter 19.20.

<b>II. AGRICULTURAL RESOURCES – Would the project:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique 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 agricultural zoning, an existing agricultural use, or Williamson Act Conservation Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: (2) (17)

*Discussion*

II.a **No Impact.** “Agricultural Resources” was not a specific topic under the State CEQA Guidelines checklist at the time the CCSP EIR was certified. According to historical aerial photographs, there is no evidence the site was used for agriculture in the past (Brown & Caldwell 2011).

In recent years, farmland maps have been compiled by the California Department of Conservation, Farmland Mapping and Monitoring Program (FMMP), pursuant to the provisions of Section 65570 of the California Government Code. These maps utilize data from the United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) soil survey and current land use information using eight mapping categories and represent an inventory of agricultural resources within San Bernardino County. Imagery sources may include public domain datasets, web-based information, and commercially purchased data, which is dependent on data availability.

The project site is designated as “Non-Irrigated Farmland,” by the FMMP<sup>1</sup> and no Prime, Unique, or Statewide Important Farmland is located on site. As no conversion of Prime, Unique, or Statewide Important Farmland would occur, no impact related to this issue would occur with the implementation of this project. Since no impacts would occur with this issue, no mitigation measures are required.

II.b **No Impact.** Williamson Act<sup>2</sup> contracts promote continued agricultural activities by restricting land development of lands under contract and allowing only to agriculture, recreation, and open space. The project site is not located within an area covered by a Williamson Act contract; therefore, no cancellation or nonrenewal action would occur. The project site is zoned for industrial uses by the City under the CCSP. Neither the site nor surrounding properties has been, is currently being, or is planned to be utilized for agricultural uses. Development of the proposed on-site uses would not result in the conversion of Williamson Act contract land or conversion of agriculturally zoned land to a non-agricultural use. No impact related to these issues would occur, so no mitigation is required.

<sup>1</sup> California Department of Conservation, Farmland Mapping and Monitoring Program, 2011.

<sup>2</sup> The Williamson Act is a procedure authorized under State law to preserve agricultural lands as well as open space. Property owners entering into a Williamson Act contract receive a reduction in property taxes in return for agreeing to protect the land’s open space or agricultural values.

III. AIR QUALITY – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan? (South Coast Air Basin)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing projected air quality violation based on the thresholds in the SCAQMD’s “CEQA Air Quality Handbook?”	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people based on the information contained in the Project Description Form?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with any applicable plan, policy, or regulation of any agency adopted for the purpose of reducing the emission of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: (23) (25) (26) (32) (33) (35)

*Discussion*

III.a **Less Than Significant Impact.** The project is located within the South Coast Air Basin (Basin) and is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. It includes all of Orange County, the non-Antelope Valley portions of Los Angeles County, and the non-desert portions of Riverside and San Bernardino Counties. The current regional air quality plan is the 2012 Air Quality Management Plan (AQMP) adopted by the SCAQMD on December 7, 2012. The AQMP proposes policies and measures currently contemplated by responsible agencies to achieve federal standards for healthful air quality in the areas under its jurisdiction. The AQMP addresses federal planning requirements and incorporates significant new

scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools. The 2012 AQMP uses assumptions regarding land use and population growth to generate its air quality projections. The Final 2012 AQMP proposes a comprehensive program for the attainment of federal PM<sub>2.5</sub> standards, and updates the Basin's progress toward meeting the federal 8-hour ozone standards. This Final Plan builds upon the approaches taken in the 2007 AQMP.

The AQMP incorporates local General Plan land use assumptions and regional growth projections developed by the Southern California Association of Governments (SCAG) to estimate stationary and mobile source emissions associated with projected population and planned land uses. If a new land use is consistent with the local General Plan and the regional growth projections adopted in the AQMP, then the added emissions generated by the new project has been evaluated and contained in the AQMP and would not conflict with or obstruct implementation of the regional AQMP. The CCSP was adopted before the most recent General Plan update, and the General Plan land use plan reflects the CCSP land use plan. Therefore, the proposed project is consistent with the adopted AQMP, and no mitigation is necessary.

**III.b. Less Than Significant With Mitigation Incorporated** (from previous EIR). The project would result in both short-term and long-term air quality impacts. Short-term impacts would occur during site preparation, including grading and equipment exhaust. Major sources of emissions during grading and site preparation include exhaust emissions from construction vehicles and equipment and fugitive dust generated by construction vehicles and equipment traveling over exposed surfaces, as well as by soil disturbances from grading and filling. Grading and construction activities would cause combustion emissions from utility engines, heavy-duty construction vehicles, haul trucks, and vehicles transporting the construction crew. Exhaust emissions during grading and construction activities envisioned on site would vary as construction activity levels change. Fugitive dust emissions would result from land clearing, exposure of soils and cut and fill operations. Dust generated daily during construction would vary substantially, depending on the level of activity, the specific operations, and weather conditions. Long-term pollutant emissions associated with the proposed project would result from vehicular emissions and stationary emissions created through the consumption of fossil fuels. Additional emissions would result from the consumption of natural gas on site and generation of electricity used.

The SCAQMD has developed the *CEQA Air Quality Handbook* that establishes suggested significance thresholds based on the volume of pollution emitted. According to the Handbook, any project in the Basin with daily emissions that exceed any of the following thresholds should be considered as having an individually and cumulatively significant air quality impact:

- 55 lbs. per day of ROC (reactive organic compounds) (75 lbs./day during construction);
- 55 lbs. per day of NO<sub>x</sub> (oxides of nitrogen) (100 lbs./day during construction);
- 550 lbs. per day of CO (carbon monoxide) (550 lbs./day during construction);
- 150 lbs. per day of PM<sub>10</sub> (150 lbs./day during construction); and
- 150 lbs. per day of SO<sub>x</sub> (oxides of sulfur) (150 lbs. /day during construction).

Due to its size and uses (i.e., mining and future industrial development), the CCSP EIR concluded that both short- and long-term air pollutant emissions would be significant. Planning Ares G and H were planned for light industrial development.

According to current SCAQMD thresholds, development of a 1.7 million-square foot industrial warehouse project would generate significant air pollutant emissions over the short term (construction) and long term (operation). However, these emissions were already accounted for in the CCSP EIR analysis and supporting technical study. As shown in Table E, operational air pollutant emissions

resulting from the CCSP were projected to be well above SCAQMD’s daily thresholds of significance, while the emissions from light industrial (warehousing and outdoor storage) were anticipated to be below SCAQMD thresholds.

**Table E: Summary of Operational Emissions**

Source/Year	Pollutants (lbs/day)					
	CO	ROG	NOx	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>CCSP Total Mobile Source Emissions</b>						
1995	973.3	89.1	137.5	16.7	440.7	NA
2000	1,332.9	116.7	201.4	24.2	459.5	NA
2005	1,250.2	108.6	196.2	23.0	448.0	NA
2010	2,439.1	211.6	386.1	44.7	760.0	NA
SCAQMD Threshold (lbs/day)	550	55	55	150	150	55
Significant?	Yes	Yes	Yes	No	Yes	--
<b>Warehousing/Outdoor Storage Emissions</b>						
1995	279.5	25.1	38.0	4.6	69.8	NA
2010	218.0	18.8	34.1	3.9	58.1	NA
SCAQMD Threshold (lbs/day)	550	55	55	150	150	55
Significant?	No	No	No	No	No	--

Source: Project values from Table 4, Cajon Creek Specific Plan EIR, 1993.

The CCSP EIR indicated that vehicular emissions and increased stationary source emissions from future light industrial uses would produce significant impacts, even after implementation of standard SCAQMD dust and emission reduction techniques, including Transportation Demand Management for all site tenants (Table ES.1-1, *Summary of Environmental Impacts and Mitigation Measures*, page ES-15). Table F below shows project operational emissions and how significant air quality impacts remain unchanged from the certified EIR.

**Table F: Project Operational Emissions**

Source	Pollutant Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Proposed Project</b>						
Area Sources	17.9	<0.1	0.1	<0.1	<0.1	<0.1
Energy Sources	0.1	0.4	0.3	<0.1	0.1	0.1
Mobile Sources	9.1	92.0	128.0	0.5	26.0	8.2
<b>Total Project Emissions</b>	<b>27.0</b>	<b>93.0</b>	<b>128.4</b>	<b>0.5</b>	<b>26.1</b>	<b>8.3</b>
<b>SCAQMD Thresholds</b>	55	55	550	150	150	55
<b>Significant?</b>	No	Yes	No	No	No	No

Source: Appendix B, LSA 2016

Since the time the CCSP EIR was certified, the City has adopted a long list of procedures and requirements for construction to meet current SCAQMD emission control strategies. These procedures include, but are not limited to, the following:

- Comply with SCAQMD Rules 402 and 403 regarding fugitive dust;
- Ensure construction equipment is properly serviced to minimize exhaust emissions;
- Install temporary power lines to avoid emissions from on-site power generators;
- Inform construction workers about ridesharing and transit opportunities;
- Water at least twice daily during grading and excavation;
- Landscape or treat all disturbed or graded areas to minimize erosion;

- Suspend grading activities when wind speeds exceed 25 miles per hour; and
- Implement energy use/conservation guidelines in Title 24 of the California Administrative Code.

**Mitigation Measures** (from the CCSP EIR)

- AQ-1** Comply with SCAQMD Rules 402 and 403 regarding fugitive dust.
- AQ-2** Ensure construction equipment is properly serviced to minimize exhaust emissions.
- AQ-3** Install temporary power lines to avoid emissions from on-site power generators.
- AQ-4** Inform construction workers about ridesharing and transit opportunities.
- AQ-5** Water at least twice daily during grading and excavation.
- AQ-6** Landscape or treat all disturbed or graded areas to minimize erosion.
- AQ-7** Suspend grading activities when wind speeds exceed 25 miles per hour.
- AQ-8** Implement energy use/conservation guidelines in Title 24 of the California Administrative Code.

The project will implement these measures including dust control, idling restrictions, watering during grading, etc. With implementation of these standard control measures, the project would not create any new or different significant air quality impacts, and no additional mitigation is needed.

III.c **Less Than Significant Impact.** This project is in a non-attainment basin for PM<sub>10</sub> and ozone. The AQMP incorporates local General Plan land use assumptions and regional growth projections developed by the SCAG to estimate stationary and mobile source emissions associated with projected population and planned land uses. The proposed project is consistent with the development envisioned in the City's General Plan and as outlined in the CCSP adopted in 1995; therefore, the cumulative effects associated with development of the proposed uses have already been addressed in the AQMP and impacts are considered to be less than significant. No additional mitigation is required.

III.d **Less Than Significant Impact.** Sensitive receptors are defined as populations that are more susceptible to the effects of pollution than the population at large. The SCAQMD identifies the following as sensitive receptors: long-term healthcare facilities, rehabilitation centers, convalescent centers, retirement homes, schools, playgrounds, childcare centers, and athletic facilities. The CCSP EIR concluded that implementation of the CCSP would cause significant project and cumulative air quality impacts. The project site is in an area currently developed and planned for industrial uses with no sensitive receptors in the immediate vicinity.

There are no sensitive receptors located within a half-mile of the project site; all uses in the surrounding area are industrial. Although the construction of the project site would temporarily produce construction-related emissions, such emissions are short term and would not be expected to exceed SCAQMD Local Significance Thresholds (LSTs).

The CCSP EIR indicated that vehicular emissions and increased stationary source emissions from future light industrial uses would produce significant impacts, even after implementation of standard SCAQMD dust and emission reduction techniques. In addition, the City has adopted a long list of

procedures and requirements for construction to meet current SCAQMD emission control strategies since the time the CCSP EIR was certified. With implementation of these standard measures, potential air quality impacts related to sensitive receptors will be less than significant, and no additional mitigation is required.

- III.e **Less Than Significant Impact.** During construction, diesel-powered vehicles and equipment in use on the site would create odors. Additionally, the application of architectural coatings and installation of asphalt may generate odors. These odors are temporary and not likely to be noticeable beyond the project boundaries. SCAQMD Rules 1108 and 1113 identify standards regarding the application of asphalt and architectural coatings, respectively. Adherence to the standards identified in these rules would reduce temporary odor impacts to a less than significant level.

Long-term objectionable odors are not expected to occur at the proposed project site. Outdoor activities conducted at the proposed project would include typical industrial and warehouse activities, such as the loading and unloading of trucks, neither of which would generate substantial objectionable odors. Solid waste generated by the proposed on-site uses would be collected by a contracted waste hauler, ensuring that any odors resulting from on-site uses would be adequately managed. Additionally, waste receptacles and garbage areas would be designed and constructed per applicable City of San Bernardino standards. For these reasons, impacts from objectionable odors generated by the project are considered less than significant, and no additional air quality mitigation is required in this regard.

- III.f **Less Than Significant.** The CCSP EIR did not evaluate specific impacts from greenhouse gases (GHGs) as they were not considered part of CEQA analyses at that time. Since the passage of AB 32 in 2006, CEQA documents have included an assessment of greenhouse gas emissions and compared them to the implementation strategies outlined in the regulations issued by CARB to begin implementing AB 32. Since the CCSP did not evaluate this issue, a detailed greenhouse gas emissions report has been prepared and is included as Appendix A of this document. The project GHG study provides information on their physical and chemical attributes, their regulatory framework, and evaluates potential GHG emissions associated with the proposed project. Modeled project emissions in the study were based on project design, anticipated vehicle usage, and energy usage for the project. In addition, the evaluation was prepared in conformance with appropriate standards, utilizing procedures and methodologies in the SCAQMD, CEQA Air Quality Handbook, and the State CEQA Guidelines.

There are some instances where the project would produce significant impacts to the environment, however these impacts would only be minimal or during construction. Table G explains the exceeding of SCAQMD daily thresholds of volatile organic compounds during construction. Construction equipment estimates were produced using default values from the CalEEMod, Version 2013.2.2 model. All construction equipment is also assumed to meet EPA-Certified Tier 2 emissions standards. Additional criteria of the CalEEMod modeling can be found in Appendix B.

**Table G: Estimated Construction Emissions**

Construction Phase	Total Regional Pollutant Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Construction Year 2017	2.2	34.5	33.8	0.1	8.0	4.7
<b>SCAQMD Thresholds</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Significant Emissions?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Construction Year 2018	112.0	28.9	32.5	0.1	3.0	1.4
<b>SCAQMD Thresholds</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Significant Emissions?</b>	<b>Yes</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Construction Year 2019	94.6	27.7	29.3	0.1	8.0	4.7
<b>SCAQMD Thresholds</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Significant Emissions?</b>	<b>Yes</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Compiled by LSA Associates, Inc. (September 2016).

