Alliance CA Gateway South Building 8 Project

Draft Initial Study/ Mitigated Negative Declaration

April 2022

Prepared By:

Kimley-Horn and Associates, Inc.
3880 Lemon Street, Suite 420
Riverside, CA 92501

Kimley»Horn

Table of Contents

Tables

Exhibits

Appendices

Appendix A: Air Quality Assessment

Appendix B: Health Risk Assessment

Appendix C: Biological and Aquatic Resources Constraints Analysis

Appendix D: Cultural Resources Assessment

Appendix E: Energy Data

Appendix F: Greenhouse Gas Emissions Assessment

Appendix G: Phase I Environmental Site Assessment

Appendix H: Limited Phase II Environmental Site Assessment

Appendix I: Hydrology & Hydraulic Calculations

Appendix J: Final Water Quality Management Plan

Appendix K: Acoustical Assessment

Appendix L: Traffic Impact Analysis

1.0 INTRODUCTION & PURPOSE

1.1 Project Overview

The Draft Initial Study/Mitigated Negative Declaration (Draft IS/MND) was prepared by Kimley-Horn and Associates (Kimley-Horn) for the City of San Bernardino (City) to assess whether there may be significant environmental impacts associated with the proposed Alliance California Gateway Building 8 Project (Alliance CA GWSB8 or Project), located on the southeast corner of the intersection of Lena Road and E. Norman Road, in the City of San Bernardino, California. This Draft IS/MND was prepared consistent with the requirements of the California Environmental Quality Act (CEQA) on the basis that there was no substantial evidence that there may have significant environmental impacts on specific environmental areas. Where a potentially significant impact may occur, the most appropriate mitigation measure(s) have been identified and would be applied to avoid or mitigate the potential impact to a level less than significant.

1.2 Lead agency

The lead agency is the public agency with primary responsibility for a proposed project. Where two or more public agencies will be involved with a project, CEQA Guidelines §15051 establishes criteria for identifying the lead agency. In accordance with CEQA Guidelines §15051(b) (1), "the lead agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose." Pursuant to State CEQA Guidelines §15367 and based on the criterion above, the City of San Bernardino is the lead agency for the Project.

1.3 Purpose and Scope of the Initial Study

In accordance with CEQA (California Public Resources Code [PRC] §21000 et seq.) and its Guidelines (California Code of Regulations [CCR], Title 14, §15000 et seq.), this Draft IS/MND has been prepared to evaluate the potential environmental effects associated with the construction and operation of the Project.

Per State CEQA Guidelines §15070 a public agency shall prepare or have prepared a proposed negative declaration or MND for a project subject to CEQA when:

The initial study shows no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or

The initial study identifies potentially significant effects, but:

1) Revisions in the project plans or proposals made by, or agreed to by the applicant before the proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and

2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

1.4 Mitigation Measures

Per State CEQA Guidelines §15041 - Authority to Mitigate, a lead agency for a project has authority to require feasible changes in any or all activities involved in the project in order to substantially lessen or avoid significant effects on the environment, consistent with applicable constitutional requirements such as the "nexus" and "rough proportionality" standards. As defined by State CEQA Guidelines §15364, "feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal social, and technological factors. If significant impacts are identified, then mitigation measures are adopted to reduce the impacts to less than significant levels. State CEQA Guidelines §15126.4 states that mitigation measures must be consistent with all applicable constitutional requirements, including the following:

- There must be an essential nexus (i.e., connection) between the mitigation measure and legitimate governmental interest.
- The mitigation measure must be "roughly proportional" to the impacts of the project.

There are several forms of mitigation under CEQA (see State CEQA Guidelines §15370). These are summarized below.

- **Avoiding the impact** altogether by not taking a certain action or parts of an action.
- **Minimizing impacts** by limiting the degree or magnitude of the action and its implementation.
- **Compensating for the impact** by replacing or providing substitute resources or environment.

Avoiding impacts is the preferred form of mitigation, followed by minimizing or compensating the impact to less than significant levels. Compensating for impacts would only be used when the other mitigation measures are not feasible.

1.5 Environmental Resources Topics

This Draft IS/MND evaluates the Project's impacts on the following resource topics:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality

- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire
- Mandatory Findings of Significance

1.6 Report Organization

This document has been organized into the following sections:

Section 1.0 – Introduction. This section provides an introduction and overview describing the conclusions of the Initial Study.

Section 2.0 – Project Description. This section identifies key project characteristics and includes a list of anticipated discretionary actions.

Section 3.0 – Initial Study Checklist. The Environmental Checklist Form provides an overview of the potential impacts that may or may not result from project implementation.

Section 4.0 – Environmental Evaluation. This section contains an analysis of environmental impacts identified in the environmental checklist.

Section 5.0 – References. The section identifies resources used to prepare the Initial Study.

1.7 Required Permits and Approvals

The following permits, agreements, and regulatory review processes must be approved by the City before any construction or operation of the Project, as proposed, is permitted:

- City of San Bernardino Subdivision 21-07 (Tentative Parcel Map No. 20412).
- City of San Bernardino Development Permit-D/ERC Type D 21-11.
- Tree Removal Permit pursuant to §19.28.100.
- Santa Ana Regional Water Quality Control Board, National Pollutant Discharge Elimination System (NPDES) authorization.

Other permits required for the Project would include but are not limited to the following: issuance of encroachment permits for driveways, sidewalks, and connection to utilities; lighting; demolition permits; building permits; grading permits; tenant improvement permits; and permits for new utility connections.

1.8 Summary of Findings

Section 3.0 of this document contains the Environmental Checklist that was prepared for the Project pursuant to Appendix G of the State CEQA Guidelines. The Environmental Checklist indicates that the Project would not result in significant impacts with the implementation of mitigation measures, as identified where applicable throughout this document.

1.9 Initial Study Review Process

The IS and a Notice of Intent (NOI) to adopt an MND will be distributed to responsible and trustee agencies, other affected agencies, and other parties for a 20-day public review period.

Written comments regarding this MND should be addressed to:

Travis Martin, Associate Planner
Community & Economic Development Department
City of San Bernardino
201 North E Street, 3rd Floor
San Bernardino, CA 92401
(909) 384-5313 and martin_tr@sbcity.org

Comments submitted to the City during the 20-day public review period will be considered and addressed prior to the adoption of the MND by the City.

1.10 Project Applicant(s)/Sponsor(s)

Project Applicant and Property Owner:

Hillwood/Alliance CA
901 Via Piemonte, Suite 175
Ontario, CA 91764
Bob Close
909-256-5911

2.0 DESCRIPTION OF PROPOSED PROJECT

2.1 Regional Location

The City is located within the Valley subregion of San Bernardino County, approximately 60 miles east of the City of Los Angeles in the upper Santa Ana River Valley. The Valley is framed by the San Bernardino Mountains on the northeast and east, the Blue Mountains and Box Springs Mountains abutting the cities of Loma Linda and Redlands to the south, and the San Gabriel Mountains and the Jurupa Hills to the northwest and southwest, respectively. The City is surrounded by the cities of Rialto to the west, Colton to the southwest, Loma Linda to the south, Redlands to the southeast, Highland to the east, and the San Bernardino National Forest to the north; refer to.

2.2 Project Site Location

The proposed Project is located at the northwest corner of the intersection of E. Norman Road and Lena Road. The Santa Ana River is approximately 0.3 miles southeast of the Project site. The Project site is approximately 15.25 acres in size. In addition, the Project is located approximately one (1) mile west of the San Bernardino International Airport (SBIA) and is within the Airport Influence Area (AIA). The Project site is bounded by a storage area for trucks and shipping containers and vacant lands to the north, Lena Road, vacant parcels, E. Norman Road and an industrial warehouse to the south, S. Foisy Street, a church, single-family residential structures, and shipping container storage areas to the west, and an industrial warehouse to the east and northeast; refer to **Exhibit 2***: Local Vicinity Map*. Local access to the Project site is provided via S. Foisy Street and Lena Road. The nearest major freeways to the site include Interstate 10 (I-10), located approximately 1.1 miles west and Interstate 215 (I-215), located approximately 1.2 miles to the south of the site. Additionally, State Route 210 (SR-210) is located approximately 4 miles north of the Project site; refer to **Exhibit 3:** *Aerial View* and **Exhibit 4:** *Project Site Assessor Parcel Numbers* to view the location of all associated parcels.

2.3 Project Background

The Project site is in close proximity to the SBIA and approximately 0.6 miles south and west of the San Bernardino Alliance California Specific Plan (SBACSP). The SBIA was formerly known as Norton Air Force Base (NAFB), which was closed in 1994. After the closure of NAFB, the City approved the San Bernardino International Trade Center Specific Plan (SBITCSP) in 1996 to allow for commercial/industrial development around the former NAFB property (now the SBIA). Since adoption in 1996, the SBITCSP has been amended through the years, including Amendment No. 5 changing the name from SBITCSP to the SBACSP in 2007. The Inland Valley Development Agency ("IVDA") submitted an application to the City to amend the SBACSP and entered into a Master Disposition and Development Agreement (DDA) with Hillwood Development Services in 2002 for the development of the Project area in accordance with the SBACSP provisions. The

SBACSP encompasses approximately 692.6 acres, generally south of Third Street, north of the Santa Ana River, east of Lena Rd, and west of Alabama Street.

The Project proposes to develop an approximately 300,188-square-foot industrial warehouse building with associated site improvements and would be compatible and consistent with the SBACSP's provisions to allow industrial development and uses in areas surrounding the SBIA; refer to **Exhibit 5:** *San Bernardino Alliance California Specific Plan Boundaries* to see the proximity of the Project to the SBACSP.

2.4 Existing Site Conditions

The Project site is located at the northwest corner of Lena Road and E. Norman Road. The site is comprised of 29 parcels, totaling 15.25 acres. Currently, the eastern-half of the site are predominantly vacant and undeveloped with sparse vegetation and the western-half of the site contains single-family residential structures, an automobile body shop and sales company, and vacant lands. The Project site is relatively flat and has elevations ranging from approximately 1,024 to 1,029 feet above mean sea level (amsl). The site's topography slightly slopes down to the west and southwest. Per the site's Hydrology & Hydraulic Report, prepared by Thienes Engineering, Inc., the Project site is part of the 242-acre master planned drainage area tributary with two master planned storm drains into a detention basin. The detention basin discharges flow to Norman Road. The remaining westerly portion of the site tends to drain westerly towards Foisy Road.[1]

According to the Federal Management Administration (FEMA), the site is designated as Zone X; Flood Zone X is defined by FEMA as the area outside the 500-year flood.[2] A Conditional Letter of Map Revision would not be required because no portion of the site is located within the special flood hazard area. As identified in the Phase I Environmental Site Assessment (ESA), prepared by Geosyntec Consultants, Inc., the property is located on the United States Geological Survey (USGS) 7.5-minute Series Topographic Map, *San Bernardino South, California* Quadrangle. The Phase I ESA also largely identifies the site's soil as Tujunga gravelly loamy sand and is classified in the Hydrological Soil Group A, which has high infiltration rate.[3]

2.5 General Plan and Zoning Designations

Zoning is the primary mechanism for implementing the General Plan. It provides detailed regulations pertaining to permitted and conditional uses, site development standards, and performance criteria to implement the goals and policies of the General Plan. San Bernardino's Development Code (Title 19 of the San Bernardino Municipal Code [SBMC]) was adopted in May 1991 and has been periodically revised since that time. In particular, the Land Use Element

[1] Thienes Engineering, Inc., (March 25, 2022). *Hydrology & Hydraulic Calculations*.
[2] FEMA (2020). *FEMA Flood Map Service Center: Search by Address*. Available at https://msc.fema.gov/portal/search?AddressQuery=turlock%2C%20ca#searchresultsanchor. Accessed September 10, 2021.
[3] Geosyntec Consultants, Inc., (May 28, 2021). *Phase I Environmental Site Assessment.*

of the City's General Plan establishes the primary basis for consistency with the City's Development Code.

Based on the City's General Plan, the Project site is designated as Industrial (I) under the City's General Plan and is zoned as Industrial Light (IL). The IL designation is intended for a variety of light industrial uses, including warehousing/distribution, assembly, light manufacturing, research and development, mini storage, and repair facilities conducted with enclosed structures, as well as supporting retail and personal uses. The IL zone has a minimum net lot area of 20,000 square feet, maximum floor area ratio of 0.75 (75 percent lot coverage), and a maximum structure height of 2 stories/50 feet. The City's Zoning Map corresponds with the General Plan designations; refer to **Table 1**: *Existing Use, General Plan Land Use and Zoning Designations*, for official area designations.[4]

Table 1: Existing Use, General Plan Land Use and Zoning Designations

Location		Existing Use	Existing General Plan Land Use Designation	Existing Zoning Designation
Project Site	0280-151-15, -16, and -17; 0280-161-03, -05 through -18, and -30; 0280-171-01 through -11	Trucks/Shipping Containers Storage, Vacant Lands, Non-Conforming Residential Uses, and an automobile body shop and sales.	Industrial (I)	Industrial Light (IL)

2.6 Proposed Project Characteristics

The Project proposes the development of an approximately 300,188-square-foot speculative industrial warehouse building that includes 4,050 square-feet of office space (all on the ground floor) and approximately 296,138 square feet of warehouse area on approximately 12.01 acres of the total 15.25 acres. Of the 296,138 square feet of warehousing, approximately 60,912 square feet will be high-cube cold storage warehousing. The Project includes one (1) 40-foot-wide ingress and egress driveway from S. Foisy Street and one (1) 35-foot-wide driveway from Lena Road, along the northern part of the site, as well as one (1) 30-foot-wide driveway from E. Norman Road. In addition, the rest of the site, which sits northeast of the proposed building would be developed into a 3.24-acre detention basin. The required parking, per the City's Development Code (DC) is 240 spaces. The Project provides a total of 246 parking spaces that includes 47 trailer stalls, 39 dock door parking spaces, and 158 standard auto parking spaces; refer to **Table 2:** *Project Summary* and **Exhibit 6:** *Conceptual Site Plan* for further Project details.

The Project site is comprised of 29 parcels. As shown in **Table 1**, all subject parcels have a General Plan land use designation of Industrial (I) and a Zoning designation of Industrial Light (IL), as

[4] City of San Bernardino (2005). *General Plan*. Available at http://www.sbcity.org/civicax/filebank/blobdload.aspx?blobid=26199. Accessed August 18, 2021.

designated by the City's Development Code. As such, the Project is anticipated to be consistent with the existing land use and zoning. Ultimately, the Project would consolidate 27 parcels of land where the proposed warehouse and associated improvements are located into one (1) parcel and also consolidate the two (2) northeast parcels where the detention basin is located into one (1) parcel via the City's Subdivision process and would require Development/Environmental Review Committee (D/ERC) review approval for the proposed development and land consolidation.

Table 2: Project Summary

Project Element	Proposed Project
Existing Uses	Truck/Shipping Container Storage/Vacant Lands/Non-Conforming Residential Structures
Site Area	Approximately 15.25 acres (674,402 SF)
Proposed Building Area	Approximately 300,188 SF (including 4,050 SF office and 60,912 SF cold-storage)
Existing Zoning	Industrial Light (IL)
Existing Land Use	Industrial (I)
Proposed Zoning	No Change
Proposed Land Use	No Change
Building Height Maximum Building Height Allowed: Proposed Building Height:	 50 Feet Approximately 45 Feet 6 Inches
Parking Required: Proposed: Standard Stalls (9' x 19') Dock Door Trailer Parking Total Proposed Parking: Proposed Excess Parking:	 240 stalls (1 per 1,250 SF) 158 stalls 39 stalls 47 stalls 246 stalls 6 stall
Building Setbacks Required: Front (Lena Road): Sides (E. Norman Road and Northern Boundary): Rear: Proposed: Front (Lena Road): Sides *Street (E. Norman Road)* *Street (S. Foisy Street)* *Interior (North)* Rear:	 10 Feet 10 Feet 10 Feet 20 Feet 10 Feet 10 Feet > 124 Feet 61.5 feet

Sources: HPA, Architecture Inc. *Conceptual Site Plan, received on June 11, 2021.*
SF= Square Feet

The Project would increase onsite impermeable areas as a result of the construction of the 300,188-SF warehouse building and parking areas. However, the Project would also create a new 3.24-acre detention basin to the northeast of the site. According to the Final Water Quality Management Plan (FWQMP), the Project site would be drain stormwater via surface flows into constructed storm drains.[5] These surface flows would be collected in storm drains and conveyed to underground storage and infiltration devices. Outflows from the Project site will be conveyed to Norman Rd then westerly into the existing storm network.

Site Access

The Project would include one (1) 40-foot driveway along S. Foisy Street, one (1) 35-foot-wide driveway from Lena road, and one (1) 30-foot-wide driveway from E. Norman Road, which would provide local access to the Project site. Nearest major freeways to the site include I-10 and I-215. Additionally, SR-210 is located approximately 4 miles north of the Project site. Truck, passenger, and emergency vehicle access would be provided via the two (2) 35-foot and 40-foot access driveways along Lena Road and S. Foisy Street. Passenger vehicle access would also be provided via the 30-foot-wide driveway along E. Norman Road.

Walls and Fences

The Project proposes to incorporate two (2) 8-foot high wrought-iron entry gates, located in the northern portion of the site. One gate would be located at the northwestern entrance and another at the northeaster entrance of the property. Each entry gate would have a knox-pad lock and 14-foot-high screen walls on each side of the gate.

Emergency Access

Emergency access would be available via two driveways, with one 35-foot-wide driveway along Lena Road and another 40-foot-wide driveway along S. Foisy Street. The northern internal drive aisle between the two (2) entry gates is approximately 69 feet 4 inches wide and would provide emergency access through the site in east-west directions. The Project would ensure that the minimum right-of-way widths on City streets would be maintained, which would continue to ensure that various evacuation routes are accessible to employees, truck drivers, and any visitors. Individual Project review by the City including the San Bernardino County Fire Department (SBCFD) would also be required. The Project would incorporate all applicable design and safety requirements in the California Building and Fire Codes during construction activities.

Parking

A total of 240 parking spaces would be required for the Project (1 space per 1,250 SF). The Project proposes to provide a total of 246 parking spaces that include 158 standard parking stalls (9 feet by 19 feet), 39 dock door parking stalls, and 47 trailer parking stalls (10 feet by 55 feet),

[5] Thienes Engineering, Inc., (March 25, 2022). *Final Water Quality Management Plan, Page 1-1.*

as shown in **Table 2**. Trailer stalls would be dispersed throughout the northern portion of the Project site. The proposed 158 standard parking stalls would be provided along the northwest and northeast portions of the site and along the western property line.