CO = carbon monoxide

CO<sub>2</sub>e = carbon dioxide equivalent

lbs/day = pounds per day

NO<sub>x</sub> = nitrogen oxides

PM<sub>2.5</sub> = particulate matter less than 2.5 microns in size

PM<sub>10</sub> = particulate matter less than 10 microns in size

SCAQMD = South Coast Air Quality Management District

SO<sub>x</sub> = sulfur oxides

VOC = volatile organic compounds

Table H shows the construction Localized Impacts Analysis and emissions on the peak day of construction and their concentrations. These would all be below the SCAQMD thresholds of significance.

**Table H: Construction Localized Impacts Analysis**

Emissions Sources	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
On-Site Emissions (lbs/day)	34	23	8	5
<b>LST Thresholds (lbs/day)</b>	<b>778</b>	<b>27,680</b>	<b>229</b>	<b>120</b>
<b>Significant Emissions?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Compiled by LSA Associates, Inc. (September 2016).

Note: SRA – Central San Bernardino Valley, 5 acres, 500-meter distance

CO = carbon monoxide

lbs/day = pounds per day

LST = local significance threshold

NO<sub>x</sub> = nitrogen oxides

PM<sub>2.5</sub> = particulate matter less than 2.5 microns in size

PM<sub>10</sub> = particulate matter less than 10 microns in size

SRA = Source Receptor Area

Table I displays the long term Operational Localized Impacts Analysis and compares the results to appropriate LSTs which only include on site sources as the CalEEmod model outputs do not separate on sit and off site emissions for mobile sources. Worst case scenario output is shown with all on site project related stationary sources.

**Table I: Long-Term Operational Localized Impacts Analysis**

Emissions Sources	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
On-Site Emissions <sup>1</sup>	5	6	1	<1
<b>LST Thresholds</b>	<b>778</b>	<b>27,680</b>	<b>55</b>	<b>29</b>
<b>Significant Emissions?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Compiled by LSA Associates, Inc. (September 2016).

Note: SRA – Southwest San Bernardino Valley, 5 acres, 500-meter distance, on-site traffic 5 percent of total mobile source trips within the project area (i.e., driveways and parking lots).

<sup>1</sup> CalEEMod clearly delineates the on-site and off-site emissions; thus, this includes all on-site emissions without having to include a percentage of the mobile source emissions.

CO = carbon monoxide

PM<sub>2.5</sub> = particulate matter less than 2.5 microns in size

LST = Local Significance Thresholds

PM<sub>10</sub> = particulate matter less than 10 microns in size

NO<sub>x</sub> = nitrogen oxides

SRA = Source Receptor Area

Table J shows GHG emissions from construction equipment and the amortized amount of these emissions over thirty years.

**Table J: Estimated Construction GHG Emissions**

Construction Phase	Peak Annual Emissions (mt/yr)			Total Emissions (MTCO <sub>2</sub> e)
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	
2017	587.9	0.07	0.00	589.64
2018	515.0	0.05	0.00	516.71
2019	164.0	0.02	0.00	164.54
<b>Total Construction Emissions</b>				<b>1,270.89</b>
<b>Total Construction Emissions Amortized over 30 years</b>				<b>42.36</b>

Source: Compiled by LSA Associates, Inc. (September 2016).

CO<sub>2</sub> = carbon dioxide

MTCO<sub>2</sub>e = metric tons of carbon dioxide equivalent

CH<sub>4</sub> = methane

mt/yr = metric tons per year

N<sub>2</sub>O = nitrous oxide

CO<sub>2</sub>e = carbon dioxide equivalent

**Table K: Estimated Operational Greenhouse Gas Emissions**

Source	Pollutant Emissions (MT/yr)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Construction emissions amortized over 30 years	-	-	-	42.4
<b>Operational Emissions</b>				
Area Sources	0.02	<0.01	0.00	0.02
Energy Sources	630.0	0.03	<0.01	632.0
Mobile Sources	6,99.0	0.13	0.00	6,912.0
Waste Sources	139.0	8.2	0.00	310.0
Water Usage	595.0	4.8	0.12	733.0
<b>Total Project Emissions</b>	<b>8,272.0</b>	<b>13.0</b>	<b>0.12</b>	<b>8,630.0</b>
<b>SCAQMD GHG Threshold</b>	-	-	-	<b>10,000</b>
<b>Significant Emissions?</b>	-	-	-	<b>No</b>

Source: Compiled by LSA Associates, Inc. (September 2016)(Appendix B).

Note: Numbers in table may not appear to add up correctly due to rounding of all numbers to two decimal places.

MT/yr = metric tons per year

CO<sub>2</sub>e = carbon dioxide equivalent

CH<sub>4</sub> = methane

CO<sub>2</sub> = carbon dioxide

N<sub>2</sub>O = nitrous oxide

The GHG study estimated that the project would produce up to 8,630 metric tons per year of carbon dioxide equivalent GHGs upon completion and occupancy of the project (Table K above). The emissions from vehicle exhaust comprise approximately 80 percent of the project's total GHG

emissions. However, those emissions are controlled by the State and Federal governments and are outside the control of this project. Four percent of the project's GHG emissions are from the processing and treatment of solid waste produced by the project, which will be minimized by compliance with California Green Building Standards Commission (CAL Green) regulations. Seven percent of the emissions are primarily from energy use such as building heating systems that are within the control of the project and will be minimized by compliance with State Title 24 regulations for building energy efficiency. The remaining eight percent of emissions are from water usage that would be required to operate the project.

The levels of GHG emissions expected from this project are unlikely to result in GHG emission levels that would substantially conflict with implementation of the GHG reduction goals under AB 32 or other State regulations. Thus, this project complies with Tier 2 of the SCAQMD tiered interim GHG significance thresholds and has a less than significant impact on global climate change.

GHG study also determined the project would not be significantly affected by global climate change since it is away and elevated from the coast (predicted sea level rise) and it is not in a urban/wildland interface (increased drought and fire risks).

III.g **Less Than Significant Impact.** The Climate Action Team (CAT) and the CARB have developed several reports to achieve the Governor's GHG targets that rely on voluntary actions of California businesses, local government and community groups, and State incentive and regulatory programs. These include the CAT's 2006 "Report to Governor Schwarzenegger and the Legislature," the CARB's 2007 "Expanded List of Early Action Measures to Reduce Greenhouse Gas Emissions in California," and the CARB's "Climate Change Proposed Scoping Plan: a Framework for Change."

The reports identify strategies to reduce California's GHG emissions to the levels proposed in Executive Order S-3-05 and AB 32 (i.e., 29% below existing "business as usual" emissions) that are applicable to the proposed project. Table L presents the applicable Recommended Actions (qualitative measures) identified to date by the CARB in its Climate Change Proposed Scoping Plan and whether or not the proposed project is consistent with the applicable Recommended Actions.

**Table L: Recommended Actions for Climate Change Project Summary**

<b>ID No.</b>	<b>Sector</b>	<b>Strategy Name</b>	<b>Applicable to Project?</b>	<b>Will Project Conflict with Implementation?</b>
T-1	Transportation	Pavley I and II – Light-Duty Vehicle GHG Standards	Yes	No
T-2	Transportation	Low Carbon Fuel Standard (Discrete Early Action)	Yes	No
T-3	Transportation	Regional Transportation-Related GHG Targets	Yes	No
T-4	Transportation	Vehicle Efficiency Measures	Yes	No
T-5	Transportation	Ship Electrification at Ports (Discrete Early Action)	No	No
T-6	Transportation	Goods-movement Efficiency Measures	No	No
T-7	Transportation	Heavy Duty Vehicle Greenhouse Gas Emission Reduction Measure – Aerodynamic Efficiency (Discrete Early Action)	No	No
T-8	Transportation	Medium and Heavy-Duty Vehicle Hybridization	No	No
T-9	Transportation	High-Speed Rail	No	No
E-1	Electricity and Natural Gas	Increased Utility Energy Efficiency Programs. More Stringent Building and Appliance Standards	Yes	No
E-2	Electricity and Natural Gas	Increased Combined Heat and Power Use by 30,000 GWh	No	No
E-3	Electricity and Natural Gas	Renewable Portfolio Standard	No	No
E-4	Electricity and Natural Gas	Million Solar Roofs	No	No
CR-1	Electricity and Natural Gas	Energy Efficiency	No	No
CR-2	Electricity and Natural Gas	Solar Water Heating	No	No
GB-1	Green Buildings	Green Buildings	Yes	No
W-1	Water	Water Use Efficiency	Yes	No
W-2	Water	Water Recycling	No	No
W-3	Water	Water System Energy Efficiency	No	No
W-4	Water	Reuse Urban Runoff	No	No
W-5	Water	Increase Renewable Energy Production	No	No
W-6	Water	Public Goods Charge (Water)	No	No
I-1	Industry	Energy Efficiency and Co-Benefits Audits for Large Industrial Sources	No	No
I-2	Industry	Oil and Gas Extraction GHG Emission Reduction	No	No
I-3	Industry	GHG Leak Reduction from Oil and Gas Transmission	No	No

**Table L: Recommended Actions for Climate Change Project Summary**

<b>ID No.</b>	<b>Sector</b>	<b>Strategy Name</b>	<b>Applicable to Project?</b>	<b>Will Project Conflict with Implementation?</b>
I-4	Industry	Refinery Flare Recovery Process Improvements	No	No
I-5	Industry	Removal of Methane Exemption from Existing Refinery Regulations	No	No
RW-1	Recycling and Waste Management	Landfill Methane Control (Discrete Early Action)	No	No
RW-2	Recycling and Waste Management	Additional Reduction in Landfill Methane – Capture Improvements	No	No
RW-3	Recycling and Waste Management	High Recycling/Zero Waste	No	No
F-1	Forestry	Sustainable Forest Target	No	No
H-1	High Global Warming Potential Gases	Motor Vehicle Air Conditioning Systems (Discrete Early Action)	No	No
H-2	High Global Warming Potential Gases	SF <sub>6</sub> Limits in Non-Utility and Non-Semiconductor Manufacturing (Discrete Early Action)	No	No
H-3	High Global Warming Potential Gases	Reduction in Perfluorocarbons in Semiconductor Manufacturing (Discrete Early Action)	No	No
H-4	High Global Warming Potential Gases	Limit High GWP Use in Consumer Products (Discrete Early Action, Adopted June 2008)	No	No
H-5	High Global Warming Potential Gases	High GWP Reduction from Mobile Sources	No	No
H-6	High Global Warming Potential Gases	High GWP Reductions from Stationary Sources	No	No
H-7	High Global Warming Potential Gases	Mitigation Fee on High GWP Gases	No	No
A-1	Agriculture	Methane Capture at Large Dairies	No	No

As identified in Table F, of the 39 Recommended Actions, the applicable Recommended Actions are those that are within the Transportation, Electricity and Natural Gas, Green Buildings, and Water sectors.

Applicable Recommended Actions in the Transportation sector include Actions T-1 through T-4. Action T-1 involves improvements to light-duty vehicle technology for the purposes of reducing GHG emissions through focusing on legislating improved controls for vehicle manufacturers. This Action would not generally be considered applicable to the proposed project; however, vehicles utilized by the proposed project would be subject to these standards, as applicable, and would be consistent with this Action. Action T-2 involves implementation of a Low Carbon Fuel Standard (LCFS). In order to reduce the carbon intensity of transportation fuels, the CARB is developing a LCFS, which would reduce the carbon intensity of California’s transportation fuels by at least 20 percent by 2020 as called for by Governor Schwarzenegger in Executive Order S-01-07. While implementation of this standard is not within the purview of a development project, a land use such as that proposed under the proposed project would be a substantial consumer of fuels for its vehicle fleet. Vehicles utilized by the proposed project would be subject to these standards, as applicable, and would be consistent with this Action.

Action T-3 addresses regional transportation targets for reducing GHG emissions. The intent of the proposed project is to reduce vehicle miles traveled (VMT) within the region by reducing trip lengths and providing a sustainable community. The actions associated with implementation of the proposed project would allow for warehousing uses to be clustered around other industrial and commercial uses and would encourage a reduction of VMT within the City. Action T-4 concerns vehicle efficiency measures such as the promotion of sustainable tire practices. The CARB is pursuing a regulation to ensure that tires are properly inflated when vehicles are serviced. In addition, the California Energy Commission (CEC) in consultation with the California Integrated Waste Management Board (CIWMB) is developing an efficient tire program focusing first on data gathering and outreach, then on potential adoption of minimum fuel-efficient tire standards, and on the development of consumer information requirements for replacing tires. While implementation of this standard is not within the purview of a development project, a land use such as that proposed under the proposed project would be a contributor of VMT. Vehicles utilized by the proposed project would be subject to these standards, as applicable, and would be consistent with this Action.

Applicable Recommended Actions in the Energy and Natural Gas sector include Action E-1, which, together with Action GB-1 (Green Building), aims to reduce electricity demand by increased efficiency of Utility Energy Programs and adoption of more stringent building and appliance standards. Elements of this action include encouraging construction of zero net energy (ZNE) buildings and implementation of passive solar design. In addition to employing on-site electricity generation, a ZNE building must either replace natural gas with renewable energy for space and water heating, or compensate for natural gas use by generating surplus electricity for sale on the State's electricity grid. The proposed project is required to comply with the most recent Title 24 Energy Efficiency Standards and applicable Green Building Standards; therefore, the proposed project would not conflict with these Actions.

For similar projects in the region, the energy purveyor to the project, SCE, has rented out the rooftops to harness solar power that would directly hook into the energy grid. There currently are no plans to install solar panels on the roofs of the proposed project; however, roofs would be designed to support the future installation of solar panels so as to facilitate the use such rooftops by energy purveyors.

Applicable Recommended Actions in the Water sector include Action W-1, Water Use Efficiency, which involves the reduction in the energy consumption used to convey, treat, distribute, and use water and wastewater. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions. The proposed project would install water-efficient fixtures and appliances and would not conflict with this Action.

GHG emissions reduction strategies were also set forth in the 2006 CAT Report, and the strategies included in the CAT Report that apply to the project are contained in Table G, which also summarizes the extent to which the project would comply with the strategies to help California reach the emission reduction targets. The strategies listed in Table G are addressed as either part of the project, required mitigation measures, or requirements under local or State ordinances.

As previously identified, implementation of the proposed project could result in the development of up to approximately 726,000 square feet of warehouse uses. The proposed project includes a variety of physical attributes and operational programs that would generally contribute to a reduction in operational-source pollutant emissions including GHG emissions. As identified in Table M, future development that would occur under the proposed project would be consistent with greenhouse gas emission reduction strategies and policies. The project would implement appropriate GHG reduction strategies and would ensure that it does not conflict with or impede implementation of reduction goals identified in AB 32, Governor's Executive Order S-3-05, and other strategies to help reduce GHGs to

the level proposed by the Governor. In addition, the project would also be subject to all applicable regulatory requirements, which would also reduce the GHG emissions of the project.