Lighting

Site lighting would be used to provide adequate lighting for circulation, safety, and security. Night lighting would be provided seven days per week. Outdoor lighting for the parking areas would be provided consistent with the requirements set forth in Section G 19.080.050 (12) of the Industrial Development Design Guidelines of the Municipal Code. Additionally, a lighting plan is required by the City and would be submitted with construction plans.

Utilities

All future public utilities serving the site would be designed and constructed in accordance with City Code, City Standards, and requirements.

Sewer Service – City of San Bernardino Municipal Water Department (SBMWD). Any necessary sewer main extension would be designed and constructed in accordance with the requirements of the SBMWD.

Wastewater treatment - SBMWD

Hours of Operation

Tenant(s) of the facility have not been identified, so the precise nature of the facility operations cannot be determined at this time. Any future occupant would be required to adhere to the requirements of the pertinent City regulations. The hours of operation are assumed to be up to 7 days a week, 24 hours per day.

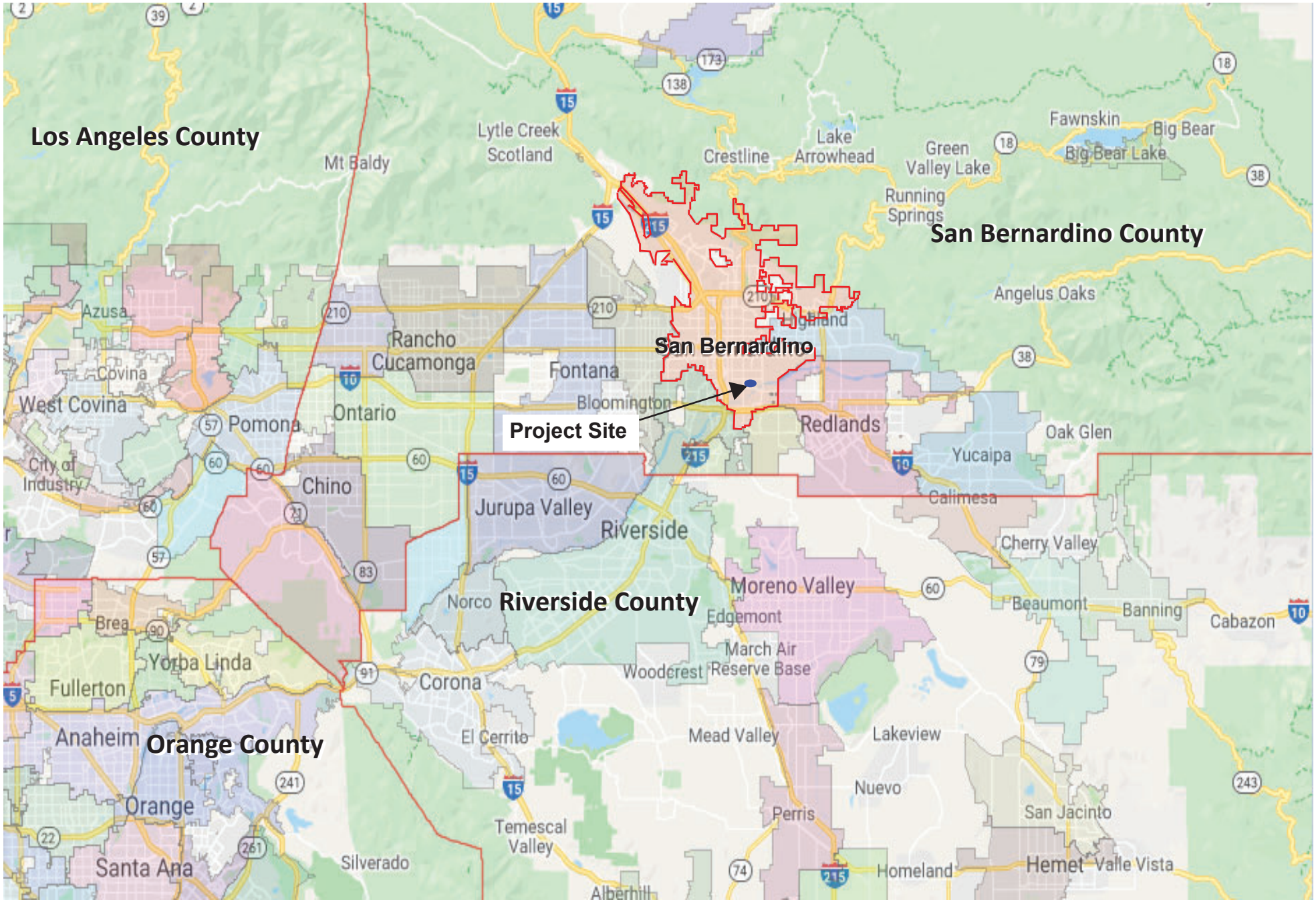
2.7 Project Approvals

The City of San Bernardino is the Lead Agency under CEQA and is responsible for reviewing and approving the Draft IS/MND. The City will consider the following discretionary approvals for the Project:

- City of San Bernardino Development Permit-D/ERC DP21-11.
- City of San Bernardino SUB 21-07 (Tentative Parcel Map No. 20412).
- Tree Removal Permit pursuant to §19.28.100
- Santa Ana Regional Water Quality Control Board, National Pollutant Discharge Elimination System (NPDES) authorization.

Additional permits may be required upon review of construction documents. Other permits required for the Project may include but are not limited to the following: the issuance of encroachment permits for driveways, sidewalks, and utilities; security and parking area lighting;

demolition permits; building permits; grading permits; tenant improvement permits; and permits for new utility connections.

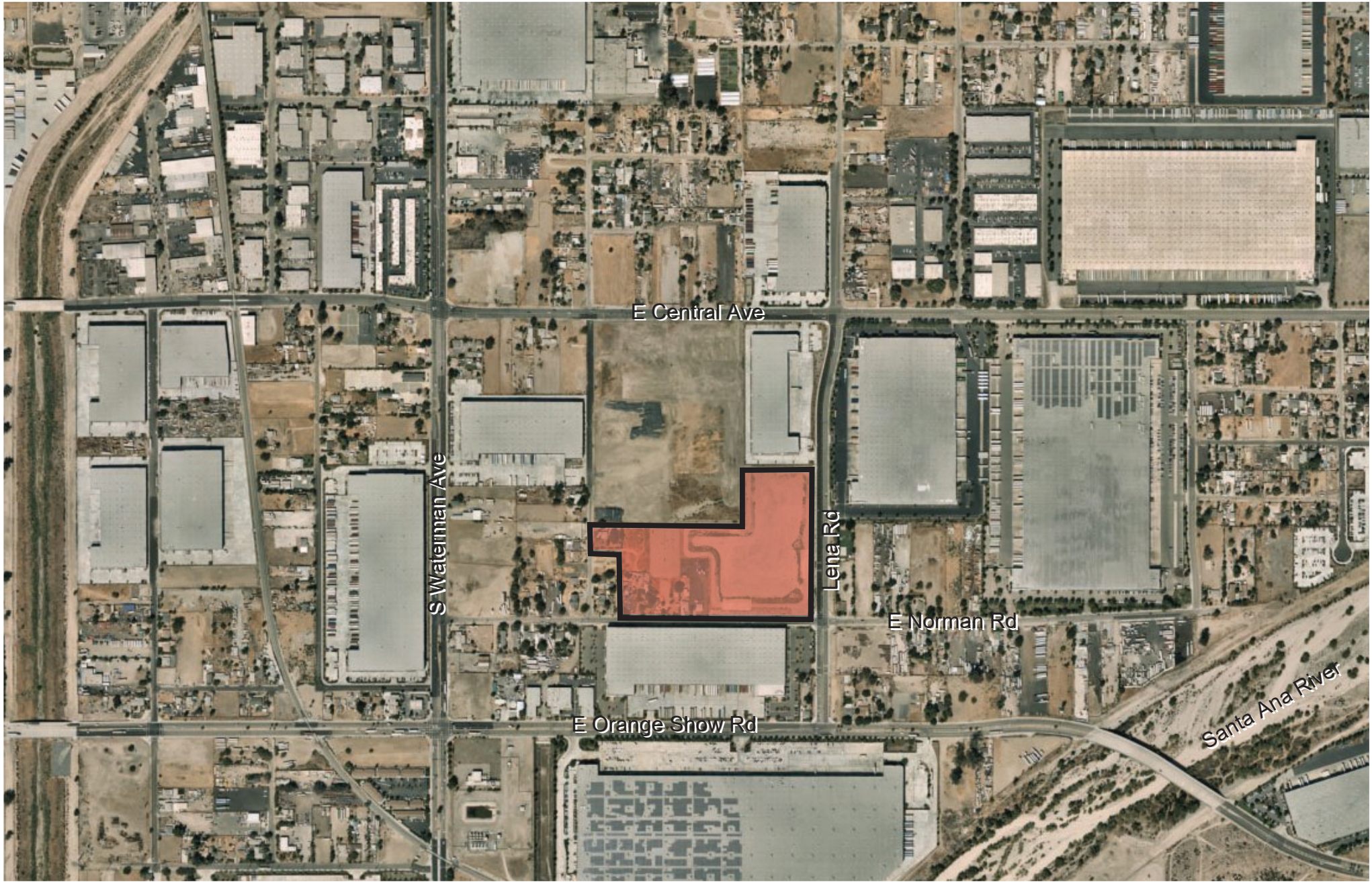


Source: Map data. 2021 Google. US Census Bureau, 2018

EXHIBIT 1: Regional Location
Alliance CA Gateway South Building 8 Project

Not to scale

Kimley»Horn



Project Location

EXHIBIT 2: Local Vicinity Map
Alliance CA Gateway South Building 8 Project

Not to scale

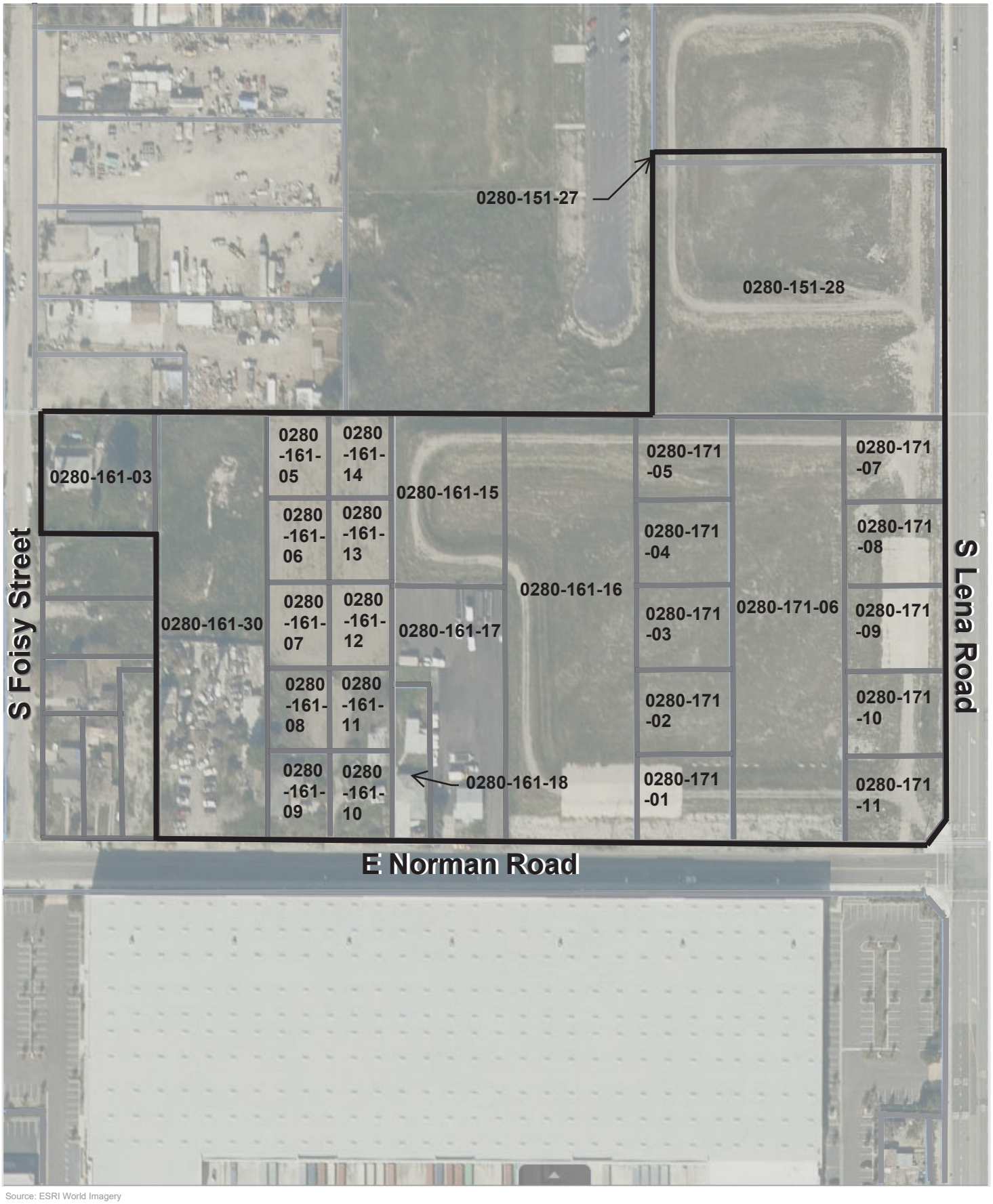
Kimley»Horn

Source: ESRI World Imagery

EXHIBIT 3: Aerial View
Alliance CA Gateway South Building 8 Project

Not to scale

Kimley»Horn



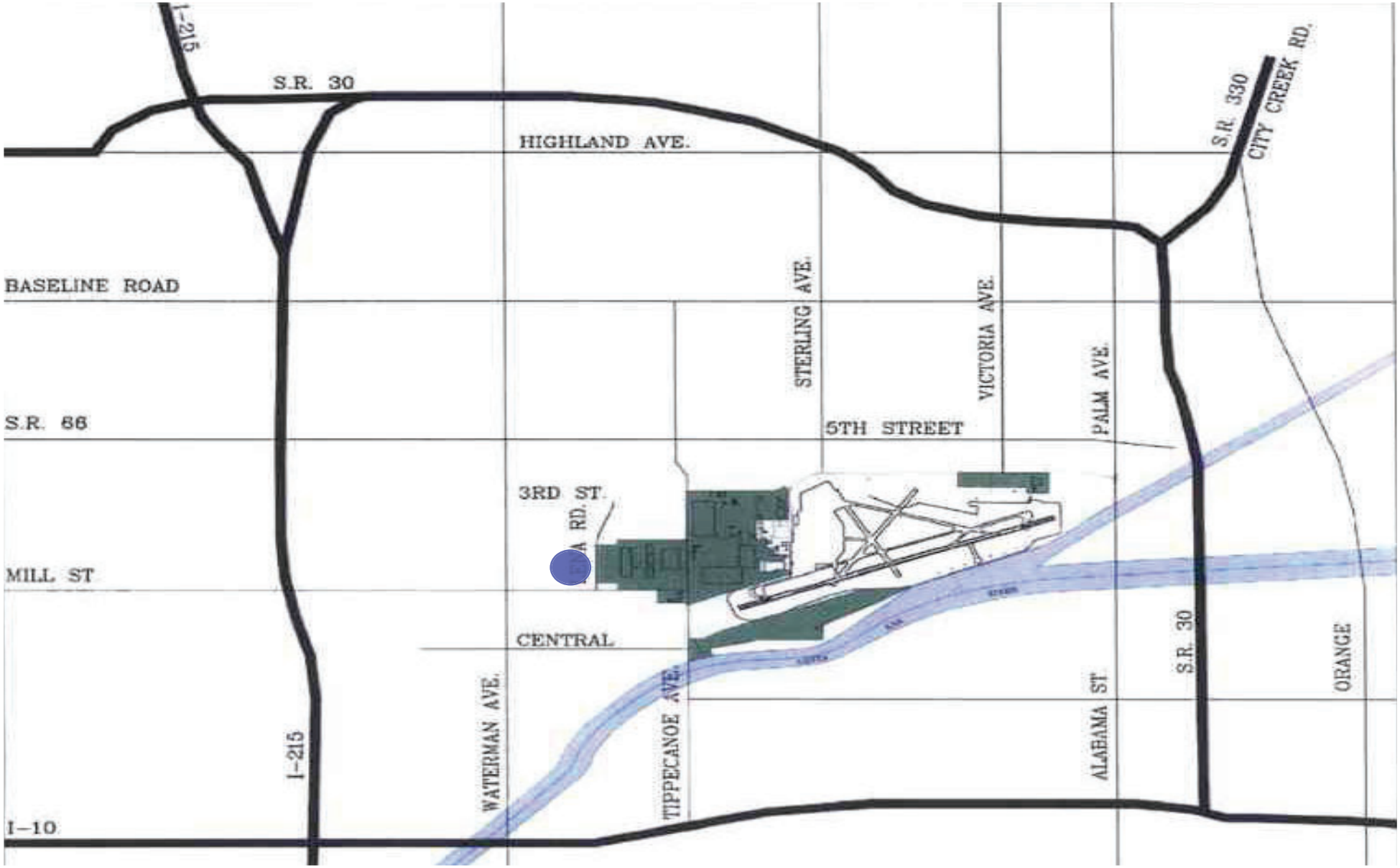
Source: ESRI World Imagery

Project Site

EXHIBIT 4: Project Site Assessor Parcel Numbers
Alliance CA Gateway South Building 8 Project