**Table M: Project Compliance with Greenhouse Gas Emission Reduction Strategies**

Strategy	Project Compliance
<i>Mandatory Code</i>	
<p><b>California Green Building Code.</b> The Cal Green Code prescribes a wide array of measures that would directly and indirectly result in reduction of GHG emissions from the Business as Usual Scenario (California Building Code). The mandatory measures that are applicable to nonresidential projects include site selection, energy efficiency, water efficiency, materials conservation and resource efficiency, and environmental quality measures.</p>	<p><b>Compliant.</b> The project would be required to adhere to the nonresidential mandatory measures as required by the Cal Green Code.</p>
<i>Energy Efficiency Measures</i>	
<p><b>Energy Efficiency.</b> Maximize energy efficiency building and appliance standards, and pursue additional efficiency efforts including new technologies, and new policy and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California (including both investor-owned and publicly owned utilities).</p>	<p><b>Compliant.</b> The proposed project will comply with the updated Title 24 standards, including the new 2010 California Building Code (CBC), for building construction if any building interior improvements are required.</p>
<p><b>Renewables Portfolio Standard.</b> Achieve a 33 percent renewable energy mix statewide.</p>	
<p><b>Green Building Strategy.</b> Expand the use of green building practices to reduce the carbon footprint of California’s new and existing inventory of buildings.</p>	
<i>Water Conservation and Efficiency Measures</i>	
<p><b>Water Use Efficiency.</b> Continue efficiency programs and use cleaner energy sources to move and treat water. Approximately 19 percent of all electricity, 30 percent of all natural gas, and 88 million gallons of diesel are used to convey, treat, distribute and use water and wastewater. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions.</p>	<p><b>Compliant.</b> The project will implement the design characteristics outlined in the Project Description, including measures to increase water use efficiency.</p>
<i>Solid Waste Reduction Measures</i>	
<p><b>Increase Waste Diversion, Composting, and Commercial Recycling, and Move Toward Zero-Waste.</b> Increase waste diversion from landfills beyond the 50 percent mandate to provide for additional recovery of recyclable materials. Composting and commercial recycling could have substantial GHG reduction benefits. In the long term, zero waste policies that would require manufacturers to design products to be fully recyclable may be necessary.</p>	<p><b>Compliant</b> The proposed project will implement the design characteristics outlined in the Project Description, including measures to increase solid waste diversion and recycling.</p>
<i>Transportation and Motor Vehicle Measures</i>	
<p><b>Vehicle Climate Change Standards.</b> AB 1493 (Pavley) required the State to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of GHG emissions from passenger vehicles and light-duty trucks. Regulations were adopted by the CARB in September 2004.</p>	<p><b>Compliant.</b> The project does not involve the manufacture of vehicles. However, vehicles that are purchased and used within the project site would comply with any vehicle and fuel standards that the ARB adopts.</p>

**Table M: Project Compliance with Greenhouse Gas Emission Reduction Strategies**

Strategy	Project Compliance
<p><b>Light-Duty Vehicle Efficiency Measures.</b> Implement additional measures that could reduce light-duty GHG emissions. For example, measures to ensure that tires are properly inflated can both reduce GHG emissions and improve fuel efficiency.</p>	
<p><b>Adopt Heavy- and Medium-Duty Fuel and Engine Efficiency Measures.</b> Regulations to require retrofits to improve the fuel efficiency of heavy-duty trucks that could include devices that reduce aerodynamic drag and rolling resistance. This measure could also include hybridization of and increased engine efficiency of vehicles.</p>	
<p><b>Low Carbon Fuel Standard.</b> The CARB identified this measure as a Discrete Early Action Measure. This measure would reduce the carbon intensity of California’s transportation fuels by at least 10 percent by 2020.</p>	
<p><b>Regional Transportation-Related Greenhouse Gas Targets.</b> Develop regional GHG emissions reduction targets for passenger vehicles. Local governments will play a significant role in the regional planning process to reach passenger vehicle GHG emissions reduction targets. Local governments have the ability to directly influence both the siting and design of new residential and commercial developments in a way that reduces GHGs associated with vehicle travel.</p>	<p><b>Compliant.</b> Specific regional emission targets for transportation emissions do not directly apply to this project; regional GHG reduction target development is outside the scope of this project. The project will comply with any plans developed by the City.</p>
<p><b>Measures to Reduce High Global Warming Potential (GWP) Gases.</b> The CARB has identified Discrete Early Action measures to reduce GHG emissions from the refrigerants used in car air conditioners, semiconductor manufacturing, and consumer products. ARB has also identified potential reduction opportunities for future commercial and industrial refrigeration, changing the refrigerants used in auto air conditioning systems, and ensuring that existing car air conditioning systems do not leak.</p>	<p><b>Compliant.</b> New products used or serviced on the project site (after implementation of the reduction of GHG gases) would comply with future ARB rules and regulations.</p>

AB = Assembly Bill

CARB = California Air Resources Board

GHG = greenhouse gas

With the addition and implementation of design characteristics that comply with the various environmental regulations, the proposed project will have less than significant impacts on greenhouse gases and global climate change, and no mitigation is needed.

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

Sources: (2) (5) (6) (13) (15) (23) (25) (26)

*Discussion*

IV.a **Less Than Significant With Mitigation.** Sensitive biological resources are those defined as (1) habitat area or vegetation communities that are unique, are of relatively limited distribution, or are of particular value to wildlife; and (2) species that have been given special recognition by federal, state, or local government agencies and organizations because of limited, declining, or threatened populations. The CCSP EIR determined that no federal or state-listed species of plant or wildlife was present on the project site; however, it did conclude potential impacts to the slender-horned spineflower may be significant if it were to be present on site when the property was developed. Table ES.1-1 of the CCSP

EIR indicates that the project would result in the loss of 640 acres of degraded habitat outside of the Cajon Creek floodplain, and 257 acres within the active floodplain. This impact was considered significant, so the EIR recommended to conserve 488 acres in Planning Area O and to reclaim 257 acres of active floodplain after mining Planning Area P (total 745 acres of permanent open space for protection of biological resources).

The project site consists of vacant weedy land at present. Based on the biological assessment on July 26, 2016, the site visit had good quality of scrub habitat onsite with the potential of having the Santa Ana River woolly-star, slender-horned spineflower, San Bernardino kangaroo rat and the California gnatcatcher. However, these species were not found during the biological assessment. Based on the onsite visit, no additional species (such as sand fly or burrowing owl) are expected to occur. Nevertheless, the EIR concluded that potential impacts to these species could be significant with continued mining on land that had the potential to provide habitat for these species. The U.S. Fish and Wildlife Service (USFWS) approved a Biological Opinion on the Calmat Land Company/Vulcan Materials property in proximity to the project site to address impacts to spineflower and gnatcatcher. As part of this, CLC/Vulcan agreed to set aside 1,378 acres of alluvial fan sage scrub habitat in this area (Vulcan Mitigation Bank) to address impacts to numerous species.

According to the City's General Plan Figure NRC-1, the sites are located within the San Bernardino kangaroo rat critical habitat and also in Critical Habitat for the Coastal California Gnatcatcher. The site is adjacent to the Cajon Conservation Bank (CalMat) which is located east of the site. Based on the City's General Plan Figure NRC-2, the site is located within the Biological Resource Area and is therefore subject to review by the Development and Environmental Review Committee (DERC).

Subsequent to certification of the CCSP EIR, the County adopted the Glen Helen Resource Management Plan (GHRMP), a comprehensive protection plan for biological species in this area, including the spineflower, gnatcatcher, Santa Ana River woolly-star, and San Bernardino kangaroo rat. The County and the resource agencies approved the plan in 2005 and it includes much of the Vulcan mining land southeast of the Glen Helen Regional Park (i.e., the project area).

Section 3503 of the California Fish and Game Code prohibits the destruction of bird nests except as otherwise provided for in the Code. The Migratory Bird Treaty Act (MBTA) similarly protects the nests of migratory birds. These regulations apply to the individual nests of these species, but do not regulate impacts to the species' habitats. According to the CCSP EIR, the habitat is very productive for rodents and rabbits, which provides foraging habitat for birds of prey including red-tailed hawks, kestrels, owls and falcons. Migratory avian species and raptors, which may use large trees located on the site during breeding season, are protected under the MBTA and California Fish and Game Code while nesting. The loss or disturbance of occupied nest, or substantial interference with roosting and foraging opportunities for migratory species, sensitive avian species, or raptors, is a potentially significant impact. Several large trees and shrubs are located on site that may be acceptable as habitat and nesting locations. According to the biological assessment, the site is expected to support nesting birds which are protected by the MBTA. However, adherence to the mitigation measures identified in the original CCSP, as specified by Mitigation Measures BIO-1 through BIO-3 will help ensure that potential impacts to migratory and nesting birds remain at less than significant levels, and no additional mitigation is needed.

- BIO-1** The clearance of vegetation within the project site that supports special status species or protected avian species shall not occur within the typical avian nesting season (March 1 to June 30).
- BIO-2** No more than 72 hours prior to initiation of ground-disturbing activities, a pre-construction survey shall be completed by a qualified biologist. The survey will identify (if any) special status avian species within the area of intended disturbance. In the event no special status

avian species are identified within the limits of disturbance, no further mitigation is required. In the event such species are identified within the limits of ground disturbance, action BIO-3 shall apply.

**BIO-3** If nesting special status avian species are determined to occupy a proposed area of disturbance, no construction activity shall take place within 500 feet of an active nest/burrow until it has been determined that the nest/burrow is no longer active, and all juveniles have fledged the nest/burrow.

IV.b **Less Than Significant With Mitigation.** Habitats considered sensitive by federal or state resource agencies and other groups are those that have been depleted, are naturally uncommon, or support sensitive species. According to the LSA cultural report, there are several ephemeral drainages that course through the project in a southerly direction, toward Cable Creek., but no riparian habitat is located within the project limits (Harmsworth 2016). On-site vegetation consists of mainly weedy non-native species in an overgrown condition. According to the City of San Bernardino General Plan, the project site is suitable for the California gnatcatcher and the San Bernardino kangaroo rat.

The CCSP EIR recommended a number of mitigation measures, but all of them focused on reclamation of the site after mining activities. Since that time, the City has adopted a number of standard Conditions of Approval (COAs) that address replanting and landscaping using a City-approved plant palette, preventing non-native plant species from infesting local waterways, etc. However, the project will implement Mitigation Measures BIO-1 through BIO-3 recommended above. Based on the available information, development of the proposed industrial uses would not significantly affect any sensitive natural community or riparian habitat.

IV.c **No Impact.** According to the cultural study, there are several ephemeral drainages that course through the project in a southerly direction, toward Cable Creek. There is a narrow drainage swale that crosses the center of the site, but it is isolated and has resulted from historical nuisance flow from properties to the north. EORP conducted a jurisdictional delineation of this drainage and found it was isolated and not jurisdictional (see IV.b above). No impact related to this issue would occur, and no mitigation is required.

IV.d **Less Than Significant Impact.** The proposed project is located in an area that has a mixture of vacant and industrial land and is located near the Cajon Creek wash. The project area is vacant and provides suitable habitat and foraging ground or localized movement for wildlife. The County of San Bernardino has also approved a Resource Conservation Plan for the nearby Glen Helen Specific Plan property, which includes large portions of the Cajon Wash near the project site. In addition, the site will have fencing and on-site lighting directed onto the project site, so the project would have minimal indirect impacts off site on wildlife. Therefore, impacts related to animal movement or migration from development of the project site would be less than significant, and no mitigation is needed.

IV.e **Less Than Significant Impact.** The City has a tree removal policy that states that if more than five trees are to be removed, a tree removal permit application must be submitted to and approved by the City.<sup>1</sup> The City typically requires a replacement ratio at 1:1 for all removed trees. It appears the site is covered with a shrubs, but if five trees are removed, it will require a permit. Compliance with this policy will result in a less than significant impact and no mitigation is required.

IV.f **Less Than Significant Impact.** The project site is not located within a Habitat Conservation Plan or Natural Community Conservation Plan. Figure NRC-2 of the City of San Bernardino General Plan indicates that the project is in a Biological Resource Area. Although it is in a Biological Resource Area,

---

<sup>1</sup> City of San Bernardino Municipal Code, Section 15.34.

with applicable mitigation measures Bio-1 through Bio-3, no impact would occur with the implementation of the proposed project and no mitigation is required in this regard.

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

Sources: (2) (7) (23) (25) (26)

*Discussion*

V.a–c **Less Than Significant Impact.** A “historic resource” includes, but is not limited to any object, building, site, area, place, record, or manuscript that is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.<sup>1</sup> CEQA mandates that Lead Agencies consider a resource to be “historically significant” if it meets the criteria for listing in the California Register of Historical Resources. Such resources meet this requirement if they are (1) associated with events that have made a significant contribution to the broad patterns of California history, (2) associated with the lives of important persons in the past, (3) embody distinctive characteristics of a type, period, region, or method of construction, and/or (4) represent the work of an important creative individual or possesses high artistic value.

According to the CCSP EIR, the site is believed to be of low sensitivity for prehistoric archaeological resources, moderate sensitivity for historic archeological resources (older than 50 years of age) and high sensitivity for potential for historic structures. It should be noted that, purple glass were identified and recorded in the portion of Planning Areas J and M, but no other cultural resources were found. Based on the EIR, no prehistoric or historic artifacts were found in Planning Areas G and H. Therefore, due to the potential of sites in a low sensitivity lands, a less than significant impact and no mitigation is required.

<sup>1</sup> Public Resources Code, Section 5020.1(j).

According to the cultural report, the ground visibility was poor at approximately 10 percent due to dense vegetation. Scatter of cans and one glass fragment located within a drainage in the undeveloped land south of Cajon Boulevard and west of north Palm Road, which was recorded in 2013 by ECORP.. There is no indication that the site contains significant cultural resources. The City now has a standard Condition of Approval (COA) for development projects on native ground that, if archaeological resources are found during grading, work shall be halted and a qualified archaeologist retained to survey, remove, and curate the find as appropriate. That COA will be applied to this project, so no significant impacts are expected, and no additional mitigation is required.

- V.d **Less Than Significant Impact.** Within the City of San Bernardino, there is a potential to discover buried paleontological resources.<sup>1</sup> However, the project site is located on a deep alluvial plain deposited from flooding along the nearby Cajon Creek, and the potential for finding fossils or related materials in the surficial deposits of the project site is relatively low. The CCSP EIR did not specifically address the potential for impacts to paleontological resources, but the City's General Plan at that time (1989) considered the potential to be relatively low given the deep alluvial deposits in the project area.