Not to scale

Kimley»Horn



Legend

SBAC SPECIFIC PLAN AREA

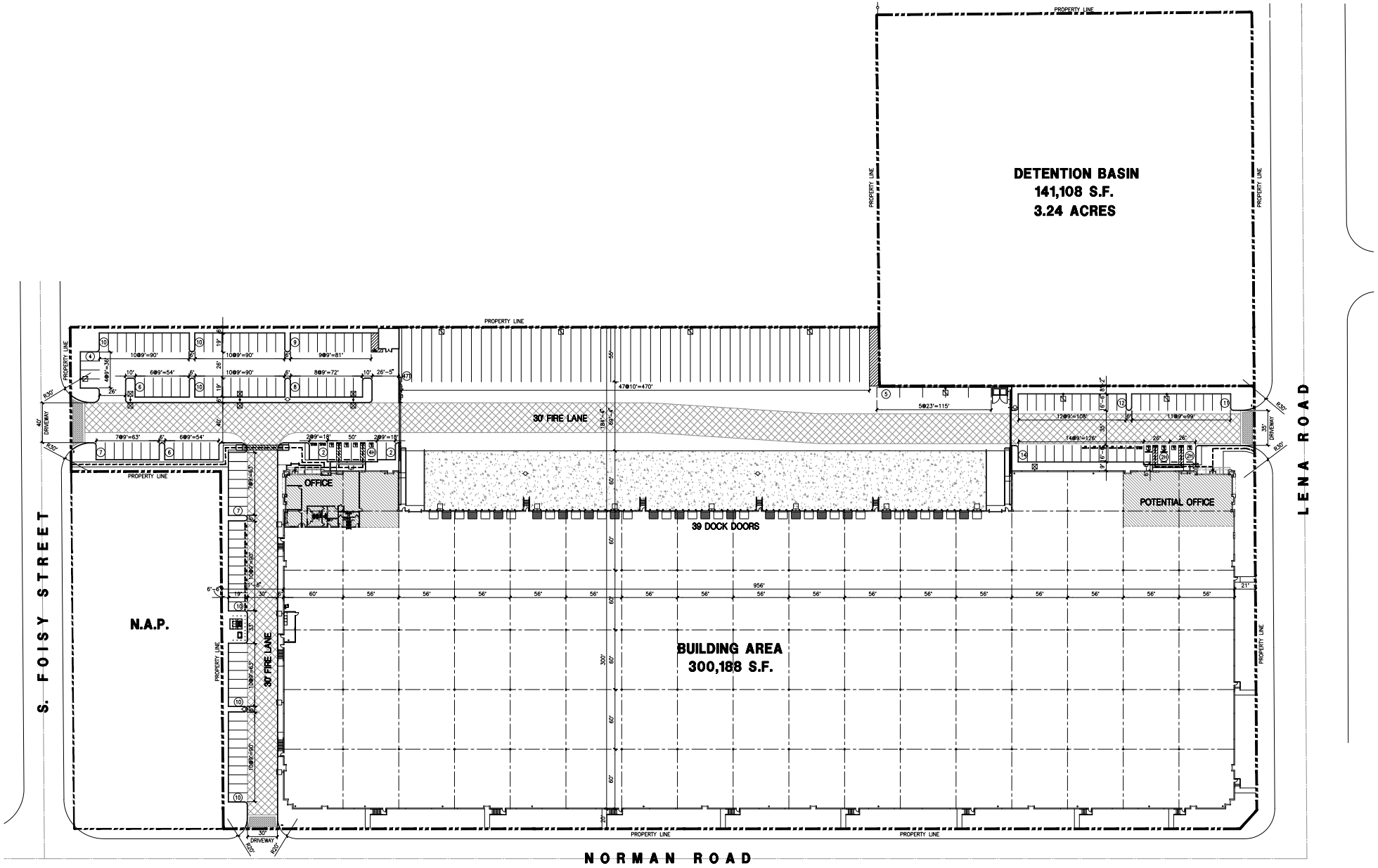
PROJECT SITE

Source: San Bernardino Alliance California Specific Plan, *Exhibit I-1*

EXHIBIT 5: San Bernardino Alliance California Specific Plan Boundaries
Alliance CA Gateway South Building 8 Project

Not to scale

Kimley»Horn



Source: HPA Architecture, 2021

Note: Location of on-site pump house is preliminary and subject to change.

EXHIBIT 6: Conceptual Site Plan
Alliance CA Gateway South Building 8 Project

Not to scale

Kimley»Horn

3.0 INITIAL STUDY CHECKLIST

1. **Project title:**

   Alliance California Gateway South Building 8 (Alliance CA GWSB8)

2. **Lead agency name and address:**

   City of San Bernardino
   201 North E Street, 3rd Floor
   San Bernardino, CA 92401

3. **Lead Agency Contact Person and Phone Number:**

   Travis Martin, Associate Planner
   909-384-5313

4. **Project location:**

   The Project site is located at the northwest corner of the intersection of Lena Rd and E. Norman Rd, in the City of San Bernardino.

5. **Project sponsor's name and address:**

   Hillwood/Alliance CA
   901 Via Piemonte, Suite 175
   Ontario, CA 91764
   Bob Close
   909-256-5911

6. **General plan designation:**

   Industrial (I)

7. **Zoning:**

   Industrial Light (IL)

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

   The Project proposes the development of an approximately 300,188-square-foot speculative industrial warehouse building that includes 4,050 square-feet of office space (all on the ground floor) and approximately 296,138 square feet of warehouse area on

approximately 12.01 acres of the total 15.25 acres. Of the 296,138 square feet of warehousing, approximately 60,912 square feet will be high-cube storage warehousing. The Project includes one (1) 40-foot-wide ingress and egress driveway from S. Foisy Street and one (1) 35-foot-wide driveway from Lena Rd, along the northern part of the site, as well as one (1) 30-foot-wide driveway from E. Norman Rd. In addition, the rest of the site, which sits northeast of the proposed building would be developed into a 3.24-acre detention basin. The required parking, per the City's Development Code (DC) is 240 spaces. The Project provides a total of 246 parking spaces that includes 47 trailer stalls, 39 dock door parking spaces, and 158 standard auto parking spaces; refer to **Table 2**, and **Exhibit 6**: *Conceptual Site Plan*. It should be noted that the location of the on-site pump house as indicated in **Exhibit 6** is a preliminary location and is subject to change.

The Project site currently consists of 29 parcels. As shown in **Table 1**, all subject parcels have a General Plan land use designation of Industrial (I) and a Zoning designation of Industrial Light (IL), as designated by the City's Zoning Code. As such, the Project is anticipated to be consistent with the existing land use and zoning. Ultimately, the Project would consolidate all 27 (development site) and 2 (basin) via the City's Subdivision process and would require D/ERC Review approval for the proposed development and land consolidation.

The Project would increase onsite impermeable areas a result of the construction of a 300,188-square foot warehouse building and parking areas. According to the Final WQMP, the Project site would consist of one drainage area with all runoffs ultimately being conveyed to the E. Norman Rd. master plan storm drain.[6] The northern half of the site would drain to catch basins constructed to the west of the proposed building and would be conveyed westerly, then southerly, via the proposed storm drain Line A to the E. Norman Rd. master plan storm drain. The southern half of the site and the southeast landscape area would be intercepted by roof drains (for building runoff) and area drains (for landscape runoff) and conveyed westerly via the proposed storm drain Line B to Line A, and eventually to E. Norman Rd. storm drain. In addition, the site's southwest frontage landscape would surface drain southward to the E. Norman Rd. storm drain. An underground infiltration facility would be constructed in the truck yard area to capture the site's DCV of storm water runoff from both drainage zones before discharging to the existing storm drain. Additionally, the Project would be required to expand and connect to the City's existing sewer lines. The sewer main serving the Project is located in E. Orange Show Rd., slightly west of Lena Rd. During construction, the Project plans to connect to the 12-inch VCP sewer

[6] Thienes Engineering, Inc., (March 25, 2022). *Final Water Quality Management Plan for Hillwood Gateway South Building 8 NWC of Norman Road and Lena Road, San Bernardino, CA 92408, Form 3-1, Page 3-1.*

main from E. Orange Show Rd. and extend north on Lena Rd., then east on E. Norman Rd. to the site's eastern property line.

9. Surrounding land uses and setting: Briefly describe the project's surroundings:

The Project site is located within the General Plan land use designation of Industrial (I) and a zoning designation of Industrial Light (IL) and is surrounded by the same land use and zoning designation to the north, east, south, and west. Currently, there are existing warehouse facilities to the north, south and soon to be east of the site. To the south, lies E. Norman Rd./Truck and Shipping Container Storage/Non-Conforming Residential uses and to the west is S. Foisy St and vacant land.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

- City of San Bernardino Approval of Development Permit Type-D and Tentative Parcel Map.
- City of San Bernardino Approval of Grading and Building Permits.
- South Coast Air Quality Management District
- Santa Ana Regional Water Quality Control Board, NPDES authorization

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

NOTE: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

On July 30, 2021, the City initiated tribal consultation with interested California Native American tribes consistent with Assembly Bill (AB) 52. The City requested consultation from the following tribes which have previously requested consultation: Gabrielino Band of Mission Indians – Kizh Nation, San Manuel Band of Mission Indians (SMBMI), and Soboba Band of Luiseno Indians.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED BY THE PROJECT

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.

- ☐ Aesthetics
- ☐ Air Quality
- ☐ Agricultural and Forestry Resources
- ☒ Biological Resources
- ☒ Cultural Resources
- ☐ Energy
- ☒ Geology/Soils
- ☐ Greenhouse Gas Emissions
- ☐ Hazards & Hazardous Materials
- ☐ Hydrology/Water Quality
- ☐ Land Use/Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population/Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation
- ☒ Tribal Cultural Resources
- ☐ Utilities/Service Systems
- ☐ Wildfire
- ☐ Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation (check one):

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

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

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

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

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

CERTIFICATION:

_____ _____

Signature Date

EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from a "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analyses Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

6) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which are incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

4.0 ENVIRONMENTAL ANALYSIS

AESTHETICS

ENVIRONMENTAL IMPACTS Issues		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1.	**AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:**				
a)	Have a substantial adverse effect on a scenic vista?				X
b)	Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Project Site

As noted in Table 1 and Table 2, the Project is comprised of 29 parcels on approximately 15.25 acres, located at the southwest the intersection of Lena Rd and E. Norman Rd, and the site is bounded by industrial warehouse developments to the north and east, Lena Rd and vacant parcels and single-family residences to the west, and E. Normal Road, warehouse development building to the south; refer to **Exhibit 2**.

Scenic Vistas

Under CEQA, a scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the public. The City of San Bernardino General Plan (SBGP or GP) does not officially designate any scenic vistas near the Project site or in the City.[7]

Scenic Resources within Scenic Highways

Scenic highways and routes are a unique component of the circulation system as they traverse areas of unusual scenic or aesthetic value. The portions of SR 330 that pass through the City are

[7] City of San Bernardino (2005). *General Plan, Chapter 12: Natural Resources and Conservation*. Available at http://www.sbcity.org/civicax/filebank/blobdload.aspx?blobid=26199. Accessed August 18, 2021.

designated as Eligible State Scenic Highways – Not Officially Designated. Due to the designation as Eligible Scenic Highways, the provisions of the California Scenic Highways Program apply to these sections of the roadway in the City.[8] The purpose of the California Scenic Highways Program, established in 1963, is to "Preserve and protect scenic highway corridors from change which would diminish the aesthetic value of lands adjacent to highways." This program provides guidance for signage, aesthetics, grading, and screening to help maintain the scenic value of the roadway.

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

No Impact. Major scenic vistas that are visible from the Project site are the San Bernardino and San Gabriel Mountain Ranges, which offer the most prominent views in the general area. They are located approximately 6 miles north and 16 miles northwest of the Project site, respectively. From the site, the San Bernardino Mountains are visible, looking to the north and northeast and the San Gabriel Mountain Ranges are visible looking to the northwest.

In its existing condition, the Project site does not block or hinder views of the San Bernardino National Forest or the San Gabriel Mountains. The proposed site contains existing non-conforming residential structures, storage areas for trucks and shipping containers/trailers, vehicle storage, and vacant lands. The Project would result in the demolition of existing structures and clearing all items currently stored on-site and the construction of a 300,188-square-foot high industrial warehouse building on the site. The building would not exceed the maximum height requirement of 50 feet. Surrounding development consists of non-conforming residential structures to the west, warehouses to the north and east, and a warehouse building to the south.

The Project would not be located in an area designated as an official scenic vista, nor would it block the view of a scenic vista from an adjacent facility and would be required to comply with all City development and design standards. The City development and design standards would ensure any impacts related to visual quality and views be less than significant and no mitigation is required.

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

Less Than Significant Impact. The Project site is not located near any State Designated Scenic Highways. SR-330, which is located approximately 5 miles northeast of the site, is eligible to be designated as an Eligible Scenic Highway; however, it is not officially designated as a State Designated Scenic Highway by the California Department of Transportation. Therefore, the

[8] Caltrans (2019). *List of eligible and officially designated State Scenic Highways (XLSX)*. Available at https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways. Accessed August 19, 2021.

Project would not substantially damage scenic resources within a State Scenic Highway.[9] There are no significant natural scenic resources on the site, including trees, rock outcroppings or historic buildings. The site contains some sparse vegetation and miscellaneous trees and is partially vacant with some areas being used as storage yards for trucks and other vehicle storage. Additionally, five existing residential structures that are historic in age (i.e., over 45 years old) were identified during the field survey conducted by BCR. However, these five existing residential structures were determined to be non-historic as they did not meet any of the criteria for listing in the California Register of Historical Resources (CRHR).[10] As the site does not contain on-site scenic resources, no impact would occur, and no mitigation is required.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The Project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings because the Project proposes to construct an industrial warehouse building that would be consistent with the surrounding industrial development. Furthermore, the site is located within the Industrial Light (IL) Land Use District and would be developed in a manner that is consistent with the City's zoning and General Plan, landscape, lighting, and architectural standards for similar uses, and therefore would not conflict with the applicable zoning and other regulations governing scenic quality. Any impacts to the visual character or quality of public views of the site would be less than significant and no mitigation is required.

Short-term and Long-term Construction Visual Impacts

Short-term construction impacts would include the demolition of the existing structures, typical heavy construction equipment and machinery (e.g., grading) and staging of the machinery. Construction equipment and activity would be screened using privacy fencing around the Project site's perimeter. Additionally, construction equipment would be staged within the Project site and covered from public views with perimeter privacy screens. No aesthetic resources would be destroyed as a result of construction activity. Construction impacts are temporary and would cease upon Project completion. No long-term visual impacts are anticipated from the implementation of the Project.

[9] Caltrans (2019). *List of eligible and officially designated State Scenic Highways (XLSX)*. Available at https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways. Accessed July 19, 2021.
[10] BCR Consulting, LLC., (2021). *Cultural Resources Assessment*. See Appendix D.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. The City's Development Code Chapter 19.20 establishes lighting standards for the design, placement, and operation of the outdoor lighting.[11] The Development Code requires that all exterior lighting shall direct glare and reflections within the boundaries of the parcel and shall be directed downward and away from adjoining properties and public-right away.

With respect to daytime glare, the proposed Project would be consistent with Municipal Code 19.20-11, which states that no glare incidental to any use shall be visible beyond any boundary line of the parcel. The Project would not substantially increase daytime glare as the building windows would have non-reflective blue glazing and the exterior paint would also be non-reflective.

The proposed industrial warehouse building would be constructed to meet the City's development standards and guidelines per the City's General Plan and Development Code. Any potential impacts related to lighting and glare would be less than significant. No mitigation is required.

[11] City of San Bernardino (2021). *Development Code Chapter 19.20 Property Development Standards*. Available at http://www.ci.san-bernardino.ca.us/civicax/filebank/blobdload.aspx?blobid=27128. Accessed on August 19, 2021.

AGRICULTURE AND FORESTRY RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

Agricultural Resources

The Project site is partially vacant and partially disturbed with existing residential structures and storage of shipping containers, trucks, and vehicles. The site is designated Industrial Light (IL) and is not used for agricultural resources. According to the California Department of Conservation (DOC) California's Farmland Mapping and Monitoring Program (FMMP) and 2016 Important Farmland Finder, the Project site is not designated as Prime Farmland, Unique Farmland, or

Farmland of Statewide Importance.[12] The Project site is designated as Urban and Built-Up Land and is not subject to a Williamson Act contract. Williamson Act Contracts are formed between a county or city and a landowner for the purpose of restricting specific parcels of land to agricultural or related open space use. [13]

Forestry Resources

The Project site is in an area surrounded by existing developments and therefore, does not meet the definition of lands designated as forestland or timberland as defined by PRC §§ 12220(g), 4526, and 51104(g).

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

No Impact. As stated above, the Project site is not used for any type of agricultural activity. According to the California DOC's FMMP Important Farmland Map, the Project site is designated as Urban and Built-Up Land and not as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. [14] Therefore, the Project site would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use.

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

No Impact. As mentioned in 2(a), the Project site is designated as Urban and Built-Up Land. It is not zoned for agricultural use and is not under a Williamson Act contract.[15] Since, the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract, no impact would occur.

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

No Impact. Refer to Response 2(*a*) above. The Project site is in an urban area surrounded by existing urban development and neither the site, nor the surrounding area is zoned or used for agricultural, or forestry uses. Since the Project site is not utilized as a forestry resource, and the

[12] California Department of Conservation (2019). *California Important Farmland Finder.* Available at https://maps.conservation.ca.gov/dlrp/ciff/. Accessed on August 19, 2021.
[13] California Department of Conservation (2019). *Williamson Act Contracts.* Available at https://www.conservation.ca.gov/dlrp/wa/Pages/contracts.aspx. Accessed on August 19, 2021.
[14] California Department of Conservation (2019). *California Important Farmland Finder.* Available at https://maps.conservation.ca.gov/dlrp/ciff/. Accessed on August 19, 2021.
[15] California Department of Conservation (2017). *State of California Williamson Act Contract Land.* Available at https://planning.lacity.org/eir/HollywoodCenter/Deir/ELDP/(E)%20Initial%20Study/Initial%20Study/Attachment%20B%20References/California%20Department%20of%20Conservation%20Williamson%20Map%202016.pdf. Accessed on June 7, 2021.

Project is consistent with current land use designation and zoning district, no impact is anticipated to occur.

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

No Impact. The Project site does not meet the requirements of forestland or timberland, as defined by PRC §§ 12220(g), 4526, and 51104(g). Therefore, the Project would have no impact on forest land.

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

No Impact. As described in Response 2(*a*) above, the Project site is in an urban area surrounded by existing urban development and is not zoned or used for agricultural or forestry uses. The Project would not involve changes in the existing environment and would not result in conversion of farmland to nonagricultural use. Therefore, the Project would have no impact.

AIR QUALITY

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) 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?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?				X

An Air Quality Assessment (November 2021) and Health Risk Assessment (November 2021) have been prepared by Kimley-Horn and Associates. The reports are available in Appendices A and B respectively to this Draft IS/MND and are used to answer the following CEQA thresholds.

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

Less Than Significant Impact. As part of its enforcement responsibilities, the United States Environmental Protection Agency (EPA) requires each state with nonattainment areas to prepare and submit a State Implementation Plan that demonstrates the means to attain the federal standards. The State Implementation Plan must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under State law, the California Clean Air Act (CCAA) requires an air quality attainment plan to be prepared for areas designated as nonattainment regarding the state and federal ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The Project is located within the South Coast Air Basin (SoCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is required, pursuant to the Federal Clean Air Act (FCAA), to reduce emissions of criteria pollutants for which the SCAB is in nonattainment. To reduce such emissions, the SCAQMD drafted the 2016 Air Quality

Management Plan (AQMP). The 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2016 AQMP is a regional and multi-agency effort including the SCAQMD, the California Air Resources Board (CARB), the SCAG, and the EPA. The plan's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's growth projections and Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project is subject to the SCAQMD's AQMP.

Criteria for determining consistency with the AQMP are defined by the following indicators:

- **Consistency Criterion No. 1** – The Project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP
- **Consistency Criterion No. 2** – The Project will not exceed the assumptions noted in the AQMP or increments based on the years of the Project build-out phase.

According to the SCAQMD's CEQA Air Quality Handbook, the purpose of the consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans, and thus if it would interfere with the region's ability to comply with California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS).

The violations to which Consistency Criterion No. 1 refers are CAAQS and NAAQS. As shown in **Table 3** through **Table 7**, below, the Project would not exceed the construction standards and net emissions would not exceed operational standards. Therefore, the Project would not contribute to an existing air quality violation. Thus, the Project would be consistent with the first criterion.

Concerning Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. According to the City's General Plan, the proposed Project site is designated as Industrial (I) under the City's General Plan and is zoned as Industrial Light (IL). The IL designation is intended for a variety of light industrial uses, including warehousing/distribution, assembly, light manufacturing, research and development, mini storage, and repair facilities conducted within enclosed structures, as well as supporting retail and personal uses. As such, the Project would not result in substantial unplanned growth or unaccounted for growth in the General Plan or job growth projections used

by the SCAQMD to develop the AQMP. Thus, a less than significant impact would occur, as the Project is also consistent with the second criterion. No mitigation is required.

b) 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?

Less Than Significant Impact. The SCAQMD quantitative significance thresholds shown in **Table 3***: Construction-Related* Emissions and **Table 4:** *Operational Emissions* were used to evaluate Project emissions impacts.

Construction Emissions

Construction associated with the Project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the Project area include O_3-precursor pollutants (i.e., ROG and NO_X) and PM_{10} and $PM_{2.5}$. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Construction results in the temporary generation of emissions resulting from site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water.

The duration of construction activities associated with the Project is estimated to last approximately 10 months with construction anticipated to begin in the first quarter of 2022 and be completed in the fourth quarter of 2022. Construction-generated emissions associated with the Project were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. Predicted maximum daily construction-generated emissions for the Project are summarized in **Table 3**.

Fugitive dust emissions may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the Project vicinity. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby. SCAQMD Rules 402 and 403 (prohibition of nuisances, watering of inactive and perimeter areas, track out requirements, etc.), are applicable to the Project and were applied in CalEEMod to minimize fugitive dust emissions. Standard Condition (SC) AQ-1 requires the implementation of Rule 402 and 403 dust control techniques to minimize PM10 and PM2.5 concentrations. While impacts would be considered less than significant, the Project would be

subject to SCAQMD Rules for reducing fugitive dust, described in the Regulatory Framework subsection above and identified in Standard Conditions SC AQ-1. Rule 1113 provides specifications on painting practices and regulates the ROG content of paint. As required by law, all architectural coatings for the Project structures would comply with SCAQMD Rule 1113; refer to SC AQ-2.

Table 3: Construction-Related Emissions

Construction Year	Pounds per Day					
	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_X)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Construction 2022	45.39	39.05	29.77	0.06	12.21	6.88
SCAQMD Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment. Daily regional construction emissions are estimated by assuming construction occurs at the earliest feasible date (i.e., a conservative estimate of construction activities). Refer to Appendix A for Model Data Outputs.

Source: CalEEMod version 2020.4.0; Refer to Appendix A for model outputs.

Table 3 shows that all criteria pollutant emissions associated with construction of the Project would remain below their respective thresholds. While impacts would be considered less than significant, the Project would be subject to SCAQMD Rules 402, 403, and 1113, required by SC AQ-1 and SC AQ-2.

Operational Emissions

Project-generated emissions would be primarily associated with motor vehicle use and area sources, such as the use of landscape maintenance equipment and architectural coatings. Operational emissions attributable to the Project are summarized in **Table 4**.

Table 4: Operational Emissions

Source	Pounds per Day[1]					
	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_X)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Area Source Emissions	6.85	0.00	0.06	0.00	0.00	0.00
Energy Emissions	0.02	0.17	0.14	0.00	0.00	0.00
Mobile Emissions	1.85	18.02	22.67	0.13	8.38	2.42
Off-Road Emissions	0.09	4.26	55.61	0.01	0.07	0.07
Total Emissions	**8.8**	**22.45**	**78.48**	**0.14**	**8.47**	**2.68**
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
1. Total values are from CalEEMod and may not add up to 100% due to rounding.
Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.

Operational emissions from the Project would be associated with area sources, energy sources, mobile sources (i.e., motor vehicle use), and off-road emissions. Emissions from these categories are discussed below.

- **Area Source Emissions**. Area source emissions would be generated due to on-site equipment, architectural coating, and landscaping that were previously not present on the site.
- **Energy Source Emissions**. Energy source emissions would be generated due to electricity and natural gas usage associated with the Project. Primary uses of electricity and natural gas by the Project would be for miscellaneous warehouse equipment, space heating and cooling, water heating, ventilation, lighting, appliances, and electronics.
- **Mobile Source**. Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern. NO_X and ROG react with sunlight to form O_3, known as photochemical smog. Additionally, wind currents readily transport PM_{10} and $PM_{2.5}$. However, CO tends to be a localized pollutant, dispersing rapidly at the source.

  Project-generated vehicle emissions are based on the trip generation within the Project's Traffic Impact Analysis and were incorporated into CalEEMod as recommended by the SCAQMD. Per the Traffic Impact Analysis, the Project would generate 470 daily trips, which includes 371 passenger cars and 99 trucks.
- **Off-Road Equipment**. Operational off-road emissions would be generated by off-road equipment used during operational activities. For this project it was assumed that the warehouse would employ six forklifts for loading and unloading goods.

As shown in **Table 4**, Project emissions would not exceed SCAQMD thresholds for any criteria air pollutants. Therefore, long-term operation emissions would result in a less than significant impact.

In addition, Rule 2305 requires the Project operator to directly reduce NO_X and particulate matter emissions or to otherwise facilitate emission and exposure reductions of these pollutants in nearby communities. Alternatively, warehouse operators can choose to pay a mitigation fee. Funds from the mitigation fee will be used to incentivize the purchase of cleaner trucks and charging/fueling infrastructure in communities nearby.

Warehouse owners and operators are required to earn Warehouse Actions and Investments to Reduce Emissions (WAIRE) Points each year. WAIRE points are a menu-based system earned by emission reduction measures. Warehouse operators are required to submit an annual WAIRE Report which includes truck trip data and emission reduction measures. WAIRE points can be earned by completing actions from a menu that can include acquiring and using natural gas, Near-Zero Emissions and/or Zero-Emissions on-road trucks, zero-emission cargo handling equipment, solar panels or zero-emission charging and fueling infrastructure, or other options. Therefore, the Project operator would be required to implement additional emission reduction strategies. Conservatively, this analysis does not take credit for these potential reductions. Compliance with Rule 2305 would reduce emissions below what is currently analyzed.

Cumulative Construction Emissions

The SCAB is designated nonattainment for O_3, PM_{10}, and $PM_{2.5}$ for State standards and nonattainment for O_3 and $PM_{2.5}$ for Federal standards. Appendix D of the SCAQMD White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (2003) notes that projects that result in emissions that do not exceed the project specific SCAQMD regional thresholds of significance should result in a less than significant impact on a cumulative basis unless there is other pertinent information to the contrary. The mass-based regional significance thresholds published by the SCAQMD are designed to ensure compliance with both NAAQS and CAAQS and are based on an inventory of projected emissions in the SCAB. Therefore, if a project is estimated to result in emissions that do not exceed the thresholds, the project's contribution to the cumulative impact on air quality in the SCAB would not be cumulatively considerable. As shown in **Table 3** above, Project construction-related emissions by themselves would not exceed the SCAQMD significance thresholds for criteria pollutants. Therefore, the proposed Project would not generate a cumulatively considerable contribution to air pollutant emissions during construction.

The SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to the FCAA mandates. The analysis assumed fugitive dust controls would be utilized during construction, including frequent water applications. SCAQMD rules, mandates,

and compliance with adopted AQMP emissions control measures would also be imposed on construction projects throughout the SCAB, which would include related projects. Compliance with SCAQMD rules and regulations would further reduce the Project construction-related impacts. Therefore, Project-related construction emissions, combined with those from other projects in the area, would not substantially deteriorate local air quality. Construction emissions associated with the Project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

Cumulative Operational Impacts

The SCAQMD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions contribute to existing cumulatively significant adverse air quality impacts. The SCAQMD developed the operational thresholds of significance based on the level above which individual project emissions would result in a cumulatively considerable contribution to the SCAB's existing air quality conditions. Therefore, a project that exceeds the SCAQMD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact.

As shown in **Table 4**, Project operational emissions for the Project would not exceed SCAQMD thresholds. As a result, operational emissions associated with the Project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts. Additionally, adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Therefore, operational emissions associated with the Project would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant.

Furthermore, compliance with SCAQMD Rule 2305 (Warehouse Indirect Source Rule) is required for all existing and proposed warehouses greater than 100,000 square feet. Warehouse operators are required to implement additional emission reduction strategies or pay mitigation fee to reduce emissions. Compliance with Rule 2305 would reduce project emissions below what is currently analyzed and also reduce cumulative emissions.

Standard Conditions and Requirements:

SC AQ-1 Prior to the issuance of grading permits, the City Engineer shall confirm that the Grading Plan, Building Plans and Specifications require all construction contractors to comply with South Coast Air Quality Management District's (SCAQMD's) Rules 402 and 403 to minimize construction emissions of dust and particulates. The measures include, but are not limited to, the following:

- Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
- All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
- All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- The area disturbed by clearing, grain, earthmoving, or extraction operations will be minimized at all times.
- Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.

SC AQ-2 **Low VOC Paint**. The Project Applicant shall require by contract specifications that the interior and exterior architectural coatings (paint and primer including parking lot paint) products used would have a volatile organic compound rating of 50 grams per liter or less. Contract specifications shall be included in the construction documents for the Project, which shall be reviewed and approved by the City of San Bernardino prior to the issuance of building permits.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. A significant impact may occur when a project would generate pollutant concentrations to a degree that would significantly affect sensitive receptors, which include populations that are more susceptible to the effects of air pollution than the population at large. Exposure of sensitive receptors is addressed for the following situations: CO hotspots; criteria pollutants and toxic air contaminants (Toxic Air Contaminants [TACs], specifically diesel PM) from on-site construction; exposure to off-site TAC emissions; and asbestos and lead-based paint during demolition.

Localized Construction Significance Analysis

To identify impacts to sensitive receptors, the SCAQMD recommends addressing LSTs for construction. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the Final Localized Significance Threshold Methodology (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with Project-specific emissions.

The nearest sensitive receptors are the single-family residences located approximately 40 feet (12 meters) west of the Project. LST thresholds are provided for distances to sensitive receptors

of 25, 50, 100, 200, and 500 meters. Therefore, LSTs for receptors located at a distance of 25 meters were utilized in this analysis consistent with SCAQMD LST methodology.

The SCAQMD's methodology states that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs." Therefore, only emissions included in the CalEEMod "on-site" emissions outputs were considered.

Localized Construction Impacts

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, **Table 5:** *Equipment-Specific Grading Rates* is used to determine the maximum daily disturbed acreage for comparison to LSTs. The appropriate SRA for the localized significance thresholds is the Central San Bernardino Valley (SRA 34) since this area includes the Project. LSTs apply to CO, NO_X, PM_{10}, and $PM_{2.5}$. The SCAQMD produced look-up tables for projects that disturb areas less than or equal to 5 acres in size.

Table 5: Equipment-Specific Grading Rates

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Site Preparation	Tractors	2	0.5	8	1
	Graders	1	0.5	8	0.5
	Dozers	1	0.5	8	0.5
	Scrapers	2	1	8	2
				Total Acres Graded per Day	**4**

Source: CalEEMod version 2020.4.0. Refer to Appendix A

Construction of the Project is anticipated to disturb a maximum of four acres in a single day during the site preparation phase. As the LST guidance provides thresholds for the projects disturbing 1-, 2-, and 5-acres in size and the thresholds increase with size of the site, the LSTs for a 4.0-acre threshold were interpolated and utilized for this analysis.

Table 6: *Localized Significant of Construction Emissions* present the results of localized emissions during construction. **Table 6** shows that emissions of these pollutants on the peak day of construction, because construction and architectural coating activities are anticipated to overlap, these emissions have been combined. **Table 6** shows that emissions of these pollutants would not result in significant concentrations of pollutants at nearby sensitive receptors. Significant impacts would not occur concerning LSTs during construction.

Localized Operational Impacts

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a project only if it includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). Since the Project is

a warehouse, the operational phase LST protocol is conservatively applied to both the area source and all the mobile source emissions. Although the nearest receptor is approximately 40 feet away, LSTs for receptors located at 25 meters in SRA 34 were utilized in this analysis. Additionally, although the warehouse area is about 12.01 acres, the 5-acre LST threshold was used because the thresholds increase with the size of the site. Therefore, the 5-acre LSTs are conservative for evaluation of an approximately 12.01-acre Project site.

Table 6: Localized Significant of Construction Emissions

Construction Activity[1]	Nitrogen Oxide (NO_X)		Carbon Monoxide (CO)		Coarse Particulate Matter (PM_{10})		Fine Particulate Matter ($PM_{2.5}$)	
Demolition 2022	25.72		20.59		2.19		1.3	
Site Preparation 2022	33.08		19.7		0.19		0.05	
Paving 2022	11.12		14.58		0.57		0.52	
Grading 2022	38.84		29.04		3.34		2.18	
Construction 2022	15.62	17.03[2]	16.36	18.17[2]	0.81	0.89[2]	0.76	0.84[2]
Architectural Coating 2022	1.41		1.81		0.08		0.08	
Maximum Daily Emissions	*38.84*		*29.04*		*3.34*		*2.18*	
SCAQMD Localized Screening Threshold (adjusted for 4.0 acres at 25 meters)	*237*		*1,488*		*12*		*7*	
Exceed SCAQMD Threshold?	**No**		**No**		**No**		**No**	

1. Daily regional construction emissions are estimated by assuming construction occurs at the earliest feasible date (i.e., a conservative estimate of construction activities).
2. 2022 construction and architectural coating sub-phase emissions are combined because they would potentially occur at the same time.

Source: CalEEMod version 2020.4.0. Refer to Appendix A

The LST analysis only includes on-site sources. However, the CalEEMod model outputs do not separate on- and off-site emissions for mobile sources. Therefore, conservatively 10 percent of mobile sources has been assumed on-site and added up to other on-site emissions. **Table 7:** *Localized Significance of Operational Emissions* shows that the maximum daily emissions of these pollutants during operations would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, significant impacts would not occur concerning LSTs during operational activities.

Table 7: Localized Significance of Operational Emissions

Activity	Pounds per Day			
	Nitrogen Oxide (NO_X)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Total On-Site Emissions[1] (Area + 10 percent mobile emissions)	1.8	2.27	0.84	0.24
SCAQMD Localized Screening Threshold (adjust for 5 acres at 25 meters)	270	1,746	4	2
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**

Notes:
1. SRA Zone 34, 5-acre site, 25 meters to receptors; conservatively assumes 10 percent of mobile emissions are on-site.
Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.

In addition, SCAQMD's Rule 2305 will require the Project to directly reduce NO_X and particulate matter emissions, or to otherwise facilitate emissions and exposure reductions of these pollutants in nearby communities. The Project operator may be required to implement additional emission reduction strategies. Conservatively, this analysis is not taking credit for these potential reductions. Compliance with Rule 2305 would reduce emissions below what is currently analyzed.

Carbon Monoxide Hot Spots

An analysis of CO "hot spots" is needed to determine whether the change in the level of service of an intersection resulting from the Project would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined. Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard.

The SoCAB was re-designated as attainment in 2007 and is no longer addressed in the SCAQMD's AQMP. The 2003 AQMP is the most recent version that addresses CO concentrations. As part of the SCAQMD CO Hotspot Analysis, the Wilshire Boulevard and Veteran Avenue intersection, one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 ppm, which is well below the 35-ppm Federal standard. The Project considered herein would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD's CO Hotspot Analysis. As the CO hotspots were not experienced at the Wilshire Boulevard and Veteran Avenue intersection

even as it accommodates 100,000 vehicles daily, it can be reasonably inferred that CO hotspots would not be experienced at any vicinity intersections resulting from 470 additional vehicle trips attributable to the Project. Therefore, impacts would be less than significant.

Construction-Related Diesel Particulate Matter

Construction of the Project would result in the generation of DPM emissions from the use of required off-road diesel equipment required. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. The California Office of Environmental Health Hazard Assessment (OEHHA) has not identified short-term health effects from DPM. Construction is temporary and would be transient throughout the site (i.e., move from location to location) and would not generate emissions in a fixed location for extended periods of time which would limit the exposure of any proximate individual sensitive receptor to TACs.

Additionally, construction is subject to and would comply with California regulations (e.g., California Code of Regulations, Title 13, Sections 2485 and 2449), which reduce diesel PM and criteria pollutant emissions from in-use off-road diesel-fueled vehicles and limit the idling of heavy-duty construction equipment to no more than five minutes. These regulations would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. Given the temporary and intermittent nature of construction activities likely to occur within specific locations in the Project site (i.e., construction is not likely to occur in any one location for an extended time), the dose of DPM of any one receptor is exposed to would be limited.

Therefore, considering the relatively short duration of DPM-emitting construction activity at any one location, and the highly dispersive properties of DPM, sensitive receptors would not be exposed to substantial concentrations of construction-related TAC emissions. Impacts would be less than significant, and no mitigation measures would be required.

Construction-Related Diesel Particulate Matter

Construction would result in the generation of diesel particulate matter (DPM) emissions from the use of off-road diesel equipment required. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine

health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities.

For construction activity, DPM is the primary toxic air contaminant of concern. On-road diesel-powered haul trucks traveling to and from the construction area to deliver materials and equipment are less of a concern because they would not stay on the site for long durations. Diesel exhaust from construction equipment operating at the site poses a health risk to nearby sensitive receptors. Sensitive receptors near the Project site include residential uses approximately 90 feet to the south.