It is expected that present conditions on the project site are equivalent to those found during preparation of the CCSP EIR. The City has a standard COA for development projects on native ground that, if paleontological resources are found during grading, work will be halted and a qualified paleontologist retained to survey, remove, and curate the find as appropriate. That COA will be applied to this project, so no significant impacts are expected, and no additional mitigation is required.

- V.e **Less Than Significant Impact.** There is no evidence to indicate the project site has been used for human burials. The California Health and Safety Code (Section 7050.5) states that if human remains are discovered on a site, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. Adherence to State regulations is required for all development, so a less than significant impact is anticipated to occur with the development of the project site, and no mitigation is required.

---

<sup>1</sup> City of San Bernardino General Plan EIR 2005.

<b>VI. GEOLOGY AND SOILS – Would the project:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Involve earth movement (cut and/or fill) based on information contained in the Preliminary Project Description?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Expose people or structures to substantial adverse effects, including the risk of loss, injury, or death?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located within and Alquist-Priolo Earthquake Fault Zone?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in erosion, dust or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Be located within an area subject to landslides, mudslides, subsidence, or other similar hazards as identified in the City’s General Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be located within an area subject to liquefaction as identified in the City’s General Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Modify any unique geological or physical feature based on a site survey/evaluation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Result in erosion, dust, or unstable soil conditions from excavation, grading, fill, or other construction activities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Other: Development within Hillside Management District on slopes in excess of 15 percent.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: (1) (2) (11) (16) (23) (25) (26)

*Discussion*

VI.a **Less Than Significant With Mitigation.** The CCSP EIR evaluated potential impacts related to earth movement (i.e., excavation, grading) and found them to be less than significant with implementation of mitigation. The project geotechnical study identified the following mitigation measures for potential earth-related impacts related to future industrial development: use of perimeter footings and floor slabs with reinforcing; recompaction of near surface loose or disturbed soils; and site-specific foundation geotechnical studies. The study also found potential impacts related to soil constraints, such as liquefaction and differential settlement, to be less than significant with the same mitigation.

The proposed project would require on-site grading but earthwork is expected to be balanced on site, with no net import or export of soil. Prior to the issuance of a grading permit, the project proponent would be required to prepare and submit detailed grading plans for the project site once the building footprint or foundation locations had been established. These plans must be prepared in conformance with the applicable standards of the City’s Grading Ordinance and the California Building Code (CBC). Adherence to the requirements of the City’s Grading Ordinance, CBC, measures identified in the project geotechnical investigation, and conditions set forth in the grading permit are required prior to the commencement of on-site clearing and grading activities will help ensure that any potential geotechnical issues would remain at less than significant levels, and no additional mitigation is required.

**VI.b–c Less Than Significant With Mitigation.** The Alquist-Priolo Earthquake Fault Zoning Act (A-P Act) mitigates fault rupture hazards by prohibiting the location of structures for human occupancy across the trace of an active fault. The A-P Act requires the State Geologist to delineate “Earthquake Fault Zones” along faults that are “sufficiently active” and “well defined.” The boundary of an “Earthquake Fault Zone” is generally 500 feet from major active faults and from 200 to 300 feet from well-defined minor faults. The mapping of active faults has been completed by the State Geologist. These maps are distributed to all affected cities, counties, and State agencies for their use in developing planning policies and controlling renovation or new construction. According to the project geotechnical study, there are several major earthquake faults in the area surrounding the project site, including the San Andreas, San Jacinto, and Glen Helen. While none of these faults crosses the project site, a major seismic event on any of these faults could result in substantial ground shaking at the project site, but the potential for ground rupture is low.

The CCSP EIR evaluated potential impacts related to geology and soils and found impacts to be less than significant with implementation of mitigation. The project geotechnical study identified the following mitigation measures for potential geotechnical impacts related to future industrial development: use of perimeter footings and floor slabs with reinforcing; recompaction of near surface loose or disturbed soils; and site-specific foundation geotechnical studies. The study also found potential impacts related to soil constraints, such as liquefaction and differential settlement, to be less than significant with mitigation.

**VI.d Less Than Significant With Mitigation.** The CCSP EIR examined potential impacts related to erosion and determined that they would all be less than significant with implementation of mitigation identified in EIR Section 4.4, *Surface Hydrology*. The project site is identified as being located in an area susceptible to high winds,<sup>1</sup> which would increase the potential for the erosion (by wind) of on-site soils. It is anticipated that any potential effects related to this issue can be mitigated by conventional grading techniques and the implementation of best management practices (BMPs) as required by the State’s General Construction Permit issued by the Regional Water Quality Control Board (RWQCB). Adherence to the City’s standard COAs regarding grading and runoff from construction areas will reduce potential erosion-related impacts to less than significant levels, and no additional mitigation is required.

**VI.e Less Than Significant Impact.** The site and surrounding areas are generally flat with only slight slopes or changes in elevation (General Plan Figure S-7). In addition, General Plan Figure S-7 (IIb) indicates the project has no or low susceptibility to landslides. The project site is also not located in an area susceptible to liquefaction or subsidence (General Plan Figures S-5 and S-6). Compliance with the CCSP Design Guidelines, the City’s Municipal Code, CBC standard City construction standards, and recommendations in the project geotechnical study will ensure that potential geotechnical impacts

---

<sup>1</sup> *City of San Bernardino General Plan*, Figure S-8 “Wind Hazards,” November 2005.

associated with landslides, subsidence, or other similar hazards will be less than significant, and no additional mitigation is needed.

VI.f **Less Than Significant Impact.** Liquefaction is a phenomenon that occurs when strong earthquake shaking causes soils to collapse from a sudden loss of cohesion and undergo a transformation from a solid state to a liquefied state. This happens in areas where the soils are saturated with groundwater. Loose soils with particle size in the medium sand to silt range are particularly susceptible to liquefaction when subjected to seismic ground shaking. Affected soils lose all strength during liquefaction and failure of building foundations can occur. Liquefaction typically occurs in areas where groundwater is present within 50 feet of the surface.

The CCSP EIR examined this issue and found no significant risk of liquefaction relative to the project site. Even though the project area contains sandy soils, groundwater levels in this area are expected to be greater than 50 feet. In addition, Figure S-5 in the City's current General Plan indicates the project site is not located within an area identified as highly or moderately highly susceptible to liquefaction. Therefore, no significant impacts are expected, and no mitigation is required.

VI.g **No Impact.** The project site is located along Cajon Creek below the foothills of both the San Gabriel Mountains to the northwest and the San Bernardino Mountains to the northeast. The lightly sloping character of onsite topographic and natural features is typical of property in the project vicinity. The CCSP EIR did not identify any unique or physical, geologic, or topographic features within the limits of the proposed project site or in the immediate surrounding area, and those conditions have not changed since that time. Therefore, no significant impacts associated with this issue are anticipated, and no mitigation is needed.

VI.h **Less Than Significant With Mitigation.** The CCSP EIR identified erosion and unstable soil conditions from project activities as potentially significant, but these conditions would be reduced to less than significant levels by the implementation of mitigation, mainly erosion and dust control, as well as measures outlined in Section 4.4 of the CCSP EIR, *Surface Hydrology*. Development of the site is in excess of one acre; therefore, the proposed project is required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, 99-08-DWQ). Under this permit, the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) is required to address erosion and discharge impacts associated with the proposed on-site construction activities. In addition to complying with the Construction General Permit, the project proponent would comply with grading and erosion control measures (including the prevention of sedimentation or damage to off-site property) set forth in Chapter 15 of the City's Municipal Code. Adherence to the City's standard Conditions of Approval (COAs) regarding erosion and runoff control from construction sites (see Section 4.8, *Hydrology and Water Quality*) and applicable provisions of the General Construction Permit will reduce potential erosion impacts to a less than significant level, and no further mitigation is needed.

VI.i **No Impact.** The proposed project is not located within the City's Hillside Management Overlay District (HMOD), therefore, no impact related with this issue would occur, and no mitigation is required.

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

Sources: (2) (19) (23) (25) (26)

*Discussion*

- VII.a **Less Than Significant Impact.** The CCSP EIR examined potential impacts of the project relative to various hazards in Section 4.10, *Hazardous Materials*. It found potentially significant impacts relative to hazardous chemicals and other materials that future industrial uses may store, handle, or transport. However, it also found that implementation of County, state, and federal laws and regulations regarding the handling of such materials would sufficiently mitigate potential impacts. Each major tenant within the project would also be required to prepare a file a “Business Plan” with the City Fire Department that identifies the kinds and amounts of hazardous materials that particular business handles, and appropriate safety improvements and procedures.

The proposed light industrial project would likely utilize hazardous materials on a daily basis. These include typical commercial cleaning related hazardous materials (i.e. pesticides, fertilizer, solvents, cleaning products, paints) would likely be used. According to CCSP EIR, the proposed project will require on-site handling of fuels (gasoline and diesel), greases, lubricating oils, asphalt, waste oils, solvents and concrete additives. Furthermore, on-site fuel, waste oil, and liquid asphalt storage tanks will be used. The potential warehouse uses on the site are not expected to result in the transportation, disposal, or release of large amounts of hazardous materials that would create a significant hazard to the public or the environment. Therefore, impacts related to this issue are less than significant and no mitigation is required.

- VII.b **Less Than Significant Impact.** The Design Guidelines of the CCSP do not allow for the use, storage, disposal, or transport of large volumes of toxic, flammable, explosive, or otherwise hazardous materials (hazmat) that could cause serious environmental damage or serious risk to public health and safety in the event of an accident. The CCSP EIR examined this issue, and determined that the land uses proposed for the proposed project site (i.e., light industrial or equivalent) would not present a hazard associated with the accidental release of hazardous substances into the environment. In addition, Section 4.1, Air Quality, of the CCSP EIR examined potential hazards related to Toxic Air Contaminants (TACs) and found future (light) industrial uses would not have a significant impact in that regard. The CCSP also contains a Reclamation Plan that outlines how properties will be reclaimed for other uses in a safe manner once the mineral extraction activities have ceased. The CCSP EIR identified a number of measures to help mitigate potential hazmat impacts from future industrial uses, such as using double-walled fuel tanks with leak detection equipment; fuel dispensing areas must have containment features; storing all hazmat in approved containers and in appropriate areas; and filing a Business Plan with the Fire Department. However, it should be noted that most of the CCSP EIR measures addressed hazmat related to mineral extraction activities.

The project site is not listed on the Hazardous Waste and Substances Sites (Cortese) List or on any City hazardous waste material site. No obvious sign of hazardous waste use or dumping (e.g., drums, containers, fluids, spills, or discolored soils) or other evidence of hazardous materials was observed during the cultural resource survey, or general site reconnaissance. No hazardous material condition has been reported by the project applicant. here are no on-site structures so there is also no risk from asbestos (e.g., insulation), lead-based paint, or other existing hazardous materials on site. Compliance with the CCSP Design Guidelines, City standard COAs regarding hazardous materials, and applicable County, state, and federal laws and regulations will help ensure that the proposed project will not experience significant impacts relative to hazardous materials, and no mitigation is needed.

- VII.c **No Impact.** No schools exist within a quarter of a mile of the project site. Therefore, no impact and no mitigation is required.

- VII.d **No Impact.** Pursuant to the California Government Code (Section 65962.5[E]), the project site is not listed on the State of California Hazardous Waste and Substances Site List (Cortese list).<sup>1</sup> No impact related to this issue would occur, therefore, no mitigation is required.
- VII.e **No Impact.** The San Bernardino International Airport (SBIA) is located approximately 10.7 miles southeast of the project site. The project site is not located within an Airport Influence Area<sup>2</sup> or within 2.0 miles of an airport. No impact related to this issue would occur; therefore, no mitigation is required.
- VII.f **Less Than Significant Impact.** The proposed project, including all structures and facilities, will be designed, sited, constructed, and maintained in accordance with applicable emergency response evacuation standards established by the City. Construction activities, which may temporarily restrict vehicular traffic along Cajon Boulevard, will be required to facilitate the passage of persons and vehicles through/around any required lane closures or road/intersection improvements. No significant impact related to this issue would occur, and no mitigation is required.
- VII.g **Less Than Significant With Mitigation.** The CCSP EIR indicates the project site is located within Fire Range 2 (FR-2) of a City-designated Fire Overlay District (FOD) to minimize the spread of fire and property damage, and to reduce the risk to public health and safety from periodic fires and must meet design and construction standards. The fire hazard within each zone varies based on slope, type of fuel present, and natural barriers. The project site is not located in an urban-wildland interface area, as indicated on Figure S-9 of the General Plan, so the proposed project would have a less than significant impact with implementation of mitigation from the CCSP EIR, including delivery of adequate water supplies for fire flow and payment of appropriate development impact fees for fire protection (CCSP EIR page 4-125). The project site is still within FR-2 and buildings will be constructed to current FR-2 standards, adequate fire flow will be provided, and development impact fees will be paid. With implementation of the following mitigation, fire-related impacts will be reduced to less than significant levels.
- HAZ-1** The project shall provide for the delivery of adequate water supplies for fire flow and payment of appropriate development impact fees for fire protection. The project site is within FR-2 and buildings will be constructed to current FR-2 standards, adequate fire flow will be provided, and development impact fees will be paid.
- VII.h **Less Than Significant Impact.** The City has periodic, extremely high winds, which have in the past resulted in significant property damage, including roof and block wall damage, damaged power lines and traffic signals, and downed trees. The most significant wind problems occur at the mouths of canyons and valleys extending downslope from the San Bernardino Mountains, such as the Cajon Pass immediately north of the project site. As identified in Figure S-7 of the City's General Plan, the project site is located within a "High Wind Area." In this area, the City applies stringent conditions for the construction of buildings and facilities. General Plan policies require that buildings and facilities are designed and constructed to withstand "extreme wind velocities." Review of building design during the plan check process is intended to ensure that the proposed on-site structures and features are appropriately designed to withstand anticipated winds that may occur in the project area. This review is standard for all development within the City's "High Wind Area." Adherence to the design and construction conditions identified during the design review process will ensure the proposed on-site uses will have adequate protection for property and persons during high wind events. Therefore, no significant impact related to this issue will occur, and no additional mitigation is required.

---

<sup>1</sup> *Hazardous Waste Substance and Sites List (Cortese List)*, California Department of Toxic Substance Control, <http://www.envirostor.dtsc.ca.gov/public/search.asp>, site accessed April 1, 2008.