Maximum (worst case) PM_{10} exhaust construction emissions over the entire construction period were used in AERMOD to approximate construction DPM emissions. Risk levels were calculated based on the California Office of Environmental Health Hazard Assessment (OEHHA) guidance document, Air Toxics Hot Spots Program Risk Assessment Guidelines (February 2015). Results of this assessment are summarized in **Table 8:** *Construction Risk*.

Table 8: Construction Risk

Exposure Scenario	Pollutant Concentration (µg/m³)	Maximum Cancer Risk (Risk per Million)	Chronic Noncancer Hazard	Acute Noncancer Hazard
Construction	0.065	9.48	0.013	0.43
Threshold	*N/A*	*10*	*1.0*	*1.0*
Threshold Exceeded	**No**	**No**	**No**	**No**

Results of this assessment indicate that the maximum concentration of PM10 during construction would be 0.065 µg/m3 and resultant cancer risk of 9.48 in one million, which would not exceed the SCAQMD threshold of 10 in one million. Non-cancer hazards for DPM would be below SCAQMD threshold of 1.0, with a chronic hazard index computed at 0.013 and an acute hazard index of 0.43. Therefore, construction risk levels would be less than SCAQMD thresholds.

Operational Diesel Particulate Matter

Vehicle DPM emissions were estimated using emission factors for coarse particulate matter less than 10 microns in diameter (PM_{10}) generated with the EMFAC developed by CARB. EMFAC is a mathematical model that was developed to calculate emission rates from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by CARB to

project changes in future emissions from on-road mobile sources. EMFAC, incorporates regional motor vehicle data, information and estimates regarding the distribution of vehicle miles traveled (VMT) by speed, and number of starts per day. The model includes the emissions benefits of the truck and bus rule and the previously adopted rules for other on-road diesel equipment.

For this Project, annual average PM_{10} emission factors were generated by running EMFAC for vehicles in the SCAQMD within the South Coast portion of San Bernardino County. EMFAC generates emission factors in terms of grams of pollutant emitted per vehicle activity and can calculate a matrix of emission factors at specific values of vehicle speed, temperature, and relative humidity. The model was run for heavy-duty diesel vehicles traveling along Foisy Street, Lena Road, Lena Road, South Valley View Avenue, Waterman Avenue, Orange Show Road, East Mill Street, and Central Avenue, as well as circulating on the Project site and idling at proposed loading docks.

Based on the AERMOD outputs, the highest expected annual average diesel PM10 concentrations from diesel truck traffic near sensitive receptors would be 0.0056 µg/m3. The calculations conservatively assume no cleaner technology with lower emissions in future years. As shown in **Table 9:** *Operational Risk*, the highest calculated carcinogenic risk resulting from the Project is 4.80 per million residents. As shown, impacts related to cancer risk would be less than significant at nearby residential communities.

Table 9: Operational Risk

Exposure Scenario	Maximum Cancer Risk (Risk per Million)[1, 2]	Significance Threshold (Risk per Million)	Exceeds Significance Threshold?
Residents	4.80	10	No

1. Refer to Appendix A: Modeling Data.
2. The maximum cancer would be experienced at a single-family residence along Orange Show Road to southeast of the Project site based on worst-case exposure durations for the Project, 95th percentile breathing rates, and 30-year averaging time.

It should be noted that carcinogenic risks are calculated as the incremental probability of an individual developing cancer over a lifetime as a result of exposure to a potential carcinogen and are calculated using conservative modeling approaches that overestimate risk at the low exposure range predicted by the model. The oral and inhalation cancer slope factors are used to calculate the theoretical increased risk of an individual developing cancer based on the estimated daily exposure or dose, averaged over a lifetime. **Table 9** shows that impacts related to cancer risk would be less than significant at nearby residential communities.

Non-Carcinogenic Hazards

The significance thresholds for TAC exposure also require an evaluation of non-cancer risk stated in terms of a hazard index. Non-cancer chronic impacts are calculated by dividing the annual average concentration by the REL for that substance. The REL is defined as the concentration at

which no adverse non-cancer health effects are anticipated. The potential for acute non-cancer hazards is evaluated by comparing the maximum short-term exposure level to an acute REL. RELs are designed to protect sensitive individuals within the population. The calculation of acute non-cancer impacts is similar to the procedure for chronic non-cancer impacts.

Acute and chronic impacts are shown in **Table 10:** *Chronic and Acute Hazard*. An acute or chronic hazard index of 1.0 is considered individually significant. The hazard index is calculated by dividing the acute or chronic exposure by the reference exposure level. The chronic hazard is calculated based on the REL for DPM. As DPM does not have short-term toxicity values, acute risks were conservatively evaluated using hourly PM_{10} concentrations and the REL for acrolein. The highest maximum chronic and acute hazard index from the Project would be 0.0011 and 0.005, respectively. Therefore, non-carcinogenic hazards are calculated to be within acceptable limits and a less than significant impact would occur.

Table 10: Chronic and Acute Hazard

Emissions Sources	Chronic Hazard	Acute Hazard
Operations	0.0011	0.005
SCAQMD Threshold	*1.0*	*1.0*
Threshold Exceeded?	**No**	**No**
Refer to Appendix A: Modeling Data.		

As described above, impacts related to cancer risk would be less than significant. Additionally, noncarcinogenic hazards are calculated to be within acceptable limits. It should be noted that the impacts assess the Project's incremental contribution to health risk impacts, consistent with the SCAQMD guidance and methodology. The SCAQMD has not established separate cumulative thresholds and does not require combining impacts from cumulative projects. The SCAQMD considers projects that do not exceed the project-specific thresholds to generally not be cumulatively significant.[16] Therefore, impacts related to health risk from the Project would be less than significant.

d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?

No Impact.

Construction

[16] South Coast Air Quality Management District (2003). *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*. Available at http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper.pdf. Accessed on August 19, 2021.

Odors that could be generated by construction activities are required to follow SCAQMD Rule 402 to prevent odor nuisances on sensitive land uses. SCAQMD Rule 402, Nuisance, states:

> *A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.*

During construction, emissions from construction equipment, such as diesel exhaust, and volatile organic compounds from architectural coatings and paving activities may generate odors. However, these odors would be temporary, are not expected to affect a substantial number of people and would disperse rapidly. Therefore, impacts related to odors associated with the Project's construction-related activities would be less than significant.

Operations

The SCAQMD CEQA Air Quality Handbook identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Project would not include any of the land uses that have been identified by the SCAQMD as odor sources. Therefore, the Project would not create objectionable odors.

BIOLOGICAL RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
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?				X

The following is based on information in the Biological and Aquatic Resources Constraints Analysis (RBC Report) prepared by Rocks Biological Consulting (RBC, October 2021). The RBC Report can be found in Appendix C of this Initial Study. The Project would be expected to comply with existing regulations, including, but not limited to the Endangered Species Act, the Federal Water Pollution Control Act of 1972, the Migratory Bird Treaty Act of 1918, the California Endangered Species Act, California Fish and Game Code (FGC), Native Plant Protection Act, and the Porter-Cologne Water Quality Control Act of 1987.

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?

Less Than Significant with Mitigation Incorporated. The potential for special-status species to occur within the Project area is based on habitat suitability and documented occurrences (e.g., California Natural Diversity Database [CNDDB] and United States Fish and Wildlife Service [USFWS] records). The RBC Report concluded that there is no potential for special-status plant species to occur on-site due the lack of suitable habitat and the overall developed nature of the survey area and therefore, surveys and permits are likely not required for potential impacts on special-status plants resulting from the Project. There is no potential for federally or state-listed as endangered or threatened species to occur on-site. The survey area is located within the County of San Bernardino's Burrowing Owl Overlay Zone but has low potential to support burrowing owl (BUOW). Two (2) pre-construction take avoidance surveys for burrowing owl will be required in accordance with the CDFW Staff Report on Burrowing Owl Mitigation.

One survey is required no less than 14 days prior to construction activities and the second survey must take place within 24 hours of construction activity (see MM BIO-1). If BUOW is observed on-site, the owl(s) should be avoided and further coordination with California Department of Fish and Wildlife (CDFW) may be required. The Project has potential to impact nesting bird species within the survey areas including ground nesting species such as California horned lark (Eremophila alpestris actia), mourning dove (Zenaida macroura), or killdeer (Charadrius vociferus). To avoid impacts on nesting birds, if construction activities must take place during the breeding season (February 15 to August 31), a preconstruction nesting bird survey should be conducted ten days prior to any ground disturbing activities or vegetation removal resulting from the Project.

Federal and state Incidental Take Permits for listed species are likely not required for the development of the project. With the implementation of the mitigation measures previously listed, impacts on special-status species will likely be avoided. Therefore, a less than significant impact will occur with mitigation incorporated (see **MM BIO-2**).

Mitigation Measure

MM BIO-1 The Project Applicant shall complete an initial BUOW take avoidance survey no less than 14 days prior to initiating ground disturbance activities. Implementation of avoidance and minimization measures (e.g., eliminating actions that reduce burrowing owl forage and burrowing surrogates (e.g., ground squirrel), or introduce/facilitate burrowing owl predators) would be triggered by positive owl presence on the site where Project activities would occur. The development of avoidance and minimization approaches would be evaluated by monitoring

burrowing owls (if present on-site). BUOW may re-colonize a site after only a few days. Time lapses between Project activities trigger subsequent take avoidance surveys including but not limited to a final survey conducted within 24 hours prior to ground disturbance.

MM BIO-2 If construction activities are scheduled during the nesting season (February 15 through August 31), prior to the issuance of grading permit, a qualified biologist shall conduct preconstruction Nesting Bird Surveys of all suitable nesting habitat. If no active nests are found, no further action will be required. If the surveys indicate the presence of nesting birds, protective no-work buffer zones shall be established around the nests, based on the nesting species, its sensitivity to disturbance, nesting stage and expected types, intensity and duration of disturbance. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved no-work buffer zone shall be clearly marked in the field, within which no disturbance activities shall commence until the qualified biologist has determined the young birds have successfully fledged and the nest is in active.

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

No Impact. According to the RBC Report, the potentially jurisdictional aquatic resource documented on the Project site includes one detention basin within the northeastern portion of the survey however, it was concluded that it would not qualify as non-wetland waters of the U.S., as non-wetland waters of the State by the SWRCB/RWQCB, and as streambed jurisdictional per the CDFW. No jurisdictional drainage and/or wetland features, subject to the Federal Clean Water Act (CWA), State Fish and Game Code (FGC), or Porter Cologne act occur on-site, per the BRA. No jurisdictional waters occur onsite. No impact is anticipated to occur.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological?

No Impact. As discussed above in Response 4(b), there are no jurisdictional drainage and/or wetland features on-site that would meet any criteria subject to the CWA or FGC. No aspect of the site presents any evidence of riparian vegetation, wetlands, marsh, vernal pools, or coastal vegetation). No impact is anticipated to occur.

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

Less than Significant with Mitigation Incorporated. As mentioned in Response 4(a), the Project site contains vegetation that could support nesting birds. Nesting birds are protected under the Migratory Bird Treaty Act (MBTA) which provides protection for nesting birds that are both residents and migrants whether or not they are considered sensitive by resource agencies. The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed under 50 Code of Federal Regulation (CFR) 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). The direct or indirect injury or death of a migratory bird, due to construction activities such as nest abandonment, nestling abandonment, or forced fledging would be considered illegal under federal law. Construction of the Project would involve the removal of trees that could potentially impact nesting birds, **MM BIO-2** would be implemented to reduce any potential impacts to less than significant.

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

Less than Significant Impact. The City's MC §19.28.100 requires a tree removal permit for anyone who wants to remove five or more trees within a 36-month period. Section 19.28.100 mandates the replacement of removed trees on a 1:1 basis. An arborist survey and report could be requested to evaluate existing trees prior to the issuance of a tree removal permit. The Project site contains various trees throughout the site and would require a tree removal permit pursuant to §19.28.100. The applicant has applied for a tree removal permit for the Project and proposed to replace the tress on a 1:1 basis as required by code.

No other conflict with any local policy is anticipated, nor is a conflict anticipated with ordinances protecting biological resources such as a tree preservation policy. As previously stated, the Project site does not contain any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or USFWS per the City's General Plan. Therefore, with compliance with the City MC §19.28.100, the Project would have a less than significant impact on local policies.

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?

No Impact. According to the RBC Report, the Project site is not within a functioning wildlife corridor, or an active or planned Habitat Conservation Plan or Natural Communities Conservation Plan. Therefore, no impact would occur.

CULTURAL RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			X	
c) Disturb any human remains, including those interred outside of dedicated cemeteries?			X	

A Cultural Resources Assessment has been prepared by BCR Consulting LLC. (BCR) (BCR Consulting LLC, November 2021). The report can be found in Appendix D of this Draft IS/MND. The report and research were completed pursuant to CEQA, the PRC §21082, §21083.2, and §21084 and CCR Title 14, Chapter 3, Article 5, §15064.5.

Methodology

Records Search. Prior to fieldwork, an archaeological records search was conducted from the South-Central Coastal Information Center (SCCIC) at California State University, Fullerton to identify previously recorded cultural resources and studies located within one-mile radius of the Project area. This included a review of all recorded cultural resources, as well as a review of known cultural resources, and survey and excavation reports generated from projects completed within 0.5 miles of the Project site. In addition, a data review was conducted of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and documents and inventories from the California Office of Historic Preservation (OHP) including the lists of California Historical Landmarks, California Points of Historical Interest, listing of NRHP Properties, and the Inventory of Historic Structures. Additionally, historical maps and aerial images have also been reviewed to characterize the development history of the Project site and surrounding area.

Additional Research. BCR performed additional research through records of the General Land Office maintained by the Bureau of Land Management, the San Bernardino County Assessor, and through various Internet resources.

Field Investigation. An intensive-level cultural resources field survey of the Project site was conducted on September 20 and 21, 2021 by BCR. The survey was conducted by walking parallel transects spaced at approximately 15-meter (49.2-feet) intervals across the entire Project site, where accessible. Cultural Resources were recorded on DPR 523 forms. Ground visibility

averaged approximately 40 percent within project boundaries. Digital photographs were taken at various points within the project site. These included overviews as well as detail photographs of all cultural resources.

Historical site indicators may include fence lines, ditches, standing buildings, objects or structures such as sheds, or concentrations of materials at least 45 years in age, such as domestic refuse (e.g., glass bottles, ceramics, toys, buttons or leather shoes), refuse from other pursuits such as agriculture (e.g., metal tanks, farm machinery parts, horseshoes) or structural materials (e.g., nails, glass window panes, corrugated metal, wood posts or planks, metal pipes and fittings, railroad spurs, etc.). Prehistoric site indicators may include areas of darker soil with concentrations of ash, charcoal, bits of animal bone (burned or unburned), shell, flaked stone, ground stone, or even human bone.

Results

Records Search. Prior to the field survey a records search was conducted at the SCCIC at California State University, Fullerton. The archival research reviewed the status of all recorded historic and prehistoric cultural resources, and survey and excavation reports completed within one mile of the current Project. Additional resources reviewed included the National Register, the California Register, and documents and inventories published by the California Office of Historic Preservation. These include the lists of California Historical Landmarks, California Points of Historical Interest, Listing of National Register Properties, and the Inventory of Historic Structures. The records search revealed that 22 previous cultural resources studies have taken place, and 20 cultural resources have been recorded within one mile of the project site. Of the 22 previous studies, none have previously assessed a portion of the project site, and no cultural resources have been previously recorded within its boundaries. During the field survey, BCR Consulting personnel identified nine historic-period buildings associated with five addresses within the project site boundaries. None of these resources are recommended eligible for the California Register of Historical Resources (CRHR). As such, these resources are not recommended "historical resources" under CEQA and do not warrant further consideration. BCR Consulting recommends that no additional cultural resources work, or monitoring is necessary for any proposed project activities.

The records search is summarized as follows in **Table 11***: Cultural Resources Recorded within 1-miles of the Project Area*:

Table 11: Cultural Resources Recorded within 1-miles of the Project Area

USGS 7.5 Min Quadrangle	Cultural Resources within 1-miles of the Project Site	Studies within 1 Miles
San Bernardino South, California (1980)	P-36-6099: Historic-Period Refuse Scatter (1 Mile SSW) P-36-6103: Historic-Period RR Bridge (1/2 Mile SSE) P-36-6847: Historic-Period Railroad (3/4 Mile SW) P-36-13546: Historic-Period Orchard (3/4 Mile E) P-36-13547: Historic-Period Foundations (3/4 Mile E) P-36-13548: Historic-Period Foundations (3/4 Mile E) P-36-17668: Historic-Period Building (1/2 Mile SW) P-36-17813: Historic-Period Building (1/4 Mile SW) P-36-17818: Historic-Period Building (3/4 Mile W) P-36-23628: Historic-Period Foundations (1/4 Mile NW) P-36-29347: Historic-Period Building (3/4 Mile N) P-36-29348: Historic-Period Building (3/4 Mile NNW) P-36-29349: Historic-Period Bridge (3/4 Mile N) P-36-29448: Historic-Period Refuse (1/2 Mile SSW) P-36-29909: Historic-Per. Military Property (1/2 Mile NE) P-36-31402: Historic-Period Building (1/2 Mile SW) P-36-31403: Historic-Period Building (1/2 Mile SW) P-36-31404: Historic-Period Golf Course (1/2 Mile SW) P-36-31405: Historic-Period Road (1/2 Mile SW) P-36-33260: Historic Water Conveyance (1/2 Mile SW)	SB106-122, 406, 407, 531, 791, 2156, 2260, 2587, 2784, 3009, 228, 3286, 4364, 4633, 639, 5619, 5621, 7256, 371, 7463, 7528, 7618
Source: BCR (2021). *Cultural Resources Assessment*. Refer to **Appendix D** in this Draft IS/MND.		

Significance Criteria

California Register of Historical Resources. The California Register criteria are based on National Register criteria. For a property to be eligible for inclusion on the California Register, one or more of the following criteria must be met:

1. It is associated with the events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the U.S.;
2. It is associated with the lives of persons important to local, California, or U.S. history;
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, represents the work of a master, possesses high artistic values; and/or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

In addition to meeting one or more of the above criteria, the California Register require that sufficient time has passed since a resource's period of significance to "obtain a scholarly perspective on the events or individuals associated with the resources." (CCR 4852 [d][2]). The California Register also requires that a resource possess integrity. This is defined as the ability for the resource to convey its significance through seven aspects: location, setting, design, materials, workmanship, feeling, and association.