<sup>2</sup> *City of San Bernardino General Plan Figure LU-4*, City of San Bernardino, November 1, 2005.

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

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

Sources: (1) (2) (23) (25) (26) (28) (29) (30) (33) (36)

*Discussion*

VIII.a **Less Than Significant with Mitigation.** The CCSP EIR identified potentially significant impacts to water quality from runoff changes during implementation of the CCSP, but determined that all impacts could be reduced to less than significant levels after mitigation for future industrial uses. These included: 100 percent on-site retention of 25-year flood flows; regular maintenance of drainage facilities; and a variety of Best Management Practices (BMPs) for erosion control during construction. It should be noted that most of the mitigation referred to ongoing and future mineral extraction activities. One measure required that water be diverted around the mining pit planned within Planning Area F, and that “internal drainage will be collected at the lower end of excavation for percolation” (EIR page ES-23).

**Construction (Short-Term) Impacts.** Construction of the proposed development will require grading and excavation activities, which may allow eroded soils and other pollutants to enter the storm drain system. Pollutants such as sediment, nutrients, heavy metals, toxic organics, trash and debris, and contaminants may be conveyed by storm runoff of impermeable surfaces (e.g., roofs, parking lots). The City implements National Pollutant Discharge Elimination System (NPDES) requirements for surface water discharge for all qualifying projects, including the project site. The development of the property will result in the improvement of the site, including buildings and other impervious surfaces. The City Engineer requires the preparation and approval of a hydrology analysis which Thienes Engineering has conducted, to ensure that on-site retention or detention is sufficient to accomplish this requirement.

Development of the project site is in excess of one acre; therefore, the project is required to obtain coverage under an NPDES permit. During the construction period, the project would use a series of BMPs to reduce erosion and sedimentation. These measures may include but are not limited to the use of gravel bags, silt fences, hay bales, check dams, hydroseed, and soil binders. The construction contractor would be required to operate and maintain these controls throughout the duration of on-site activities. In addition, the construction contractor would be required to actively maintain the SWPPP and an inspection log. Both the SWPPP and inspection log are required to be on site at all times in the event a site inspection is conducted by City or representatives of the RWQCB. With implementation of the erosion/sedimentation/pollution control measures required in the NPDES construction permit, short-term construction-related water quality impacts would be reduced to less than significant levels, and no additional mitigation is required.

**Operational (Long-Term) Impacts.** Runoff from landscaped areas would result in elevated levels of phosphorous, nitrogen, and suspended solids. Oil and other hydrocarbons from vehicles are also expected in stormwater runoff. Nutrients from this runoff could promote algae growth in local drainage ways as well as contribute to degradation of surface water quality.

Pollutant concentrations in urban runoff are extremely variable and are dependent on storm intensity, land use, elapsed time since previous storms, and the volume of runoff generated in a given area that reaches a receiving water body. The potential water quality impacts are similarly variable and related to the increase in the peak runoff, the type and extent of new urban uses, and the sensitivity of the receiving water. Development of the project could result in increased peak flow and pollutant loads in the local drainage ways.

Since 2004, post-construction impacts associated with urban runoff in the City have been addressed through the preparation of Water Quality Management Plans (WQMP). New development projects submitted for approval after June 1, 2004, are required to submit a project-specific WQMP prior to the first discretionary project approval or permit.<sup>1</sup> The project-specific WQMP must identify BMPs (including design criteria for treatment control) that are applicable to the project site. The primary objective of the WQMP, by addressing site design, source control, and treatment control BMPs applied on a project-specific and/or sub-regional or regional basis, is to ensure that the land use approval and permitting process of the City would minimize the cumulative regional impact of urban runoff. The WQMP would be required to be incorporated by reference or attached to the project's SWPPP as the Post-Construction Management Plan. The proposed project would incorporate on-site drainage improvements that would meet the City's water quality requirements. With implementation of CCSP EIR mitigation measures, and the City's standard COAs dealing with water quality, potential impacts would be less than significant, and no additional mitigation is needed.

**VIII.b Less Than Significant Impact.** Based on consumption rate of 400 gallons per thousand square feet per month,<sup>2</sup> the domestic water demand for the proposed light industrial uses would total approximately 9,490 gallons per day. The San Bernardino Municipal Water Department's (SBMWD) Urban Water Management Plan (UWMP) Update (December 2005) documents water supply reliability and outlines water use efficiency measures adopted to ensure adequate water supply in the service area. Included in the UWMP is an estimate of future needs based on population growth in the City. The UWMP identifies additional customers between 2005 and 2010, based on the amount of vacant land remaining in the City. As the proposed project is consistent with existing land use designations utilized to determine future water demand, the proposed industrial project would be included in the SBMWD's determination of future water demand.

The SBMWD produces its water supply from groundwater wells located throughout its service area. Recharge of the aquifer is generally through local precipitation and by stream flow from rain and snowmelt from the San Bernardino Mountains watershed. Direct additions to or withdrawals of groundwater via wells are not elements of this project. The project site is located within the Bunker Hill Groundwater Basin of the Upper Santa Ana River Watershed. While development of the proposed industrial uses and associated infrastructure will result in the installation of impermeable surfaces, compared to the size of the Bunker Hill Groundwater Basin (80,443 acres),<sup>3</sup> Since 1972, in excess of 150,000 acre-feet of imported State Project Water has been recharged into the Bunker Hill Groundwater Basin, which has the capacity to provide 70,000 acre-feet (22.83 billion gallons) of water per year.<sup>4</sup> The SBMWD distributes 16.66 billion gallons of water annually. The proposed project represents a negligible loss of permeable surface area for the Bunker Hill Groundwater Basin and an incremental increase in demand within the Bunker Hill Groundwater Basin. It should also be noted that runoff from the project site and from the proposed regional storm drain line will eventually reach Cajon Creek, and much of the runoff will percolate back into the ground and may reach the Bunker Hill Groundwater Basin.

---

<sup>1</sup> San Bernardino County Stormwater Program, "Model Water Quality Management Plan," revised June 2005.

<sup>2</sup> City of San Bernardino Municipal Water Department, Customer Service Department website, 2012.

<sup>3</sup> California Department of Water Resources, 1994.

<sup>4</sup> One acre-foot equals approximately 326,000 gallons.

The proposed project would not make a significant contribute to the depletion of groundwater supplies or interfere with groundwater recharge as proposed by development of the project. Therefore, no significant impact to groundwater resources would occur. No mitigation is required.

VIII.c–e **Less Than Significant With Mitigation.** The City of San Bernardino Public Works Division administers storm drain and flood control facilities within the City. The storm drain system has been divided into sub-areas within the City based upon the San Bernardino County Flood Control District’s Comprehensive Storm Drain Plans. The project is located within Storm Drain Sub-Area 4, which corresponds to a portion of Comprehensive Storm Drain Plan No. 7, which covers the northwesterly portion of the City. Development of the project site would slightly increase the amount of impervious surfaces in the form of building roofs and parking areas. Currently the project site is vacant and drains toward the south, but does receive nuisance flow from off-site sources to the north. The County’s planned E-20 and E-21 storm drain lines drain lands to the north of the site across I-215 and would convey them south to Cajon Creek. The recently developed Cajon Creek Logistics Park has implemented the future lines (Lines E-20 and E-21) to serve both the project site and upstream areas to the northeast.

Upon the completion of the project, this drainage pattern will remain similar to present, although 100-year storm flows will be retained on site so that flow volumes remain at present levels. Eventually runoff from the site will drain into Cajon Creek. The planned on-site retention basins will be sized so that no additional off-site drainage improvements will be needed.

Approvals of drainage features/improvements are made through the plan check process. As part of this process, all project-related drainage features would be required to meet the City’s development standards. Erosion, sedimentation, and siltation impacts are adequately addressed through adherence to the mitigation measures in CCSP EIR and the City’s standard COAs related to flood control, runoff/drainage, and water quality. Because the project would be required to design and install drainage systems according to standards and provisions set forth by the City, and would be required to adhere to the following mitigation measures, impacts related to this issue will be reduced to less than significant levels.

**HYD-1** Prior to the issuance of an occupancy permit, the project applicant may be required to submit and receive approval from FEMA a Conditional Letter of Map Revision – Fill (CLOMR-F) to remove the property from the 100-year flood zone map.

**HYD-2** Prior to the issuance of an occupancy permit, the project applicant shall submit to the City of San Bernardino supporting evidence of compliance with FEMA CLOMR-F specifications and requirements including the discussion and analysis of fill material placement, elevation changes, and hydro-modification impacts.

VIII.f **Less Than Significant Impact.** The installation of impermeable surfaces, such as buildings and pavement, generally increase the velocity and volume of surface runoff. As urban runoff flows over landscaped turf areas, parking areas, sidewalks and streets, it carries off pollutants such as automobile oil and antifreeze, pesticides, animal waste, and litter into the storm drain system. The storm drain system collects water from the streets and transports it directly or indirectly to local waterways (Cajon Creek, then to the Santa Ana River), and eventually the Pacific Ocean. Urban runoff from the storm drains is typically not filtered or treated. The conceptual site plan shows two detention basins on site that will detain storm flows and also receive dry season nuisance runoff, which will then percolate into the ground. These basins will therefore help protect surface water quality in Cajon Creek by “pre-treating” dry season flows. In this way, the proposed project will not degrade local water quality.

Federal environmental regulations based on the Federal Clean Water Act require the control of pollutants from Municipal Separate Storm Sewer Systems (MS4s), construction sites, and industrial activities. MS4s include drainage systems owned and maintained by the City of San Bernardino. Discharges from such sources were brought within the NPDES permit process by the 1987 Clean Water Act amendments and the subsequent 1990 promulgation of stormwater regulations by the U.S. Environmental Protection Agency. Because the project proponent would be required to adhere to storm drainage requirements found within the NPDES permit process as well as provisions required by the City of San Bernardino, a less than significant impact related to this issue is anticipated to occur with the implementation of the proposed project. No mitigation is required.

- VIII.g **No Impact.** According to the Federal Emergency Management Agency, the project site is not within a 100-year flood zone,<sup>1</sup> no impact would result from this issue and no mitigation is required.
- VIII.h **No Impact.** Flood control in the City provides an integrated approach to manage regional and local drainage flows. This system includes debris basins, storm channels, and levees. The nearest dam in the area is the Seven Oaks Dam in the City of Highland. The project site is not located within the potential inundation area of Seven Oaks Dam.<sup>2</sup> No impact related to this issue would occur, and thus no mitigation is required.
- VIII.i **No Impact.** The project site is located just east of Cajon Creek, but is not located near a lake, ocean, or other large standing body of water. Therefore, it is unlikely that the project site would be subject to inundation by a seiche (a wave or oscillation of the surface of water in an enclosed or semi-enclosed basin) or tsunami. A mudslide (also known as a mudflow) occurs when there is fast-moving water and a great volume of sediment and debris surges down a slope, stream, canyon, arroyo, or gulch with tremendous force. They are similar to flash floods and can occur suddenly without time for adequate warning. Mudflows can ruin substantial improvements with the force of the flow itself and the burying or erosion of improvements by mud and debris. The project site is identified as being in an area of low relief with low landslide susceptibility. By adherence to the California Building Code and applicable City requirements, and due to the site's lack of severe topography, impacts related to mudflows would be less than significant and no mitigation is required. The CCSP EIR evaluated these impacts and also found them to be negligible.

---

<sup>1</sup> Flooding and Dam Inundation, 100-Year Flood Plain, Federal Emergency Management Agency, City of San Bernardino General Plan (Figure S-1), 1990.

<sup>2</sup> *City of San Bernardino General Plan*, Figure S-2 "Seven Oaks Dam Inundation," November 2005.

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

Sources: (1) (2) (3) (4) (10) (15) (22) (23) (24) (25) (26) (27)

*Discussion*

IX.a **No Impact.** Under the CCSP, Parcels G and H are currently designated for Light Industrial uses. It should be noted that the property was zoned Industrial Light (IL) by the City prior to approval of the CCSP, and light industrial uses are located south of the project site. The proposed industrial development therefore is consistent with the long-range land use development plans for the property, as outlined in the CCSP.

The proposed project is located in an area that has existing and is planned for industrial uses. Development of the proposed project is consistent with existing land use in the project area and would not physically divide existing neighborhoods or the current pattern of development. Overall, no impact related to this issue would occur, and no mitigation is required.

IX.b **Less Than Significant Impact.** In the CCSP, Planning Areas G and H were planned for light manufacturing and assembly, or compatible uses. Portions of the two planning areas may also be developed with gasoline stations, convenience stores, and compatible uses. Planning Areas G and H were never used for interim aggregate extraction and are currently vacant. The proposed warehouses are consistent with the CCSP, therefore, no significant land use impact will result, and no mitigation is required.

- IX.c. **Less Than Significant Impact.** The project site does not lie within a habitat conservation plan or a natural community conservation plan area; however, it is adjacent to the Glen Helen Resource Conservation Plan (GHRCP) area established by the County in 2005. The GHRCP encompasses much of the Cajon Creek Wash and adjacent upland areas that support native vegetation. The project site is shown as planned industrial land under the GHRCP so there is no conflict with that plan. Because of this, no significant impacts are expected and no mitigation is required. For additional information on biological resources and the GHRCP, see Section IV, *Biological Resources*.
- IX.d. **No Impact.** The proposed project is not located within the City’s Hillside Management Overlay District (HMOD); therefore, no impact related with this issue would occur and no mitigation is required.
- IX.e. **Less Than Significant Impact.** The City of San Bernardino has identified a Foothill Fire Zone Overlay for certain portions of the City. This overlay district identifies three Foothill Fire Zones that have different degrees of hazard based on slope, type of fuel present and natural barriers. The Foothill Fire Zones are: A-Extreme Hazard, B-High Hazard, and C-Moderate Hazard.<sup>1</sup> Based on the City’s General Plan, no portion of the proposed project is located within a designated Fire Zone.<sup>2</sup> The construction of the proposed industrial uses would be required to adhere to all applicable standards established by the City. Therefore, impacts associated with this issue are anticipated to be less than significant and no mitigation measures are required.
- IX.f. **No Impact.** The San Bernardino International Airport (SBIA) is located approximately 9.7 miles southeast of the project site. The project site is not located within an Airport Influence Area<sup>3</sup> or within 2.0 miles of an airport. No impact related to this issue would occur; therefore, no mitigation is required.

---

<sup>1</sup> Chapter 19.15 FF (Foothill Fire Zones Overlay) District, City of San Bernardino Municipal Code, <http://www.ci.san-bernardino.ca.us/civica/filebank/blobdload.asp?BlobID=5950>, website accessed February 15, 2012.

<sup>2</sup> General Plan Figure S-9 “Fire Hazard Areas,” City of San Bernardino, November 2005.