Significant Evaluations. During the field survey, a historic-period school and two historic-period residences were identified. CEQA calls for the evaluation and recordation of historic and archaeological resources. The criteria for determining the significant of impacts to cultural resources are based on Section 15064.5 of the *CEQA Guidelines* and Guidelines for the Nomination of Properties to the California Register. Properties eligible for listing in the California Register and subject of review under CEQA are those meeting the criteria for listing in the California Register, or designation under a local ordinance. None of the properties identified during the field survey met any of the four CRHR criteria; and therefore, are not recommended historic resources under CEQA.

Native American Outreach

BCR contacted the NAHC, as part of the cultural resource assessment for a review of the sacred lands file (SLF). The objective of the SLF search was to determine if the NAHC had any knowledge of Native American cultural resources (e.g., traditional use or gathering area, place of religious or sacred activity, etc.) within the immediate vicinity of the Project area. The NAHC responded on October 4, 2021, stating that the SLF was completed with positive results (see Appendix C to the Draft IS/MND Appendix D). The NAHC recommended that BCR contact the San Manuel Band of Mission Indians and Chemehuevi Indian Tribe for additional information. The NAHC response also included a list of 11 individuals representing eight Native American tribal groups.

BCR Report Conclusion

Based on these results, BCR Consulting recommends that no additional cultural resources work, or monitoring is necessary during proposed project activities associated with the Project. Therefore, no significant impacts related to archaeological or historical resources is anticipated and no further investigations are recommended for the proposed project unless:

- the proposed project is changed to include areas not subject to this study;
- the proposed project is changed to include the construction of additional facilities; and
- cultural materials are encountered during project activities.

a & b) Cause a substantial adverse change in the significance of a historical and archaeological resource pursuant to in § 15064.5?

Less Than Significant Impact with Mitigation Incorporated. Data from the SCCIC revealed that 22 previous cultural resources studies have taken place, and 20 cultural resources have been recorded within one mile of the Project site. Of the 22 previous studies, none have previously assessed the Project site, and no cultural resources have been previously recorded within its boundaries. Each of these resources date to the historic period and includes a railroad, bridges, refuse, foundations, buildings, roads, water conveyance, and a gold course. None of the previously recorded cultural resources are located in the Project area. Additionally, five existing

residences that are historic in age (i.e., over 45 years old) were identified during the field survey conducted by BCR. However, none of the existing residential structures met the four criteria for listing under the CRHR. As such, they are not recommended historical resources under CEQA Guidelines §15064.5. Therefore, the Project would not cause a substantial adverse change in the significance of a historical resource and no impact would occur.

Although the current study has not indicated sensitivity for cultural resources within the project boundaries, ground disturbing activities always have the potential to reveal buried deposits not observed on the surface during previous surveys. For this reason, the following measures are included below to reduce any potential impacts to unanticipated archaeological resources due to accidental discovery to less than significant.

As noted in **MM TCR-1** and **TCR-4**, prior to the initiation of ground-disturbing activities, field personnel should be alerted to the possibility of buried prehistoric or historic cultural deposits. In the event that field personnel encounter buried cultural materials, work in the immediate vicinity of the find should cease and a qualified archaeologist should be retained to assess the significance of the find. The qualified archaeologist shall have the authority to stop or divert construction excavation as necessary. If the qualified archaeologist finds that any cultural resources present meet eligibility requirements for listing on the California Register or the National Register, plans for the treatment, evaluation, and mitigation of impacts to the find will need to be developed (refer to **MM TCR-1** through **TCR-5** for further discussion).

Prehistoric or historic cultural materials that may be encountered during ground-disturbing activities include:

- Historic artifacts such as glass bottles and fragments, cans, nails, ceramic and pottery fragments, and other metal objects;
- Historic structural or building foundations, walkways, cisterns, pipes, privies, and other structural elements;
- Prehistoric flaked-stone artifacts and debitage (waste material), consisting of obsidian, basalt, and or cryptocrystalline silicates;
- Groundstone artifacts, including mortars, pestles, and grinding slabs;
- Dark, greasy soil that may be associated with charcoal, ash, bone, shell, flaked stone, groundstone, and fire affected rocks.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact. No formal cemeteries are in or near the Project area. Most Native American human remains are found in association with prehistoric archaeological sites. As discussed previously, the Project site is not proximate to identified archaeological resources. It is unlikely that ground-disturbing activities associated with the construction of the Project would

exceed depths of previous disturbance. However, subsurface construction activities associated with the Project, such as trenching and grading, could potentially damage or destroy previously undiscovered human remains. Pursuant to State of California Health and Safety Code provisions (notably §7050.5-7055), should any human remains be uncovered, all construction activities must cease, and the County Coroner be immediately contacted. The following Standard Condition would be carried out during Project construction.

Standard Condition

If human remains or funerary objects are encountered during the undertaking, State Health and Safety Code Section 7050.5 states that 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. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC.

ENERGY

ENVIRONMENTAL IMPACTS Issues		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
6.	**ENERGY. Would the project:**				
a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X

Energy Data and Calculations have been prepared by Kimley-Horn derived from air quality modeling. These data are found in Appendix E of this Draft IS/MND.

Building Energy Conservation Standards[17]

Energy conservation standards for new residential and nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the California Energy Commission [CEC]) in June 1977 and are updated every three years (Title 24, Part 6, of the CCR). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. On June 10, 2015, the CEC adopted the 2016 Building Energy Efficiency Standards, which went into effect on January 1, 2017. On May 9, 2018, the CEC adopted the 2019 Building Energy Efficiency Standards, which took effect on January 1, 2020.

The 2019 Standards improve upon the 2016 Standards. Under the 2019 Title 24 standards, residential buildings are expected to be about seven percent more energy-efficient and nonresidential buildings will use about 30 percent less energy due mainly to lighting upgrades.

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact.

[17] The emissions model uses 2016 building code energy consumption rates. The project would be subject to the 2019 code. The adjustments are incorporated in the mitigation module of CalEEMod to meet current regulatory standards. As these are adjustments to be consistent with current code requirements, they are not mitigation or design features.

Electricity

Southern California Edison (SCE) provides electricity to the Project area, including the school, residential and industrial uses. According to the CalEEMod modeling conducted for the Project (refer to Appendix E), Project implementation would use approximately 851,004 kilowatt hours (kWh) per year. In 2019, the County consumed 14,987 GWh and SCE consumed 80,913 GWh.[18] The Project's increased demand will be adequately served by the existing SCE electrical facilities. Total electricity demand in SCE's service area is forecast to increase by approximately 23,000 Gigawatt hours (GWh)—between 2019 and 2035.[19] The increase in electricity demand from the Project would represent an insignificant percent increase (i.e., less than a fraction of one percent) compared to overall demand in SCE's service area. Therefore, projected electrical demand would not significantly impact SCE's level of service.

Natural Gas

SoCalGas provides natural gas service to the Project area. However, from 2018 to 2035, natural gas demand is expected to decline from 236 billion cubic feet (bcf) (2.36 billion therms) to 186 Bcf, (1.90 billion therms), while supplies remain constant at 3.775 billion cubic feet per day (bcfd) (0.04 billion therms per day) from 2015 through 2035. In total, the Project would use approximately 634,942 kBTU (6,349 therms) annually which is less than 0.1 percent of the natural gas supply in 2019. Therefore, the Project would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation.

Fuel

During construction, transportation energy use depends on the type and number of trips, VMT, fuel efficiency of vehicles, and travel mode. Transportation energy use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel and/or gasoline. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. In total, construction of the Project would use approximately 45,343 gallons of diesel fuel and 12,625 gallons of gasoline which is less than 0.1 percent of the fuel used in San Bernardino. Based on the total Project's relatively low construction fuel use proportional to annual County use, the Project would not substantially affect existing energy fuel supplies or resources. New capacity or additional sources of construction fuel are not anticipated to be required.

[18] California Energy Commission (2018). *California Energy Consumption Database*. Available at https://ecdms.energy.ca.gov/, Accessed on November 15, 2021.

[19] California Energy Commission (2018). *California Energy Demand 2018-2030 Revised Forecast - Figure 49: Historical and Projected Baseline Consumption, SCE Planning Area*. Available at https://ecdms.energy.ca.gov. Accessed on November 15, 2021.

Furthermore, there are no unusual characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or state. In addition, some energy conservation would occur during construction through compliance with state requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest U.S. EPA and CARB engine emissions standards. These engines use highly efficient combustion engines to minimize unnecessary fuel use. Impacts related to transportation energy use during construction would not require expanded energy supplies or the construction of new infrastructure; impacts would not be significant.

During Project operations, energy consumption would be associated with the truck and trailers movement. Based on the Project's vehicle trip generation and emissions modeled in CalEEMod, the Project would consume approximately 176,071 gallons of diesel fuel and 103,795 gallons of gasoline per year. In 2020, the County consumed 290,193,630 gallons of diesel fuel and 911,497,420 gallons of gasoline.[20] The Project's increased demand represents approximately 0.06 percent of diesel and 0.011 percent gasoline consumption in the County. Therefore, the gasoline demand from the Project would represent a nominal percentage of overall consumption in the region (i.e., less than a fraction of one percent). Consequently, the Project would not result in a substantial demand for energy that would require expanded supplies or the construction of other infrastructure or expansion of existing facilities. Project operations would comply with all applicable fuel efficiency standards and would not substantially affect existing fuel supplies or resources. Therefore, fuel consumption associated with vehicle trips generated by the Project would not be considered inefficient, wasteful, or unnecessary.

The Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Impacts are less than significant, and no mitigation is required.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No impact. Currently, there are no adopted local or regional greenhouse gas (GHG) reduction plans applicable to the Project. Project design and operation would comply with State Building Energy Efficiency Standards, appliance efficiency regulations, and green building standards. Project development would not cause inefficient, wasteful, and unnecessary energy consumption, and no impact would occur.

[20] California Air Resources Board. *EMFAC2018 (Version 1.0.2).*

GEOLOGY AND SOILS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
7. GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

The following is based on the information in the SBGP, the Cultural Resources Assessment, prepared by BCR Consulting LLC (November 2021) (Appendix D), and the Phase I Environmental Site Assessment Gateway South Building 8, prepared by Geosyntec Consultants, Inc. (May 28, 2021) (Appendix G).

Seismicity and Seismic Hazards

As shown Figure S-3, *Alquist-Priolo Study Zones*, of the General Plan, the City of San Bernardino is traversed by major earthquake fault lines and flood channels, which must be considered in new developments and design standards.[21] The Project is in the southern California region, which is prone to ground shaking. All Project components would be constructed to the more recent California Building Code (CBC) standards (2019 CBC) and would be designed in conformance with all applicable standards to lessen the effect of seismic ground shaking.

Per Figure S-3 of the GP, the Project site is not located within the boundaries of an earthquake fault zone or fault-rupture hazard as defined by the Alquist-Priolo Earthquake Fault Zoning Act. The San Andreas Earthquake Fault Zone traverses the City from northwest to southeast following the foothills along the northern edge of the City and approximately 6 miles north of the Project site. The San Jacinto Fault System traverses the City in the same northwest-southeast direction, through the lower middle and southern portions of the City and is approximately 1.5 miles southwest of the Project site.

Earthquake-Induced Liquefaction, Surface Rupture Potential, and Settlement

According to Chapter 10: Safety Element of the GP, liquefaction is a process whereby strong earthquake shaking causes sediment layers that are saturated with groundwater to lose strength and behave as a fluid. This subsurface process can lead to ground failure that, in turn, can result in property damage and structural failure. Groundwater saturation of sediments is required in order for earthquake-induced liquefaction to occur. Groundwater depth shallower than ten feet to the surface is considered to have the highest liquefaction susceptibility. Groundwater ten to 30 feet below the surface is considered to have a moderately high to moderate susceptibility. Groundwater 30 to 50 feet deep can create a moderate to low susceptibility to liquefaction. Figure S-5 of the City's General Plan shows that the Project site is located within an area of moderate to moderately high liquefaction susceptibility (MHM).[22]

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less than Significant Impact. As discussed above, the City is located between several active fault zones including the San Andreas Fault, the San Jacinto Fault, and the Loma Linda Fault. From the

[21] City of San Bernardino (2005). *General Plan*, *Chapter 10: Safety Element - Figure S-3 Alquist-Priolo Study Zones.* Available at http://www.sbcity.org/civicax/filebank/blobdload.aspx?blobid=26199. Accessed August 19, 2021.
[22] City of San Bernardino (2005). *General Plan*, *Chapter 10: Safety Element - Figure S-5 Liquefaction Susceptibility*. Available at http://www.sbcity.org/civicax/filebank/blobdload.aspx?blobid=26199. Accessed August 19, 2021.

review of Figure S-3 Alquist-Priolo Study Zones, the Project site is not located within an Alquist-Priolo Earthquake Fault Zone and is about 2 miles east of the San Jacinto Fault system. Therefore, the possibility of significant fault rupture on the site is considered to be low. However, due to the Project's location, all structures are subject to adherence to all applicable regulations in the CBC that is approved at the time of development. With adherence to the current CBC at the time of development, the latest California seismic design requirements would be included in the design of the proposed warehouse building and inspected by the City during construction, therefore impacts would be less than significant.

ii) Strong seismic ground shaking?

Less than Significant Impact. The Project site is in an area of high regional seismicity. However, the Project would be required to be in conformance with the current 2019 CBC, City regulations, and other applicable standards. The current CBC design standards correspond to the level of seismic risk in each location and are intended primarily to protect public safety and secondly to minimize property damage. Conformance with standard engineering practices and design criteria established in the current CBC, would reduce the effects of seismic groundshaking to a less than significant level.

iii) Seismic-related ground failure, including liquefaction?

Less than Significant Impact. According to the City's General Plan, Figure S-5, *Liquefaction Susceptibility*, the Project site is in a general area designated as HMH. The Project would be required to be in conformance with the latest CBC seismic design parameters, and Municipal Code §15.08 Liquefaction, applied at the building permit application and plan check phase of the Project. With adherence to the latest 2019 CBC and the SBMC, impacts would be less than significant.

iv) Landslides?

No Impact. The Project site is relatively flat and is not within an area susceptible to landslides as shown in figure S-7, *Slope Stability and Major Landslides,* of the General Plan.[23] Therefore, there would be no impact from landslides on the Project site.

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

Less than Significant Impact. According to Geosyntec Phase I ESA, the Environmental Data Resources, Inc. (EDR) identified the Project site's soils largely as Tujunga gravelly loam sand and the region is characterized by southwest sloping alluvial plains underlain by Quaternary alluvium. This alluvium consists of thick, discontinuous, unconsolidated sediments resulting from alluvial

[23] City of San Bernardino (2005). *General Plan, Chapter 10: Safety Element - Figure S-7 Slope Stability and Major Landslides.* Available at http://www.sbcity.org/civicax/filebank/blobdload.aspx?blobid=26199. Accessed August 19, 2021.

fan and fluvial deposition. Onsite grading would consequently expose soils to erosion by wind and water.[24]

The following General Plan policies are required measures that the Project would implement to mitigate any potential runoff and erosion:

Policy 9.4.10: Ensure compliance with the Federal Clean Water Act requirements for National Pollutant Discharge Elimination System (NPDES) permits, including requiring the development of Water Quality Management Plans, Erosion and Sediment Control Plans, and Storm Water Pollution Prevention Plans for all qualifying public and private development and significant redevelopment in the City.

Policy 9.4.11: Implement an urban runoff reduction program consistent with regional and federal requirements, which includes requiring and encouraging the following examples of Best Management Practices (BMPs) in all developments:

- Increase permeable areas, utilize pervious materials, install filtration controls (including grass-lined swales and gravel beds), and divert flow to these permeable areas to allow more percolation of runoff into the ground;
- Replanting and hydroseeding of native vegetation to reduce slope erosion, filter runoff, and provide habitat;
- Use of porous pavement systems with an underlying stone reservoir in parking areas;
- Use natural drainage, detention ponds, or infiltration pits to collect and filter runoff;
- Prevent rainfall from entering material and waste storage areas and pollution-laden surfaces; and
- Require new development and significant redevelopment to utilize site preparation, grading, and other BMPs that provide erosion and sediment control to prevent construction-related contaminants from leaving the site and polluting waterways.

Policy 10.5.4: Require new development and significant redevelopment to utilize site preparation, grading and foundation designs that provide erosion control to prevent sedimentation and contamination of waterways.

Pursuant to State Law, including §15.04.210 of the CBC, Appendix J, §J112 – Grading Operations, the Project is subject to comply with the following provisions:

[24] Geosyntec Consultants (May 2021). *Phase I environmental Site Assessment Gateway South Building 8.*

Section J112.1 General. "All parties performing grading operations, under a grading permit issued by the Building Official, shall have verification of land use entitlement and shall take reasonable preventive measures, as directed by the Building Official and incorporated into the Grading Policy promulgated by the Community Development Department, to avoid earth or other materials from the premises being deposited onto adjacent streets or properties, by the action of storm waters or wind, by spillage from conveyance vehicles or by other causes."

Section J112.2 Removal of Materials Within 24 Hours. "Earth or other materials which are deposited on adjacent streets or properties shall be completely removed by the permittee as soon as practicable, but in any event within 24 hours after receipt of written notice from the Building Official, or NPDES Coordinator, or their designees, to remove the earth or materials, or within such additional time as may be allowed by written notice."

Section J112.3 Noncompliance. "In the event that any party performing grading shall fail to comply with the requirements of this Section, the Building Official shall have the authority to engage the services of a contractor to remove the earth or other materials. All charges incurred for the services of the contractor shall be paid to the City by the permittee prior to acceptance of the grading."

With adherence to the above-stated policies, NPDES permits, State Law, and the Regional Water Quality Control Board (RWQCB) General Construction Permit, which requires the implementation of a variety of BMPs on construction and operation of the Project, this would minimize potential erosion from the site over the short- and long-term would be less than significant impact.