<sup>3</sup> City of San Bernardino General Plan Figure LU-4, City of San Bernardino, November 1, 2005.

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

Sources: (1) (2) (3) (4) (10) (21) (22) (23) (24) (25) (26) (27) (36)

*Discussion*

X.a–c **Potentially Significant (from CCSP EIR).** Natural sand and gravel deposits in Cajon Wash, Lytle Creek, Warm Creek, City Creek, and the Santa Ana River contain the bulk of the City’s aggregate resources. Based on Exhibit NRC-3 (Mineral Resource Zone Map) in the *City of San Bernardino General Plan*, Planning Areas G and H of the proposed project site are within a Mineral Resource Zone 2<sup>1</sup> (MRZ-2) as designated by the State of California under the Surface Mining And Reclamation Act (SMARA). MRZ-2 identifies as an area where adequate information is indicated that significant mineral deposits are present or a great chance that their presence exists.

The CCSP EIR concluded that there were significant impacts to mineral resources due to the need for buffer areas within Planning Areas A and B; however, those areas have since been developed for light industrial uses, so buffer areas are no longer needed. The CCSP concluded that placement of an adequate buffer within Planning Areas A and B would render them useless for industrial uses, and they were too narrow and adjacent to residential uses, which made them impractical for mineral extraction. The EIR concluded there was no feasible mitigation for this impact.

The proposed project would not result in a loss of availability of a known mineral resource that would be of future value to the region and the residents of the state. With approval of the minor amendment, the proposed project would not result in a significant loss of availability of a locally-important mineral resource recovery site as delineated in the City General Plan. No mineral extraction activities have occurred or do occur on Planning Areas G and H. However, to err on the side of caution, potential impacts to mineral resources are still considered significant, based on the proposed land uses and the previous development of Planning Areas A and B, and no mitigation is proposed.

Construction of the proposed industrial building and related infrastructure would require the use of concrete, aggregate, asphalt, and other materials. These resources are commercially available in the southern California region with few or no constraints. Because of the general availability of construction materials (including aggregate) and the limited scale of the proposed project, no adverse impact related to the availability of these resources or the resource base from which they are derived would occur.

<sup>1</sup> MRZ-2 is defined as an area where geological data show that significant measured or indicated resources are present.

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

Sources: (1) (2) (8) (9) (25)

*Discussion*

XI.a **Less Than Significant With Mitigation.** The CCSP EIR evaluated the potential noise impacts of the CCSP and determined that they would not be significant with implementation of two mitigation measures relative to the aggregate processing plant, as well as the following two measures for future industrial uses:

**NOI-1** Truck traffic, except for local deliveries, must access I-215 via Palm Avenue/Institution Road to minimize project-related traffic on Cajon Boulevard.

**NOI-2** Construction activities at any permanent facilities within the Specific Plan area shall occur only from 7 a.m. to 7 p.m. on Monday through Saturday, excluding any nationally recognized holidays.

The project site is located in an area of the City that is developing with industrial uses. The City specifies the maximum acceptable exterior community noise equivalent level (CNEL) for industrial uses in the City shall not exceed 75 decibels (dB) while interior noise levels shall not exceed CNEL 72dB. The CNEL is a 24-hour A-weighted average sound level from midnight to midnight obtained after the addition of 5 decibels (dB) to sound levels occurring between 7:00 p.m. and 10:00 p.m. and 10 dB to the sound levels occurring between 10:00 p.m. and 7:00 a.m.<sup>1</sup> The 5 dB and 10 dB penalties added to the

<sup>1</sup> City of San Bernardino General Plan, Chapter 14, Noise Element, November 1, 2005.

evening and nighttime hours account for the added sensitivity of humans to noise during these time periods.

**Construction Noise.** Noise from construction equipment typically generates approximately 68 dB at 100 feet from the area where it operates. If two pieces of equipment are used, the “typical” construction noise measurements of the maximum hourly average noise levels are expected to be approximately 72 dB at 100 feet from the point of origin. These noise sources would decrease at a rate of 6 dB per doubling of distance; therefore, at 200 feet, construction noise would decrease to 66 dB; at 400 feet, the noise would decrease to 60 dB; etc. There are no sensitive receptors (e.g., residential use or daycare center) within a quarter-mile of the proposed project boundary, so no significant noise impacts during construction are anticipated. The project will comply with the City’s Noise Ordinance and its standard COAs for noise attenuation.

**Operational Noise.** The noise analysis prepared for the CCSP and evaluated in the EIR indicated that project traffic would not increase ambient noise levels on Cajon Boulevard south of Palm Avenue (i.e., near the project site) by more than 2 dB at 100 feet from the centerline of the roadway (Table B, NHPC 1991). The worst case was estimated in 1997, while 2007 and 2017 differences were slightly less (1.4 dB). Overall, noise levels on this portion of Cajon Boulevard were expected to be 68.7 dB, which is below the City standards for industrial uses. In addition, a noise study from an approved industrial development in the immediate area estimated that the 70 dB CNEL contour in 2017 would be 82 feet from the centerline of Cajon Boulevard south of Palm Avenue, which would place it well beyond the two planned warehouse buildings closest to Cajon Boulevard (Buildings 1 and 2).

Adherence to the mitigation measures in CCSP EIR, the City’s Noise Ordinance, and the City’s standard COAs will reduce both short- and long-term noise impacts to less than significant levels, and no additional mitigation is required.

XI.b **Less Than Significant Impact.** Vibration refers to groundborne noise and perceptible motion. Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may be discernable but without the effect associated with the shaking of a building, there is less of a reaction. Typical sources of groundborne vibration are construction activities (e.g., blasting, pile driving, and operating heavy duty earthmoving equipment), steel-wheeled trains, and occasional traffic on rough roads. Problems with groundborne vibration and noise from these sources are usually localized to areas within about 100 feet from the vibration source. When roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible. It is assumed for this project that the roadway surface would be smooth enough that groundborne vibration from street traffic would not exceed the impact criteria. In addition, any groundborne noise or vibration would occur only intermittently during grading and construction of the proposed on-site uses.

There are no sensitive receptors (e.g., residential use or day care center) within a quarter-mile of the proposed project boundary. The project will comply with the City’s Noise Ordinance and its standard COAs for noise attenuation. Any potential impact associated with groundborne noise or vibration would be short-term and less than significant, so no mitigation is required.

XI.c **Less Than Significant Impact.** The project site is not located in an area where the existing or future noise levels exceed the 70 dB exterior standard established by the City. Noise increases are anticipated to result from vehicle activity, and human activity (e.g., truck loading and unloading and parking lot noise). The noise resulting from the long-term operation of the proposed industrial site is anticipated to be similar to that of adjacent developing industrial areas and would not result in a substantial permanent increase in existing ambient noise levels (i.e., CCSP EIR noise assessment indicated max. +2 dB from

project traffic). Therefore, no significant long-term noise impacts are expected to occur, and no mitigation is required.

XI.d **Less Than Significant with Mitigation.** The addition of the proposed project to the project area, which is primarily industrial in nature, would not temporarily increase noise over the noise that currently exists. Temporary or periodic changes in the noise level would be consistent with those of the area. During the construction phase of the project, there would be a temporary increase in noise levels that would be reduced by the implementation of mitigation. With the implementation of the mitigation measures in CCSP EIR (NOI-1 and NOI-2 in section XI.a above), and the City’s standard COAs regarding outdoor and interior noise levels, the project will have less than significant impacts and no additional mitigation is required.

XI.e **No Impact.** The nearest airport to the project site is San Bernardino International Airport (SBIA), located approximately 9.7 miles southeast of the site. As indicated in the City of San Bernardino’s General Plan (Figure LU-4), the project site is not located within the SBIA’s Planning Boundaries, or within the noise contours identified for this air facility. The development and occupation of the industrial development would not expose employees or the public to excessive noise airport-related noise levels. No impact related to this issue would occur, and no mitigation is required.

<b>XII. POPULATION AND HOUSING – Would the project:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial growth in an area either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., 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"/>

Sources: (2) (18) (23) (25) (26)

*Discussion*

XII.a–b **No Impact.** The project proposes industrial warehouse buildings, which do not generate new population or housing, but do create additional employment in the City. The site is located in an area long planned for industrial uses, utility infrastructure already exists in Cajon Boulevard, and municipal services are already available to the site. The construction of the proposed project would create short-term construction jobs some of which would be filled by workers who reside in the project area. Construction of the planned industrial uses would not be expected to generate a permanent increase in population within the project area.

The project site is currently designated for industrial uses and does not include any residential component. Implementation of the proposed project would not result in the removal of any existing housing, and would not require the construction of replacement housing. Therefore, there would be no potential population or housing impacts from the proposed project, and no mitigation is required.

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

Sources: (1) (2) (23) (25) (26)

*Discussion*

**XIII.a Less Than Significant Impact.**

**Fire Protection and Medical Aid.** New development within the City creates new demands for emergency fire services either by increasing the amount of services needed in a particular area of the City or by increasing the types of services required for an area. The level of required service increases as a result of growth, the square footage served, and the number of persons requiring fire services. San Bernardino Fire Department (SBFD) is currently operated by San Bernardino county and staff levels and the amount and type of equipment must increase to accommodate the increase in the number of service calls and to provide adequate service to the City. New development would proportionally increase the need for the construction of new facilities to house any added staff and equipment. Previously the City had adopted “Fire Department Service Delivery Management and Planning Standards,” which established standards for the delivery of fire services. These standards included, but were not limited to, providing a response time of five minutes or less on 90 percent of fire calls.

Fire prevention, fire protection, and emergency medical assistance in the City of San Bernardino are provided by the SBFD. Currently, the SBFD responds to calls within the project area from Station number 5 at 1640 Kendall Drive which is located 2.6 miles from the project site. According to the CCSP EIR, there is no accurate response time, but it is estimated it will take 9 to 12 minutes. This station is staffed by three firefighters and responds to an average of six calls per day (an average call volume for stations in the project area). Support for Station 5 would be supplied as required Station 4 and Station 7. Any response to vegetation fires would be augmented by California Department of Forestry and the United States Forest Service. Assuming a 25 mph speed, average response time to the project site would be 6.8 minutes. Per the Fire Management Plan prepared for the proposed project, when considering the

proposed construction safeguards and fire management requirements to be imposed on the proposed development, adequate fire service response to the project site can be provided.

The proposed project will not result in an increase in demand for fire protection services sufficient that would trigger then need to construct new fire service facilities. New development in the service area of the Verdemont Fire Station is required to pay for a portion of the costs of the operation and maintenance of the Verdemont Fire Station. Payment of this established development impact fee will help offset the additional demand caused by the new development, and is an appropriate means to help reduce potentially significant adverse environmental impacts under CEQA.

Prior to issuance of building permits, the City would require the new development to provide evidence that an appropriate fair-share funding commitment has been made to offset the cost of operation and maintenance of the Verdemont Fire Station. The funding, a one-time fair-share contribution equivalent to the Community Facilities District No. 1033 “in-lieu fee” established by Resolution No. 2004-107 of the Mayor and Common Council, will mitigate the long-term impact of the project on emergency services of the Fire Department. As an alternative, an irrevocable agreement to annex the project site to Community Facilities District No. 1033 would satisfy this obligation.

Development of the proposed project may incrementally increase the demand for fire protection services. The proposed project would be designed and constructed per applicable fire prevention/protection standards, including the determination of the water supply to meet fire flow requirements. Additionally, the project proponent would be required to pay fair-share cost for the operation and maintenance of the Verdemont Fire Station. Adherence to standards and regulations contained in the City’s municipal and development codes and the payment of required fees would reduce potential impacts related to the provision of fire protection services to a less than significant level, and no mitigation would be required.

Emergency medical services to the project site would be provided by American Medical Response (AMR). Each ambulance unit is staffed by one emergency medical technician (EMT) and one paramedic. Paramedics are permitted to administer drugs, initiate airway treatments, and employ defibrillation equipment. While the medical facility to which patients would be transported would vary depending on the severity of the incident, the most likely medical facility to accept patients from the proposed industrial development is the San Bernardino Community Hospital. The hospital is a full-service medical facility located approximately 4.9 miles to the southeast of the project site. Development of the proposed industrial uses may increase the demand for emergency medical and health services; however, these services are demand responsive, meaning that they are generally provided upon demand. The proposed project would be required to meet conditions required by the City of San Bernardino. Adherence to these requirements would reduce potential impacts related to this issue to less than significant levels, and no mitigation is needed.

**Police Protection.** Police protection services are provided by the City of San Bernardino Police Department (SBPD). The nearest police station to the project site is the Northern District Office located at 710 north D Street, approximately 7.9 miles away from the site. The proposed project will not result in an increase in demand for police protection services sufficient to require the construction of new police facilities. Development of the proposed industrial uses may result in an incremental increase in demand for police protection services. The proposed project would be designed per applicable standards required by the SBPD for new development. Additionally, the project proponent would be required to pay required fees to offset law enforcement impacts that may result from the development and occupation of the proposed industrial uses. Adherence to these standards and the payment of required fees would reduce potential impacts related to the provision of police protection services to a less than significant level, and no mitigation is needed.

**School Facilities.** The proposed project is industrial and would not generate a significant number of school-aged children. The proposed project will not result in an increase in demand for school services sufficient to require the construction of new school facilities. The proposed project will therefore have no impact related to school facilities and no mitigation is required.

**Other Services.** The project site is located within a portion of the City that is slowly developing with industrial uses. Adjacent properties have been developed with industrial uses or have been designated for industrial developments (e.g., nearby Planning Areas A and B in the CCSP). The service and utilities required to construct and occupy the proposed industrial uses are typical of those required for other urban areas in the City. Based on the number of persons anticipated to occupy the project site and the nature of uses proposed, no significant increase in demand for maintenance of public roadways and/or utility infrastructure is anticipated. As such, impacts related to this issue are less than significant.

The project would be required to adhere to standards and provisions set forth by the City in the event that the proposed project would affect other governmental services. Because adherence to these standards and provisions is required of all development projects, less than significant impacts related to this issue are anticipated to occur with the development of the project site. The proposed project’s effect on recreational services is discussed in the Response to Questions XIV.a–b.