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

Less than Significant Impact. As previously discussed in Threshold 7 a(iii) above, the Project site is located within an area identified as a MHM.[25] As shown in Figure S-6 of the City GP, the Project site is located within an area of potential ground subsidence which can be caused by natural geologic processes or by human activity such as subsurface mining or pumping of groundwater or oil. [26] However, subsidence resulting from groundwater withdrawal has not been reported in the region since the SBMWD launched the groundwater recharge program. As discussed in threshold 7a (iv) above, the Project site is relatively flat and is not located within an area susceptible to landslides. Nevertheless, the Project would be required to be in conformance with the most recently published 2019 CBC and City regulations. Conformance with standard

[25] City of San Bernardino (2005). *General Plan*, *Chapter 10: Safety Element - Figure S-5 Liquefaction Susceptibility*. Available at http://www.sbcity.org/civicax/filebank/blobdload.aspx?blobid=26199. Accessed August 19, 2021.
[26] City of San Bernardino (2005). *General Plan*, *Chapter 10: Safety Element - Figure S-6 Potential Subsidence Areas.* Available at http://www.sbcity.org/civicax/filebank/blobdload.aspx?blobid=26199. Accessed August 19, 2021.

engineering practices and design criteria would reduce the effects of unstable soils to a less than significant level.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less than Significant Impact. When certain soil types are exposed to water, mainly those with moderate to high clay content, they can deform and either shrink or swell, depending on their particular physical characteristics. Such soils can expose overlying buildings to differential settlement and other structural damage. According to Phase I ESA, the EDR identified Project site's soils largely as Tujunga gravelly loam sand which have high infiltration and low runoff rates which has low shrink-swell or expansion characteristics.[27] Furthermore, the Project would be required to be in conformance with the most recently published 2019 CBC. Conformance with standard engineering practices and design criteria, such as modified foundations or over-excavation and soil modification, would reduce the potential for substantial risks to life or property as a result of the soil types located on the Project site. Therefore, impacts would be less than significant.

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

No Impact. The Project is expected to connect to the City's sewer collection system, which currently provides service to the surrounding vicinity and would not require an alternative method of wastewater conveyance. The Project does not propose a septic tank system. Therefore, no impacts associated with septic or alternative wastewater disposal systems would occur.

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

Less than Significant Impact with Mitigation Incorporated. Paleontological resources are considered nonrenewable scientific resources because once destroyed, they cannot be replaced. As such, paleontological resources are afforded protection under various federal, state, and local laws and regulations. For BCR Consulting to assess whether or not the Project area has the potential to contain significant fossil resources at the subsurface, it is necessary to review published geologic mapping to determine the geology and stratigraphy of the area. Geologic units are considered to be "sensitive" for paleontological resources if they are known to contain significant fossils anywhere in their extent. Therefore, a search of pertinent local and regional

[27] United States Department of Agriculture (USDA) Natural Resources Conservation Service (March 2017). *Official Soil Series Description.* Available at https://soilseries.sc.egov.usda.gov/OSD_Docs/T/TUJUNGA.html. Accessed on August 25, 2021.

museum repositories for paleontological localities within and nearby the project area is necessary to determine whether or not fossil localities have been previously discovered within a particular rock unit. For this Project, BCR performed a records search with the Western Science Center (WSC). The WSC determined that the geologic units underlying the project area are mapped as Quaternary alluvium dating to the Pliocene-Holocene and are potentially fossiliferous. Quaternary alluvial units are considered to be of high paleontological sensitivity. Although the WSC does not have localities within the project area but does have numerous localities within similarly mapped alluvial sediments throughout the region. Pleistocene alluvium in Southern California are documented and known to contain abundant fossil recourses including those associated with Columbian mammoth, Pacific mastodon, sabretooth cat, ancient horse, and many other Pleistocene megafauna. Any fossils discovered from the Project area would be scientifically significant. Therefore, the WSC recommended that a paleontological resource mitigation plan be put in place to monitor, salvage, and curate any recovered fossils associated with the Project area.[28]

Ground disturbing activities in the Project area are unlikely to yield any paleontological resources because younger Quaternary deposits are void of fossils and near-surface alluvium is usually too young to contain fossils, and therefore possesses low sensitivity. In addition, the Project area has undergone significant surficial disturbance. With the implementation of **MM GEO-1** impacts to paleontological resources would be less than significant.

Mitigation Measure

MM GEO-1 In the event an unanticipated fossil discovery is made during the course of Project development, in accordance with Society of Vertebrate Paleontology (SVP) 2010 guidelines, a qualified professional Paleontologist should be retained in order to examine the find and to determine if further paleontological resources mitigation is warranted.

[28] BCR Consulting, LLC., (November 2021). *Cultural Resources Assessment.* Refer to Appendix D.

GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL IMPACTS Issues		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
8.	**GREENHOUSE GAS EMISSIONS. Would the project:**				
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

A Greenhouse Gas Assessment has been prepared by Kimley-Horn and Associates, dated November 2021. This study was used as a resource in completing this section. The report is available in Appendix F to this Draft IS/MND.

Certain gases in the earth's atmosphere classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface and a smaller portion of this radiation is reflected back toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. Because the earth has a much lower temperature than the sun, it emits lower-frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

The primary GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Fluorinated gases also make up a small fraction of the GHGs that contribute to climate change. Examples of fluorinated gases include chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3); however, it is noted that these gases are not associated with typical land use development. Human-caused emissions of GHGs exceeding natural ambient concentrations are believed to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the Earth's climate, known as global climate change or global warming.

GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants (TACs), which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time

periods to be dispersed around the globe. Although the exact lifetime of a GHG molecule is dependent on multiple variables and cannot be pinpointed, more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, or other forms of carbon sequestration. Of the total annual human-caused CO_2 emissions, approximately 55 percent is sequestered through ocean and land uptakes every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO_2 emissions remains stored in the atmosphere.

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

Less Than Significant Impact.

Construction Emissions

The Project would result in direct emissions of CO_2, N_2O, and CH_4 from construction equipment and the transport of materials and construction workers to and from the Project site. The GHG emissions only occur during temporary construction activities and would cease once construction is complete. The total GHG emissions generated during all phases of construction were combined and are shown in **Table 12**: *Construction-Related Greenhouse Gas Emissions*.

Table 12: Construction-Related Greenhouse Gas Emissions

Category	$MTCO_2e$
2022 Construction Emissions	571
30-year Amortized Construction	19
Source: CalEEMod version 2020.4.0. Refer to Appendix F.	

As shown, the Project would result in the generation of approximately 571 $MTCO_2e$ over the course of construction. Construction GHG emissions are typically summed and amortized over the lifetime of the Project (assumed to be 30 years), then added to the operational emissions. The amortized Project construction emissions would be 19 $MTCO_2e$ per year. Once construction is complete, the generation of these GHG emissions would cease.

Operational Emissions

Operational or long-term emissions occur over the life of the Project. GHG emissions would result from direct emissions such as Project generated vehicular traffic, on-site combustion of natural gas, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to convey water to, and wastewater from the Project, the emissions associated with solid waste generated from the Project, and any fugitive refrigerants from air conditioning or refrigerators.

Total GHG emissions associated with the Project are summarized in **Table 13:** *Project Greenhouse Gas Emissions*. **Table 13** shows that the Project would generate approximately 3,129 $MTCO_2e$ annually from both construction and operations of the Project.

Table 13: Project Greenhouse Gas Emissions

Emissions Source	MTCO2e per Year
Amortized Construction Emissions	19
Area	0.02
Energy	186
Mobile	2,382
Off-Road Equipment	138
Waste	144
Water and Wastewater	260
Total GHG Emissions	**3,129**
SCAQMD Threshold	10,000
Exceeds Threshold?	**No**
Source: CalEEMod version 2020.4.0. Refer to Appendix F.	

Modeled emissions are broken down into the general categories of area sources, energy consumption, mobile sources, off-road equipment, solid waste, and water demand. Emissions from these categories are discussed below.

- **Construction**. As noted above, construction would result in direct GHG emissions. Construction GHG emissions are summed and amortized over the lifetime of the Project (assumed to be 30 years), then added to the operational emissions. The amortized emissions would be 19 $MTCO_2e$ per year.
- **Area Sources**. Area source emissions occur from hearths, architectural coatings, landscaping equipment, and consumer products. The Project involves warehouse uses and would not include hearths. Landscaping and consumer products would be limited. Additionally, the primary emissions from architectural coatings are volatile organic compounds, which are relatively insignificant as direct GHG emissions. As shown in **Table** 13, area source emissions would result in 0.02 $MTCO_2eq/yr$.
- **Energy Consumption**. Energy consumption consists of emissions from project consumption of electricity and natural gas. The Project would result in 186 $MTCO_2e/yr$ from energy consumption; refer to **Table 13**.
- **Mobile Sources**. Mobiles source emissions were calculated with CalEEMod based on the trip generation from the Project's Traffic Impact Analysis. Mobile source emissions would be 2,382$MTCO_2eq/yr$.

- **Off-Road Equipment**. Operational off-road emissions would be generated by off-road equipment used during operational activities. For this Project it was assumed that warehouse would employ six forklifts for loading and unloading goods.
- **Solid Waste**. Solid waste releases GHG emissions in the form of methane when these materials decompose. The Project would result in 144 $MTCO_2e$/yr from solid waste during operations.
- **Water and Wastewater**. As shown in **Table 13**, energy from water and wastewater would result in 260 $MTCO_2e$/yr from the electricity consumption associated with water conveyance and treatment.

Approximately 76 percent of the emissions are from mobile sources. The remaining 24 percent of GHG emissions would be from amortized construction emissions, area emissions, off-road equipment, waste, and water and wastewater.

As shown in **Table 13**, total emissions would be approximately 3,129 $MTCO_2e$ annually from both construction and operations. Therefore, the Project would not exceed the 10,000 $MTCO_2e$ per year threshold and impacts would be less than significant.

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

Less Than Significant Impact.

Regional Transportation Plan/Sustainable Communities Strategy Consistency

On September 3, 2020, SCAG's Regional Council adopted Connect SoCal (*2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* [2020 RTP/SCS]). The RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. SCAG's RTP/SCS establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035 as well as an overall GHG target for the Project region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of Executive Orders 5-03-05 and B-30-15.

The RTP/SCS contains over 4,000 transportation projects, ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs and replacement bridges. These future investments were included in county plans developed by the six county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices for everyone. The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding.

The plan accounts for operations and maintenance costs to ensure reliability, longevity, and cost effectiveness. The RTP/SCS is also supported by a combination of transportation and land use strategies that help the region achieve state GHG emissions reduction goals and Federal Clean Air Act (FCAA) requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and utilize resources more efficiently. GHG emissions resulting from development-related mobile sources are the most potent source of emissions, and therefore Project comparison to the RTP/SCS is an appropriate indicator of whether the Project would inhibit the post-2020 GHG reduction goals promulgated by the state. The Project's consistency with the RTP/SCS goals is analyzed in detail in **Table 14***: Regional Transportation Plan/Sustainable Communities Strategy Consistency*.

Compliance with applicable State standards (e.g., continuation of the Cap-and-Trade regulation; CARB's Mobile Source Strategy, Sustainable Freight Action Plan, and Advanced Clean Truck Regulation; Executive Order N-79-20; SB 100/renewable electricity portfolio improvements that require 60 percent renewable electricity by 2030 and 100 percent renewable by 2045, etc.) would ensure consistency with State and regional GHG reduction planning efforts. The goals stated in the RTP/SCS were used to determine consistency with the planning efforts previously stated. As shown in **Table 14**, the proposed Project would be consistent with the stated goals of the RTP/SCS. Therefore, the proposed Project would not result in any significant impacts or interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets.

Table 14: Regional Transportation Plan/Sustainable Communities Strategy Consistency

SCAG Goals		Compliance	
GOAL 1:	Encourage regional economic prosperity and global competitiveness.	N/A:	This is not a project-specific policy and is therefore not applicable. However, the Project is located in an industrial area in proximity to existing developments. The development of the site would contribute to regional economic prosperity.
GOAL 2:	Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent:	This is not a project-specific policy. However, the Project would not exceed any air quality thresholds. Class I bicycle facilities are planned at the Santa Ana River Trail located approximately 0.2-mile east of the Project site. Class II bicycle facilities are planned along Tippecanoe Avenue, Mill Street, and Orange Show Road, located approximately 0.7-, 0.6-, and 0.1-mile east, north, and south of the Project site, respectively. Additionally, the Project is located near Omnitrans Route 305 along Waterman Avenue, which has a stop at Waterman Avenue and Orange Show Road to the south of the Project.
GOAL 3:	Enhance the preservation, security, and resilience of the regional transportation system.	N/A:	This is not a transportation improvement project and is therefore not applicable.

SCAG Goals		Compliance	
GOAL 4:	Increase person and goods movement and travel choices within the transportation system.	N/A:	This is not a transportation improvement project and is therefore not applicable. However, the Project includes a warehouse use that would support goods movement.
GOAL 5:	Reduce greenhouse gas emissions and improve air quality.	N/A:	The Project is located within an industrial area in proximity to existing truck routes and freeways. The project is surrounded by existing industrial development and considered an infill site. The California Air Pollution Control Quantifying Greenhouse Gas Mitigation Measures (August 2010) identifies that infill developments, such as the proposed Project reduce vehicle miles traveled which reduces fuel consumption. Infill projects such as the proposed Project would have an improved location efficiency, which would reduce GHG and air quality emissions. Officers Association,
GOAL 6:	Support healthy and equitable communities.	Consistent:	The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development are encouraged through the development of alternative transportation methods, green design with the surrounding community's ability to access healthy food or parks. techniques for buildings, and other energy-reducing techniques. This development project is required to comply with the provisions of the California Building Energy Efficiency Standards and the Green Building Standards Code (CALGreen). As discussed in the Air Quality Assessment and the Health Risk Assessment, the Project would not exceed thresholds or result in health impacts. The Project is located on a site that is currently zoned Industrial and would not conflict
GOAL 7:	Adapt to a changing climate and support an integrated regional development pattern and transportation network.	N/A:	This is not a project-specific policy and is therefore not applicable.
GOAL 8:	Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	Consistent:	The Project involves a warehouse development and the site is bounded by East Norman Road to the south and Lena Road/S. Valley View Avenue to the east and would not disrupt land use patterns that facilitate transit and motorized/non-motorized transportation. The Project is located in a developed area in proximity to existing truck routes and freeways. As noted above, the Project is surrounded by existing industrial development and considered an infill site. The California Air Pollution Control Officers Association, *Quantifying Greenhouse Gas Mitigation Measures* (August 2010) identifies that infill developments, such as the proposed Project reduce vehicle miles traveled which reduces fuel consumption. Infill projects such as the proposed Project would have an improved location efficiency, which would result in more efficient travel.

SCAG Goals		Compliance	
GOAL 9:	Encourage development of diverse housing types in areas that are supported by multiple transportation options.	N/A:	The Project involves development of a warehouse and does not include housing.
Goal 10:	Promote conservation of natural and agricultural lands and restoration of habitats.		This the Project is not located on agricultural or habitat lands.
Source: Southern California Association of Governments (2021). *Regional Transportation Plan/Sustainable Communities Strategy*. Available at https://scag.ca.gov/sites/main/files/file-attachments/final-amendment-01-connect-socal-110421.pdf?1636060850. Accessed on August 25, 2021.			

California Air resource Board Scoping Plan Consistency

The California State Legislature adopted Assembly Bill (AB) 32 in 2006. AB 32 focuses on reducing GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) to 1990 levels by the year 2020. Pursuant to the requirements in AB 32, CARB adopted the Climate Change Scoping Plan (Scoping Plan) in 2008, which outlines actions recommended to obtain that goal. The Scoping Plan provides a range of GHG reduction actions that include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as the cap-and-trade program, and an AB 32 implementation fee to fund the program. As shown in **Table 15:** *Project Consistency with Applicable CARB Scoping Plan Measures*, the Project is consistent with most of the strategies, while others are not applicable to the Project.

The 2017 Scoping Plan Update identifies additional GHG reduction measures necessary to achieve the 2030 target. These measures build upon those identified in the first update to the Scoping Plan in 2013. Although a number of these measures are currently established as policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these actions to reduce GHG emissions will be adopted as required to achieve statewide GHG emissions targets. As such, impacts related to consistency with the Scoping Plan would be less than significant.

Table 15: Project Consistency with Applicable CARB Scoping Plan Measures

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
Transportation	California Cap and Trade Program Linked to Western Climate Initiative	Regulation for the California Cap on GHG Emissions and Market-Based Compliance Mechanism October 20, 2015 (CCR 95800)	**Consistent**. The Cap-and-Trade Program applies to large industrial sources such as power plants, refineries, and cement manufacturers. However, the regulation indirectly affects people who use the products and services produced by these industrial sources when increased cost of products or services (such as electricity and fuel) are transferred to the consumers. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, generated in-state

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
			or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage are covered by the Cap-and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and combustion of other fossil fuels not directly covered at large sources in the Program's first compliance period.
	California Light-Duty Vehicle GHG Standards	Pavley I 2005 Regulations to Control GHG Emissions from Motor Vehicles Pavley I 2005 Regulations to Control GHG Emissions from Motor Vehicles	**Consistent**. This measure applies to all new vehicles starting with model year 2012. The Project would not conflict with its implementation as it would apply to all new passenger vehicles purchased in California. Passenger vehicles sold after the effective dates of the standards would comply with the Pavley emissions standards.
		2012 LEV III California GHG and Criteria Pollutant Exhaust and Evaporative Emission Standards	**Consistent**. The LEV III amendments provide reductions from new vehicles sold in California between 2017 and 2025. Passenger vehicles associated with the site would comply with LEV III standards
	Low Carbon Fuel Standard	2009 readopted in 2015. Regulations to Achieve GHG Emission Reductions Sub-article 7. Low Carbon Fuel Standard CCR 95480	**Consistent**. This measure applies to transportation fuels utilized by vehicles in California. The Project would not conflict with implementation of this measure. Motor vehicles associated with construction and operation of the project would utilize low carbon transportation fuels as required under this measure.
	Regional Transportation-Related GHG Targets.	SB 375. Cal. Public Resources Code §§ 21155, 21155.1, 21155.2, 21159.28	**Consistent**. The Project would provide development in the region that is consistent with the growth projections in the RTP/SCS.
	Goods Movement	Goods Movement Action Plan January 2007	**Not applicable**. The Project does not propose any changes to maritime, rail, or intermodal facilities or forms of transportation.
	Medium/Heavy-Duty Vehicle	2010 Amendments to the Truck and Bus Regulation, the Drayage Truck Regulation and the Tractor-Trailer GHG Regulation	**Consistent**. This measure applies to medium and heavy-duty required to comply with the requirements of this regulation. vehicles that operate in the state. The Project would not conflict with implementation of this measure. Medium and heavy-duty vehicles associated with construction and operation of the Project would be required to comply with the requirements of this regulation.