<b>XIV. RECREATION – Would the project:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Increase the demand for neighborhood or regional parks or other recreational facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: (1) (2) (23) (25) (26)

*Discussion*

XIV.a–b **No Impact.** Existing park facilities in the vicinity of the project site include Lionel E. Hudson Park and Littlefield Shultis Park. These two parks are 10.1 acres and 15 acres in size and are located approximately 4 miles southeast and 2 miles east of the project site. Both parks are equipped with picnic facilities, play equipment, walking tracks, and benches. Two other sports facilities, the Little League Western Park and the Blast Soccer Complex cater to group sports and are only open to these groups for use. Additionally, the San Bernardino National Forest offers a variety of hiking, equestrian, and picnic facilities and is located north of the project site. The proposed project is industrial and does not include any on-site recreational amenities. However, the project would not create a significant increase in population that would utilize nearby recreational facilities, so no significant recreational impacts would occur, and no mitigation is required.

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

Sources: (1) (2) (8) (14) (23) (25) (26) (31)

*Discussion:*

XV.a-b **Less Than Significant With Mitigation.** In 1991, the CCSP EIR included a comprehensive traffic study that determined Planning Areas G through H would generate approximately 2,844 average daily trips (ADT) while the entire CCSP would generate 19,417 ADT at build out (see Table N). In August 2016, a traffic analysis was prepared by Urban Crossroads for development of part of the southern portion of the CCSP (Planning Areas G and H) that utilized the ITE *Trip Generation Manual 2012* “high cube” warehouse trip generation rate of 1.68 total trips per thousand square feet which generated an ADT figure of 1,196 trips for 1.7 million square feet of industrial space. When the projected traffic from Planning Areas G and H is added together, the daily trips are 57.1 percent less than originally estimated in the CCSP, as shown in Table O. As part of the project approval process, the developer will be required to pay a fair share for the construction of various road and intersection improvements identified in the CCSP.

**Table N: CCSP Trip Generation for Planning Areas G-H**

Planning Area(s)	Size (acres) Per CCSP	Land Use	Trip Rate	Average Daily Traffic (ADT)
G	25.1	Light Industrial	60/acre	1,506
H	22.3	Light Industrial	60/acre	1,338
Subtotal	47.4 (3.4%)	—	—	2,844 (14.6%)
CCSP Total	1,392	—	—	19,417

Source: Table 2, Traffic Generation by Area and Phasing Time, Long Term (2007-2017), CCSP (page 4-78)

**Table O: Trip Distribution Comparison**

Planning Areas	Square Feet <sup>1</sup>	Daily Trips	CCSP Trips	Difference	Percent
G	790,855.36	548	1,506	-958	-63.6%
H	881,767.11	648	1,338	-690	-51.6%
Subtotal (G-H)	1.7 million	1,196 (6.2%)	2,844 (14.6%)	-1648	<b>-57.1%</b>
CCSP Total	6.8 million (estimated)	19,417	19,417	0	NA

Source: Based on data from "Ridge San Bernardino One Traffic Impact Analysis" prepared by Urban Crossroads, August 31, 2016

<sup>1</sup> from CCSP based on acres times 0.5 FAR

The CCSP EIR contained the applicable following traffic mitigation as it relates to the proposed project:

- Frontage road improvements shall be provided along Cajon Boulevard on the project site of the centerline adjacent to each Planning Area as a condition of the Tentative Map approval process for Planning Areas D, E, and F; G and H; K and L; and A and B.
- Individual lot driveway access, to Planning Areas A, B, D (ultimate), E, G, H and K along Cajon Boulevard shall share points of access.
- Interim improvements of the Cajon Boulevard, Institution Road, and Palm Avenue intersection shall include realignment of the Institution Road leg of the intersection.
- Improvement of the Cajon Boulevard and Kendall Drive intersection shall be provided in accordance with the Infrastructure Improvement Plan (shown in "Detail B" of Figure 4.7-2).
- Palm Avenue shall be restriped between Cajon Boulevard and I-215, if warranted in accordance with requirements of the City Engineer, in order to accommodate four lanes of traffic.

While the proposed project would not cause a substantial increase in traffic, it still contributes to cumulative traffic volumes in the project area, so these actions will be incorporated into **Mitigation Measures TRA-1 through TRA-5**.

As a standard condition of project approval, the City requires that new development make a fair-share contribution for traffic improvements necessary to accommodate traffic from the proposed development. Because the installation of these improvements would be funded by fair-share contributions required from all developments in the area, the required improvements to local traffic would be funded and constructed. These improvements would alleviate any unsatisfactory level of service (LOS) conditions at affected intersections, so no significant impact would occur, and no additional mitigation is needed.

XV.c **No Impact.** The nearest airport to the project site is San Bernardino International Airport, located approximately 9.7 miles southeast of the project site. The nature and type of development proposed for the project site would not affect the frequency or pattern of air traffic at San Bernardino International Airport. Therefore, no impact would occur with the development of the project site.

XV.d **Less Than Significant Impact.** All proposed projects within the City of San Bernardino are required to adhere to the City of San Bernardino Public Works Department's policies and guidelines as contained in the Traffic Engineering Design Policies and Procedures. These policies and guidelines dictate the construction of additional roadway infrastructure as well as procedures for submittal, review, and approval of a project's circulation system. The proposed project does not include sharp curves and all six access points are perpendicular to the roads adjacent to the project. The project consists of two adjacent lots divided by Institution Road. The northern site consists of a single building with a large passenger vehicle parking lot and truck loading area on the south and a smaller passenger vehicle parking lot on the east. The southern site consists of a single building with a passenger vehicle parking lot on the east and two truck loading areas and truck parking lots on the north and south. Adherence to applicable requirements of the City (e.g., corner radii, and intersection control where necessary) would ensure that the on-site traffic improvements proposed as part of the project do not create a substantial increase in hazards due to a design features. Adherence to applicable City standards would ensure that no significant roadway design-related or hazard-related impact occurs.

The proposed project would be located within an area that is planned and currently used for industrial development. Vehicular use is expected to consist of passenger vehicles as well as heavy duty trucks. Long-term heavy-duty truck use is anticipated to occur with the proposed project as it does with the surrounding uses; therefore, no incompatibility with existing or future traffic would occur.

XV.e. **Less Than Significant Impact.** Standard requirements of the County Fire Department would prohibit development of the project site until such time as two dedicated, all-weather access routes have been constructed. The proposed project includes the construction of driveways that would provide access to the project. These driveways would access four points, with a potential of five, on Cajon Blvd on the north side of the project and two on Institution Road to access the two sites from the north or south.

The design, construction, and maintenance of structure, roadways, and facilities must comply with applicable County standards related to emergency access and evacuation plans. Any construction activity that may temporarily restrict vehicular traffic would be required to implement adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. Adherence to applicable County access control measures would reduce potential impacts related to this issue to a less than significant level.

XV.f **Less Than Significant Impact.** The City of San Bernardino parking standards<sup>1</sup> requirement for Industrial Development is a minimum of one parking space for every 1,250 square feet of building space. This equates to 570 parking spaces, so the project will need to demonstrate it can provide the required number of spaces, according to the City's development review process. As long as the project provides adequate parking (i.e., per City standards), a less than significant impact related to this issue would occur.

XV.g **No Impact.** The proposed project is not on a major passenger transportation route, although it is located between two major freight rail lines. The project will comply with all City development policies, standards, and programs pertaining to supporting alternative modes of transportation; therefore, no impact related to this issue would occur.

---

<sup>1</sup> City of San Bernardino Development Code, Chapter 19.24.

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

Sources: (1) (2) (20) (23) (25) (26) (28) (29) (33)

*Discussion*

**XVI.a Less Than Significant Impact.** Under Section 402 of the Clean Water Act (CWA), the Regional Water Quality Control Board (RWQCB) issues National Pollutant Discharge Elimination System (NPDES) permits to regulate waste discharges to waters of the U.S., including rivers, lakes, and their tributary waters. Waste discharges include discharges of stormwater and construction project discharges. The City has a permit from the RWQCB for all wastewater generated within its boundaries. As evidenced by its current Industrial land use designation, the City has planned for the development of the project site with industrial uses, including the generation of wastewater. Because the project proponent would be

required to adhere to wastewater discharge requirements found within the NPDES permit process as well as provisions required by the City of San Bernardino, a less than significant impact related to this issue would result from implementation of the proposed project.

**XVI.b Less Than Significant Impact.** Wastewater flows from the proposed project site would be handled by the San Bernardino Metropolitan Water District (SBMWD) and would be conveyed to the San Bernardino Water Reclamation Plant (SBWRP) located in the southern portion of the City and the Rapid Infiltration and Extraction (RIX) facility. The proposed project does not require the construction of water distribution and wastewater conveyance facilities, but will tie into existing facilities in the project area. Current capacity at this facility is 33 million gallons per day (mgd) that serves a population of 185,000 people in a service area which includes the cities of San Bernardino, Loma Linda, East Valley, San Bernardino International Airport, Patton State Hospital, and parts of San Bernardino County, with an existing average inflow of approximately 22.4 mgd per day.<sup>1</sup> Under current conditions, the average daily surplus treatment capacity is approximately 10.6 mgd. Generally, water use and wastewater flows are related in that wastewater is generated from indoor water uses. Based on the City of San Bernardino Sewage Flow Guide for Domestic Waste Discharge, typical wastewater generation factors are 0.0100 gallons per day (gpd) per square foot for up to 100,000 square feet of industrial warehouse uses, 0.0050 gpd per square foot for additional square feet between 100,000 and 500,000 square feet, and 0.0001 gpd per square foot for additional square feet over 500,000 square feet.<sup>2</sup> Based on this generation factor, up to 3,021 gallons (0.0030 mgd) of wastewater would be generated from the proposed project.<sup>3</sup> The additional wastewater treatment demand of 0.0036 mgd resulting from development of the proposed project totals approximately 0.02 percent of current surplus treatment capacity.

The proposed project would not create additional demand on wastewater capacity sufficient to require the construction of new facilities. Prior to the issuance of building permits, the project applicant would be required to satisfy SBMWD requirements related to the payment of fees and/or the provision of adequate wastewater facilities. All facilities would be designed, installed, and maintained to meet SBMWD standards. Because the amount of wastewater generated would be within the existing surplus treatment capacity, the proposed project would not require the construction of a new water or wastewater treatment facilities or expansion of existing facilities, which could cause significant environmental effects; and impacts related to this issue would be considered less than significant.

**XVI.c Less Than Significant Impact.** Please refer to the response to the response to Checklist Questions VIII.c–e.

**XVI.d Less Than Significant Impact.** The CCSP EIR indicated that the City would be able to provide an adequate amount and quality of water to future development within the CCSP. The CCSP was prepared before the requirement for a Water Supply Assessment (WSA) were approved, which are found in Sections 10910–10912 of the California Water Code. In this case, the proposed project does not trigger the requirement for preparation of a WSA as it does not propose development for which water

<sup>1</sup> Warren Huang, Principal Engineer, Water Utility, Engineering Section, City of San Bernardino Water Department, email correspondence February 13, 2012 (for nearby Cajon Creek Industrial Project).

<sup>2</sup> *Sewage Flow Guide for Domestic Waste Discharge*, City of San Bernardino Municipal Water Department, February 2012 for nearby Cajon Creek Industrial Project.

<sup>3</sup> 100,000 square feet of industrial warehouse uses × 0.0100 gallons per day/square foot (for first 100,000 square feet) = 1,000 gallons per day or 0.001 million gallons per day (mgd); 400,000 square feet of industrial warehouse uses × 0.0050 gallons per day/square foot (additional square feet between 100,000 and 500,000 square feet) = 2,000 gallons per day or 0.002 million gallons per day (mgd); 711,695 square feet of industrial warehouse uses × 0.0001 gallons per day/square foot (for additional square feet above 500,000 square feet) = 3,021 gallons per day or 0.0030 million gallons per day (mgd). If the maximum 726,000 square feet of industrial space were built, waste generation waste would incrementally increase (+1%).

consumption would exceed 500 residential units or the equivalent. Water service to the project site would be provided by the SBMWD, which serves the majority of the City.

The SBMWD maintains records on the average water consumption for the most applicable land uses in the City. The proposed project would consume a total of 711,750 gallons per month based on an average of 23,725 gallons per day,<sup>1</sup> Annual domestic water demand would total 2.5 million gallons (7.1 acre-feet) per year. As identified in the City's 2005 UWMP, in December 2005 the City had a supply of 45,501 acre-feet per year<sup>2</sup> and a total demand of 43,970 acre-feet per year,<sup>3</sup> leaving a surplus of approximately 1,531 acre-feet per year. The water demanded for the project site (69.0 acre-feet per year) represents approximately 4.3 percent of the total existing surplus water supply; therefore, it is anticipated that there is sufficient water supply to service the proposed project site. The proposed project would not create additional demand on the local or regional water supply and distribution system sufficient to require the construction of new facilities. It should also be noted that the proposed project contains a number of design characteristics intended to substantially reduce potential water consumption during project occupancy.

It is anticipated the water utilities would connect to existing or future water lines in proposed project roadways. Prior to the issuance of building permits, the project applicant would be required to satisfy SBMWD requirements related to the payment of fees and/or the provision of adequate water facilities. The SBFD requires a fire flow demand of 1,000 gpm that can be maintained for two hours. All facilities would be designed, installed, and maintained to meet SBMWD standards for domestic water supply and SBFD standard for fire flow. Prior to development, the project applicant would be required to obtain evidence that the proposed project's water demands can be met by the SBMWD. Adherence to these requirements would reduce potential impacts to a less than significant level, and no mitigation is required.

**XVI.e Less Than Significant Impact.** The CCSP EIR indicated that the City would be able to provide adequate wastewater collection and treatment to future development within the CCSP. Wastewater conveyance and treatment services would be provided by the SBMWD. Existing sewer mains are currently located within Cajon Boulevard and would be installed on site to tie into existing pipelines in Cajon Boulevard. Wastewater flows from the project would be conveyed to and processed by facilities at the San Bernardino Water Reclamation Facility (WRP) located at 399 Chandler Place in the City of San Bernardino. This facility is operated by SBMWD, which provides combined domestic and industrial wastewater treatment services to the Cities of San Bernardino and Loma Linda, as well as the East Valley Water District (EVWD) and Patton State Hospital. The WRP has a design capacity of 33 mgd. Current inflow to the WRP is approximately 26–28 mgd, resulting in 5–7 mgd of surplus capacity. The proposed project is anticipated to generate approximately 3,021 gallons of wastewater per day,<sup>4</sup> which represents 0.7 percent of the minimum surplus daily capacity at the WRP.

The proposed project would not create additional demand on wastewater capacity sufficient to require the construction of new facilities. Prior to the issuance of building permits, the project applicant would be required to satisfy SBMWD requirements related to the payment of fees and/or the provision of adequate wastewater facilities. All facilities would be designed, installed, and maintained to meet SBMWD standards. No significant impact related to the provision of sewer or wastewater treatment services would occur; therefore, no mitigation is required.

---

<sup>1</sup> City of San Bernardino Municipal Water Department, Customer Service Department, website, 2015.

<sup>2</sup> Table 5-1, 2005 Urban Water Management Plan, City of San Bernardino Municipal Water Department, December 2005.

<sup>3</sup> Table 3-3, 2005 Urban Water Management Plan, City of San Bernardino Municipal Water Department, December 2005.

<sup>4</sup> 80 gallons/day/1,000 sf: City of Los Angeles, *L.A. CEQA Thresholds Guide*, 2006.

XVI.f **Less Than Significant Impact.** The City of San Bernardino would provide solid waste collection services to the project site. Solid waste collection is a “demand-responsive” service and current levels can be expanded and funded through user fees. Based on a solid waste generation of 0.006 pounds per square foot per day (0.006 lbs/sf/day × 711,695 square feet = 142 pounds per day),<sup>1</sup> the proposed project is anticipated to generate approximately 5.6 tons/day of solid waste. Solid waste from the proposed project would be collected by the City of San Bernardino Refuse Department. Non-recyclable solid waste from the proposed project would be collected and transported to the San Timoteo Sanitary Landfill, located in the City of Redlands. If the maximum 726,000 square feet of industrial space were built, solid waste would incrementally increase (+1.9%).

The San Timoteo Sanitary Landfill has a daily permitted throughput of 2,000 tons per day, a remaining capacity of 13,600,005 cubic yards. According to the CalRecycle website, there is no estimated closure date of the San Timoteo Sanitary Landfill.<sup>2</sup> The volume of solid waste generated by the proposed project per day represents 0.001 percent of the current permitted throughput at the San Timoteo Sanitary Landfill. As adequate daily surplus capacity exists at the receiving landfill, development of the proposed project would not significantly affect current operations or the expected lifetime of the landfill serving the project area. Therefore, no significant solid waste disposal impact would occur and no mitigation measures are required.

XVI.g **No Impacts.** The proposed project would be required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991) and other applicable local, State, and Federal solid waste disposal standards, thereby ensuring that the solid waste stream to the San Timoteo Sanitary Landfill is reduced in accordance with existing regulations. Impacts are considered less than significant and no mitigation measures would be required.

---

<sup>1</sup> California Integrated Waste Management Board, *Solid Waste Information System Database*, [www.ciwmb.ca.gov/swis](http://www.ciwmb.ca.gov/swis), site accessed on March 27, 2015.

<sup>2</sup> *Active Landfills Profile for San Timoteo Sanitary Landfill (36-AA-0087)*, CalRecycle website, <http://www.calrecycle.ca.gov/SWFacilities/Directory/36-AA-0087/Detail/>, website accessed on September 12, 2016.

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

**DISCUSSION**

XVI.a **Less Than Significant With Mitigation.** No endangered or threatened species were identified on site during the biological resource surveys. As stated in Section IV, development of the proposed project would not cause a fish or wildlife population to drop below self-sustaining levels or restrict the movement/distribution of a rare or endangered species. Development of the proposed project would result in the conversion of approximately 38.4 net acres of vacant land to industrial warehouse use. The proposed project would not impact threatened or endangered species or habitat to a greater or substantially different degree than evaluated in the previously approved CCSP EIR. Impacts to migratory birds and nesting bird species would be addressed by compliance with current regulatory requirements (e.g., Migratory Bird Treaty Act) and impacts would be less than significant level with mandatory nesting surveys prior to ground-disturbing activities, and limitations on construction in the event nesting species are present on site. Impacts to on-site biological resources are reduced to a less than significant level with adherence to the CCSP mitigation measures and compliance with existing regulations, as outlined in Section IV of this Initial Study (*Biological Resources*). No additional mitigation is necessary under this EIR Addendum.

Development of the proposed industrial uses would not result in the elimination of any existing residential structures. A previous survey did identify significant archaeological or historical resources on the site. The CCSP EIR identified a number of measures to mitigate potential impacts associated

with the discovery of as-of-yet undetected subsurface cultural and/or paleontological resources during excavation operations. Adherence to these measures identified in the CCSP EIR and the City's standard Conditions of Approval in this regard would reduce potential impacts associated with cultural, historic, or paleontological resources to a less than significant level.

- XVI.b **Less Than Significant Impact.** The proposed project site is located within an area has been designated by the City for a variety of industrial uses. While short-term construction-related air quality and noise impacts would result from construction of the proposed uses, adherence to the mitigation measures identified in the CCSP EIR, and the City's standard requirements for construction activities relative to air quality will reduce these impacts to less than significant levels. Other impacts related to biological resources, geologic and soil conditions, hydrology and water quality, hazards and hazardous materials, and archaeological/paleontological resources are similarly reduced to less than significant levels through the implementation of mitigation measures in the CCSP EIR and the adherence to established City-mandated design and construction standards.

The cumulative effects resulting from build out of the City's General Plan were previously identified in the General Plan EIR. The type, scale, and location of the proposed project is consistent with City's General Plan and zoning designation and is compatible with the pattern of development that has been approved for adjacent properties. Because of this consistency, the potential cumulative environmental effects of the proposed project would fall within the impacts identified in the City's General Plan EIR. As no cumulative impact greater than that identified in the General Plan EIR would result from either the construction or occupation of the proposed industrial uses, a less than significant impact is anticipated to occur.

- XVI.c **No Impact.** As detailed in the preceding responses, development of the proposed project would not result, either directly or indirectly, in adverse effects to human beings. No impacts are anticipated to occur with the implementation of the proposed project.

## **REFERENCES**

1. Calmat Cajon Creek Specific Plan (CCSP), CalMat Co, 1991.
2. Woodward-Clyde Consultants (WCC). Draft Environmental Impact Report, Calmat Cajon Creek Specific Plan and Conditional Use Permit/Reclamation Plan (SCH# 90020908). December 1991.
3. Transtech Engineers, Inc. Application for a Minor Modification to the Calmat Cajon Creek Specific Plan SP 90-01 (Planning Areas G and H. February 2012.)
4. Application for a Minor Modification to Conditional Use Permit No. 91-31/RP (Reclamation Plan) (Planning Areas G and H). Transtech Engineers, Inc. February 2012.
5. U.S. Army Corps of Engineers. Memorandum of Understanding and Implementation Agreement for the Cajon Creek Habitat Conservation Management Area. Included also U.S. Fish and Wildlife Service, Calmat Co., and the California Department of Fish and Game. July 26, 1996.
6. Vulcan Materials Company. Extension of Memorandum of Understanding and Implementation Agreement for the Cajon Creek Habitat Conservation Management Area. Included also U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, Calmat Co., and the California Department of Fish and Game. August 11, 2006.
7. ASM Affiliates, Inc. Cultural Resource Survey of the Cajon Creek Specific Plan Project, San Bernardino County, California. October 1, 1990.
8. Charles P. Strong & Associates. Traffic Report for the Calmat – Cajon Creek Project. August 30, 1991.
9. New Horizon Planning Consultants (NHPC). Noise Impact Study, Cajon Creek, City of San Bernardino, California. May 15, 1991.
10. Nasland Engineering. Development of a Mining Plan in Cajon Creek, Calmat Company, San Bernardino, California. 1991.
11. Woodward-Clyde Consultants. Preliminary Geologic Reconnaissance for the Proposed Cajon Creek Project. December 4, 1990.
12. New Horizons Planning Consultants, Inc. (NHPC). Air Quality Impact Analysis, Cajon Creek Aggregate Project, City of San Bernardino, California. July 31, 1991.
13. Tierra Madre Consultants, Inc. CalMat Cajon Creek Concept Plan, Biological Assessment. September 20, 1990.
14. Ridge San Bernardino One Traffic Impact Analysis prepared by Urban Crossroads, August 31, 2016
15. Fieldwork by LSA Associates, Inc. staff (various). September 2016.
16. Alquist-Priolo Earthquake Fault Zones Map. Various dates.
17. California Department of Conservation, Farmland Mapping and Monitoring Program, 2011.
18. California Department of Finance, E-5 City/County Population and Housing Estimates, 2011.
19. California Department of Toxic Substance Control, Hazardous Waste Substance and Sites List (Cortese List), site accessed January 2016.
20. California Integrated Waste Management Board, *Solid Waste Information System Database*, site accessed on January 30, 2012.
21. California Public Resources Code, §5020.1(j).
22. City of San Bernardino, Development Code (Title 19 of the San Bernardino Municipal Code).

23. City of San Bernardino, General Plan, November 1, 2005.
24. City of San Bernardino, General Plan Land Use Plan/Zoning Districts Map.
25. City of San Bernardino, General Plan Program Environmental Impact Report (EIR).
26. City of San Bernardino, General Plan. 1993 (*GP in place at the time of CCSP approval*).
27. City of San Bernardino, Municipal Code, Sections 15.10, 15.34.
28. City of San Bernardino Municipal Water Department, Customer Service Department, January 2012.
29. City of San Bernardino Municipal Water Department, Urban Water Management Plan, December 2010.
30. Federal Emergency Management Agency (FEMA), Flood Insurance Rate Maps (FIRM), Panel 06071C7910H, August 28, 2008.
31. Institute of Transportation Engineers, Trip Generation, 8<sup>th</sup> Edition, 2008.
32. LSA Associates Inc., Greenhouse Gas Emissions and Global Climate Change Study, August 2016.
33. San Bernardino County Stormwater Program, Model Water Quality Management Plan, June 2005.
34. South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993.
35. South Coast Air Quality Management District, Final 2012 Air Quality Management Plan, adopted July 13, 2012.
36. United States Department of Agriculture, Soil Conservation Service. Soil Survey of San Bernardino County, Southwestern Part, California. 1980.

## **SUMMARY OF MITIGATION MEASURES**

The following measures are either summarized from the Cajon Creek Specific Plan EIR or summarized from the attached Addendum to the CCSP EIR. They either clarify mitigation language in the EIR or provide implementation strategies for recent laws or regulations that may not have been addressed in the EIR (measure numbers added for convenience and clarifications added where needed):

### **Air Quality**

- AQ-1 Comply with SCAQMD Rules 402 and 403 regarding fugitive dust.
- AQ-2 Ensure construction equipment is properly serviced to minimize exhaust emissions.
- AQ-3 Install temporary power lines to avoid emissions from on-site power generators.
- AQ-4 Inform construction workers about ridesharing and transit opportunities.
- AQ-5 Water at least twice daily during grading and excavation.
- AQ-6 Landscape or treat all disturbed or graded areas to minimize erosion.
- AQ-7 Suspend grading activities when wind speeds exceed 25 miles per hour.
- AQ-8 Implement energy use/conservation guidelines in Title 24 of the California Administrative Code.

### **Biological Resources**

- BIO-1 The clearance of vegetation within the project site that supports special status species or protected avian species shall not occur within the typical avian nesting season (March 1 to June 30).
- BIO-2 No more than 72 hours prior to initiation of ground-disturbing activities, a pre-construction survey shall be completed by a qualified biologist. The survey will identify (if any) special status avian species within the area of intended disturbance. In the event no special status avian species are identified within the limits of disturbance, no further mitigation is required. In the event such species are identified within the limits of ground disturbance, action BIO-3 shall apply.
- BIO-3 If nesting special status avian species are determined to occupy a proposed area of disturbance, no construction activity shall take place within 500 feet of an active nest/burrow until it has been determined that the nest/burrow is no longer active, and all juveniles have fledged the nest/burrow.

### **Hazards**

- HAZ-1 The project shall provide for the delivery of adequate water supplies for fire flow and payment of appropriate development impact fees for fire protection. The project site is within FR-2 and buildings will be constructed to current FR-2 standards, adequate fire flow will be provided, and development impact fees will be paid.

### **Hydrology and Water Quality**

- HYD-1 Prior to the issuance of an occupancy permit, the project applicant may be required to submit and receive approval from FEMA a Conditional Letter of Map Revision – Fill (CLOMR-F) to remove the property from the 100-year flood zone map.
- HYD-2 Prior to the issuance of an occupancy permit, the project applicant shall submit to the City of San Bernardino supporting evidence of compliance with FEMA CLOMR-F specifications and requirements including the discussion and analysis of fill material placement, elevation changes, and hydro-modification impacts.

### **Noise**

- NOI-1 Truck traffic, except for local deliveries, must access I-215 via Palm Avenue/Institution Road to minimize project-related traffic on Cajon Boulevard.
- NOI-2 Construction activities at any permanent facilities within the Specific Plan area shall occur only from 7 a.m. to 7 p.m. on Monday through Saturday, excluding any nationally recognized holidays.

### **Traffic and Transportation**

- TRA-1 Frontage road improvements shall be provided along Cajon Boulevard on the project site of the centerline adjacent to each Planning Area as a condition of the Tentative Map approval process for Planning Areas D, E, and F; G and H; K and L; and A and B.
- TRA-2 Individual lot driveway access, to Planning Areas A, B, D (ultimate), E, G, H and K along Cajon Boulevard shall share points of access.
- TRA-3 Interim improvements of the Cajon Boulevard, Institution Road, and Palm Avenue intersection shall include realignment of the Institution Road leg of the intersection.
- TRA-4 Improvement of the Cajon Boulevard and Kendall Drive intersection shall be provided in accordance with the Infrastructure Improvement Plan (shown in “Detail B” of Figure 4.7-2).
- TRA-5 Palm Avenue shall be restriped between Cajon Boulevard and I-215, if warranted in accordance with requirements of the City Engineer, in order to accommodate four lanes of traffic.

CITY OF SAN BERNARDINO  
DEVELOPMENT SERVICES

INITIAL STUDY

**APPENDIX A**  
**SUPPORTING MATERIALS**  
**(BIOLOGY-CULTURAL-TRAFFIC)**  
**(ON CD-ROM)**

CITY OF SAN BERNARDINO  
DEVELOPMENT SERVICES

INITIAL STUDY

**APPENDIX B**  
**AIR QUALITY AND**  
**GREENHOUSE GAS EMISSIONS STUDY**  
**(ON CD-ROM)**

CITY OF SAN BERNARDINO  
DEVELOPMENT SERVICES

INITIAL STUDY

**APPENDIX C**  
**GEOTECHNICAL REPORT**  
**PHASE 1 HAZMAT STUDY**  
**(ON CD-ROM)**

CITY OF SAN BERNARDINO  
DEVELOPMENT SERVICES

INITIAL STUDY

**APPENDIX D**  
**CAJON CREEK SPECIFIC PLAN**  
**(ON CD-ROM)**

CITY OF SAN BERNARDINO  
DEVELOPMENT SERVICES

INITIAL STUDY

**APPENDIX E**  
**CAJON CREEK SPECIFIC PLAN**  
**EIR AND APPENDICES**  
**(ON CD-ROM)**