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
	High Speed Rail	Funded under SB 862	Not applicable. This is a statewide measure that cannot be implemented by a project applicant or Lead Agency.
Electricity and Natural Gas	Energy Efficiency	Title 20 Appliance Efficiency Regulation	**Consistent**. The Project would not conflict with implementation of this measure. The Project would comply with the latest energy efficiency standards.
		Title 24 Part 6 Energy Efficiency Standards for Residential and Non-Residential Building	
		Title 24 Part 11 California Green Building Code Standards	
	Renewable Portfolio Standard/Renewable Electricity Standard	2010 Regulation to Implement the Renewable electricity Standard (33% 2020)	**Consistent**. The Project would obtain electricity from the electric utility, Southern California Edison (SCE). SCE obtained 36 percent of its power supply from renewable sources in 2019. Therefore, the utility would provide power when needed on-site that is composed of a greater percentage of renewable sources.
	Million Solar Roofs Program	SB 350 Clean Energy and Pollution Reduction Act of 2015 (50% 2030)	
	Million Solar Roofs Program	Tax Incentive Program	**Consistent**. This measure is to increase solar throughout California, which is being done by various electricity providers and existing solar programs. The program provides incentives that are in place at the time of construction.
Water	Water	Title 24 Part 11 California Green Building Code Standards	**Consistent**. The Project would comply with the CalGreen standards, which requires a 20 percent reduction in indoor water use. The Project would also comply with the County's Water-Efficient Landscaping Regulations (§ 63.2201: Adoption of Model Water Efficient Landscape Ordinance of the San Bernardino County Code)
		SBX 7-7 - The Water Conservation Act of 2009	
		Model Water Efficient Landscape Ordinance	
Green Buildings	Green Building Strategy	Title 24 Part 11 California Green Building Code Standards	**Consistent**. The State is to increase the use of green building practices. The Project would implement required green building strategies through existing regulation that requires the Project to comply with various CalGreen requirements. The Project includes sustainability design features that support the Green Building Strategy.
Industry	Industrial Emissions	2010 CARB Mandatory Reporting Regulation	**Not applicable**. The Mandatory Reporting Regulation requires facilities and entities with more than 10,000 MTCO2e of combustion and process emissions, all facilities belonging to certain industries, and all electric power entities to submit an annual GHG emissions data report directly to CARB. As shown above, total Project

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
			GHG emissions would not exceed 10,000 MTCO2e. Therefore, this regulation would not apply.
Recycling and Waste Management	Recycling and Waste	Title 24 Part 11 California Green Building Code Standards AB 341 Statewide 75 Percent Diversion Goal	**Consistent**. The Project would not conflict with implementation of these measures. The Project is required to achieve the recycling mandates via compliance with the CALGreen code. The City has consistently achieved its state recycling mandates.
Forests	Sustainable Forests	Cap and Trade Offset Projects	**Not applicable**. The Project is in an area designated for industrial uses. No forested lands exist on-site.
High Global Warming Potential	High Global Warming Potential Gases	CARB Refrigerant Management Program CCR 95380	**Not applicable**. The regulations are applicable to refrigerants used by large air conditioning systems and large commercial and industrial refrigerators and cold storage system. The Project would not conflict with the refrigerant management regulations adopted by CARB.
Agriculture	Agriculture	Cap and Trade Offset Projects for Livestock and Rice Cultivation	**Not applicable**. The Project site is designated for industrial development. No grazing, feedlot, or other agricultural activities that generate manure occur currently exist on-site or are proposed to be implemented by the Project.

Source: California Air Resources Board (2017). *California's 2017 Climate Change Scoping Plan.* Available at https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf.
California Air Resources Board (2008). *Climate Change Scoping Plan*. Available at https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/document/adopted_scoping_plan.pdf.

Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed; nevertheless, it can be anticipated that operation of the proposed Project would benefit from the implementation of current and potential future regulations (e.g., improvements in vehicle emissions, SB 100/renewable electricity portfolio improvements, CARB's Mobile Source Strategy, etc.) enacted to meet an 80 percent reduction below 1990 levels by 2050.

The majority of the GHG reductions from the Scoping Plan would result from continuation of the Cap-and-Trade regulation. Assembly Bill 398 (2017) extends the state's Cap-and-Trade program through 2030 and the Scoping Plan provide a comprehensive plan for the state to achieve its GHG targets through a variety of regulations enacted at the state level. Additional reductions are achieved from electricity sector standards (i.e., utility providers to supply 60 percent renewable electricity by 2030 and 100 percent renewable by 2045), doubling the energy efficiency savings at end uses, additional reductions from the LCFS, implementing the short-lived GHG strategy (e.g., hydrofluorocarbons), and implementing the Mobile Source Strategy and Sustainable Freight Action Plan.

Several of the State's plans and policies would contribute to a reduction in mobile source emissions from the Project. These include the CARB's Advanced Clean Truck Regulation, Executive Order N-79-20, CARB's Mobile Source Strategy, CARB's Sustainable Freight Action Plan, and CARB's Emissions Reduction Plan for Ports and Goods Movement. CARB's Advanced Clean Truck Regulation in June 2020 requiring truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8.

Executive Order N-79-20 establishes the goal for all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, will be zero-emission by 2035 and all medium and heavy-duty vehicles will be zero-emission by 2045. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium- and heavy-duty fleets where feasible, drayage trucks, and off-road vehicles and equipment "requiring increasing volumes" of new ZEVs "towards the target of 100 percent."

CARB's Mobile Source Strategy includes increasing ZEV buses and trucks and their Sustainable Freight Action Plan which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks. This Plan applies to all trucks accessing the Project site and may include existing trucks or new trucks that are part of the statewide goods movement sector. CARB's Emissions Reduction Plan for Ports and Goods Movement identifies measures to improve goods movement efficiencies such as advanced combustion strategies, friction reduction, waste heat recovery, and electrification of accessories. While these measures are not directly applicable to the Project, any commercial activity associated with goods movement would be required to comply with these measures as adopted. As such, the Project would not interfere with their implementation.

The Project would not obstruct or interfere with efforts to increase ZEVs or state efforts to improve system efficiency. The Project would also benefit from implementation of the State programs for ZEVs and goods movement efficiencies that reduce future GHG emissions from trucks.

The Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for reducing the emissions of GHGs because the Project would generate low levels of GHGs, and would not impede implementation of the Scoping Plan, or conflict with the policies of the Scoping Plan or any other GHG reduction plan. Therefore, the impacts would be less than significant.

HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
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?				X
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 or excessive noise for people residing or working in the project area?			X	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

The scope of discussion and findings herein are based in part of the following studies (refer to Appendix B, G, and H of this Draft IS/MND):

- Health Risk Assessment – Alliance California Gateway South Building 8 Project prepared by Kimley-Horn and Associates in November 2021.
- Phase I Environmental Site Assessment (ESA) prepared by Geosyntec Consultants, Inc. on May 28, 2021.

- Phase II Limited Environmental Site Assessment prepared by Geosyntec Consultants, Inc. on June 9, 2021.

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

Less than Significant Impact. The transport of hazardous waste and material, including transport via highway is regulated by both the EPA and the U.S. Department of Transportation (DOT). The Resource Conservation and Recovery Act (RCRA) ensures the safe management and cleanup of solid and hazardous waste, and programs that encourage source reduction beneficial reuse. The EPA controls hazardous waste regulations, guidance, and policies under this act. As such, the Project would not require the routine transport or use of hazardous materials. Potentially hazardous and toxic materials such as solvents, paint products, lubricants, fuels, and cleaning products may be transported, used and/or stored on-site during construction. The transport, use, and storage of hazardous materials during the construction and operation of the site would be conducted and kept in accordance with all applicable State, local and Federal regulations. Compliance with all applicable laws and regulations would reduce the potential impact associated with the routine transport, use, storage, or disposal of hazardous materials to a less than significant level and no mitigation is required.

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

Less than Significant Impact. As discussed, the Project site encompasses 29 parcels, totaling 15.25 acres. Currently, the lot contains residential structures, trucks and vehicle storage areas, and vacant land. A portion of the site contains sparse onsite vegetation, dirt, and miscellaneous trees. The Cultural Report Assessment identified five existing residences that are historic in age (i.e., over 45 years old). However, none of the existing residential structures met the four criteria for listing under the CRHR. As such, they are not recommended historical resources under CEQA Guidelines §15064.5. Demolition of any existing structures, especially older structures where these hazardous building materials were commonly used in construction, could be released during demolition activities, and expose construction workers, the public, or the environment. The level of potential impact is dependent upon the age, construction, and building materials in each building and the protocols employed for demolition. According to the Phase I Environmental Site Assessment (ESA), it was determined that there were no recognized environmental conditions (RECs), no controlled RECs, and no historical RECs. Additionally, the Phase I ESA determined that the impacts due to existing structure uses, such as the on-site automotive operations or the historical agricultural land uses, were found to be de minimis and would not present a threat to human health or the environment.

The existing on-site automotive operations has been operating from approximately 2006 to present and has been used for storage of decommissioned vehicles, automotive repair including auto-body, used parts storage and various other commercial activities. The site is unpaved and moderate to heavy staining associated with vehicle storage and repair was overserved at multiple locations. Drums and other materials stored without secondary containment were observed at the Site and are indications of poor hazardous materials management practices and poor "housekeeping" procedures. Geosyntec conducted a Limited Phase II ESA which included soil and soil vapor sampling at locations associated with the historical agricultural area and automotive operations at the site. The soil sampling and soil vapor sampling results concluded that the detected concentration of various metals, volatile organic compounds (VOCs), and total petroleum hydrocarbons (TPH) were found to be below the Environmental Protection Agency (EPA) Regional Screening Levels (RSLs) for commercial and industrial soil and no organochlorine pesticides (OCPs) were detected above laboratory reporting limits. Therefore, based on the preliminary data, the historical agricultural use and on-site automotive operations do not appear to represent a REC, but rather a de minimis condition.

Historical Site documents and aerial photographs indicated that the majority of the Site was used for agricultural purposes from sometime prior to 1930 until the 1940s. Based on the timeframe of the agricultural activities, it is possible that pesticides or herbicides were used on-Site; however, no evidence of pesticide/herbicide usage was found as part of the Phase I ESA. Therefore, this the historical agricultural uses do not present any conditions found to be a REC but is rather a de minimis condition.

As stated above, both the U.S. EPA and the DOT regulate the transport of hazardous waste and material, including transport via highway. The U.S. EPA controls hazardous waste regulations, guidance, and policies under the RCRA to ensure the safe management and cleanup of solid and hazardous waste, and programs that encourage source reduction beneficial reuse. The DOT regulates the transportation of hazardous materials through enforcement of the Hazardous Materials Transportation Act (HMTA) to protect against the risks to life, property, and the environment that are inherent in the transportation of hazardous material in intrastate, interstate, and foreign commerce.[29] The HMTA includes requirements for container design and labeling, as well as for hazardous transporters. The established regulations are intended to track and manage the safe interstate transportation of hazardous materials and waste. Additionally, State and local agencies enforce the application of these acts and coordinate safety and mitigation responses in the case that accidents involving hazardous materials occur.

Adherence to existing regulations would reduce the potential for hazardous building materials to impact the environment or the public. Therefore, as already required by applicable regulations

[29] Office of Health, Safety and Security (1975). *Hazardous Material Transportation Act.* Available at: https://www.osha.gov/trucking-industry/transporting-hazardous-materials. Accessed August 26, 2021.

and laws, proposed redevelopment of older existing facilities would be required to adhere to appropriate identification and abatement procedures by certified contractors who employ practices that limit the exposure of hazardous building materials, where present. As no RECs were found in Phase I ESA's conclusion and Phase II ESA determined that there were no Constituents of Concern (COCs) in soil. Therefore, no significant impacts were found, a less than significant impact would occur due to Project implementation.

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

No Impact. The Norton Science and Language Academy and the Mill Child Development Center Head Start/State Preschool were previously located north of the Project site, within one-quarter mile, but have relocated to another location and would no longer be within one-quarter mile of the site. There is no other school within one-quarter mile of the Project site. In addition, currently there is no school being proposed within one-quarter mile of the site. Therefore, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. As such no impact would occur.

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?

No Impact. Refer to Response 9(a), above. The Project site is not included on the list of hazardous waste sites (Cortese List) compiled by the DTSC pursuant to CGC §65962.5. Therefore, the Project would have no impact.

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 or excessive noise for people residing or working in the project area?

Less than Significant Impact. The Project site is located within the SBIA Influence Area, as identified in the City of San Bernardino's General Plan.[30] The SBIA is located about 0.6 mile east of the Project site. The Project would adhere with permitted uses and building height restrictions as stated by the Development Code and General Plan to ensure that the building height does not impact airspace. The proposed height of the Project would not exceed the 50-foot maximum height allowed in the IL zone. The proposed Project would be consistent with the general land use of the area. Thus, there would be no conflicts between SBIA aircraft activities and the Project.

[30] City of San Bernardino (2005). *General Plan Chapter 2: Land Use – Figure LU-4 - San Bernardino International Airport Planning Boundaries, Page 2-47*. Available at http://sbcity.org/civicax/filebank/blobdload.aspx?blobid=26199. Accessed August 19, 2021.

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

Less than Significant Impact. The Emergency Management Plan (EMP) was adopted by the City of San Bernardino to identify evacuation routes, emergency facilities, and City personnel and equipment available to effectively handle emergency situations or evacuations. There will be no revisions to the adopted EMP as a result of the proposed Project. In addition, the San Bernardino County Consolidated Fire District (SBCFD) will be responsible for planning emergency response for the City, operating the City's Emergency Operations Center, and maintaining the emergency operations plan (EOP). In the event of an unusual emergency situations, highways and arterial streets that connect to the major freeways would serve as potential evacuation routes.

The minimum right-of-way widths on the City streets would be maintained during construction and operations, which would continue to ensure evacuation routes are accessible. The Project would also be reviewed by the City and SBCFD. As such, all applicable design and safety requirements in the California Building and Fire Codes during construction activities will be incorporated. The two-emergency access would be available via Lena Rd, approximately 41 feet 8 inches wide and E. Norman Rd, approximately 40 feet wide. Thus, the Project would incorporate all applicable design and safety requirements and would not impact the implementation of the Emergency Management Plan, therefore impacts would be less than significant.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. According to the City's General Plan, the Project site is not mapped in an area at risk for fire. The Extreme Fire Hazard Area are located at the northern portion of the City towards the San Bernardino Mountains. The nearest Moderate Fire Hazard Area (MFHA) and Extreme Fire Hazard Area (EFHA) are located about 5 miles north and northeast.[31] CALFIRE does not locate the Project site near a Very High, High, or Moderate Fire Hazard Severity Zone.[32] As such, the Project would not expose people or structures to a risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas. No impact would occur.

[31] City of San Bernardino (2005). *General Plan* Chapter *10: Safety – Figure S-9 Fire Hazard Areas*, *Page 10-43*. Available at http://sbcity.org/civicax/filebank/blobdload.aspx?blobid=26199. Accessed August 19, 2021.
[32] CALFIRE (2020). *Fire Hazard Severity Zones Viewer*. Available at https://egis.fire.ca.gov/FHSZ/. Accessed on August 19, 2021.

HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
10. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			X	
i) Result in substantial erosion or siltation on- or off-site?			X	
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			X	
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
iv) Impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

A Hydrology & Hydraulic Calculations Report (March 2022) and Final Water Quality Management Plan (FWQMP) (March 2022) were prepared by Thienes Engineering, Inc. for the Project. These technical studies are included in Appendix I and Appendix J respectively, and the results are summarized herein.

Water Providers

The San Bernardino Valley Water Management District (SBVWMD) prepared the 2015 Regional Urban Water Management Plan (RUWMP) which is a tool that provides a summary of anticipated supplies and demands for the years 2015 to 2040. This document was prepared for various agencies within the SBVMWD service area, including the SBMWD.

Groundwater

The SBMWD provides domestic water for the City and unincorporated areas of San Bernardino County. Water is provided for single-family, multiple-family, commercial, light industrial, governmental, and landscaping purposes. According to Figure U-2 of the City's General Plan show the service boundaries of the water providers in the planning area.[33] The groundwater from Bunker Hill Basin provides 100 percent

Flooding

According to FEMA Flood Insurance Rate Map (FIRM) Panel 06071C8681J, dated September 2, 2016, the Project site is located in Zone X. Flood Zone X is defined by FEMA as the area determined to be outside the 500-year flood. No portion of the site is located within the special flood hazard area inundated by the 100-year flood.[34]

Domestic Water

The Project site is served by SBMWD. Per SBMWD, there is an existing 12-inch ductile iron pipe (DIP) in the Lower Zone of S. Lena Road., and another existing 12-inch DIP in E. Norman Road (Sub Lower Zone).

Hydrology

Under existing conditions, the Project site generally surface drains easterly to S. Lena Road, then southerly to Orange Show Road, and then westerly to Twin Creek Channel. According to the Final WQMP, the Project site would consist of one drainage area with all runoffs ultimately being conveyed to the E. Norman Rd. master plan storm drain. The northern half of the site would drain to catch basins constructed to the west of the proposed building and would be conveyed easterly, then southerly, via the proposed storm drain to the E. Norman Road master plan storm drain. The southern half of the site and the southeast landscape area would be intercepted by roof drains (for building runoff) and conveyed westerly via proposed storm drain. and area drains (for landscape runoff) and conveys westerly via the proposed storm drain and eventually to E. Norman Road storm drain. In addition, the site's southwest frontage landscape would surface drain southward to E. Norman Road storm drain. An underground infiltration facility would be

[33] City of San Bernardino (2005). *General Plan Chapter 9: Utilities – Figure U-2 Water Service Area Boundaries, Page 10-43*. Available at http://sbcity.org/civicax/filebank/blobdload.aspx?blobid=26199. Accessed August 19, 2021.

[34] FEMA (2020). *FEMA Flood Map Service Center: Search By Address.* Available at https://msc.fema.gov/portal/search?AddressQuery=turlock%2C%20ca#searchresultsanchor. Accessed August 19, 2021.

constructed in the truck yard area to capture the site's DCV of storm water runoff from both drainage zones before discharging to the existing storm drain.

Sewer System Infrastructure

The Project would be required to expand and connect to the City's existing sewer lines. The sewer main serving the Project is located S. Lena Rd. During construction, the Project plans to connect to the 12-inch VCP sewer main from E. Orange Show Rd. and extend north on S. Lena Road., then east on E. Norman Road to the site's eastern property line.

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than Significant Impact. The Project site is located within the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB). In California, the Porter-Cologne Water Quality Control Act (§13000 of the California Water Code), and the Federal Water Pollution Control Act Amendment of 1972 or the Clean Water Act requires comprehensive water quality control plans be developed for all waters within the State of California.

Demolition and Construction

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

As part of the Project, improvement along S. Lena Road and E. Norman Road would include, but not limited to, street rehabilitation, driveway construction, curb/gutter and sidewalk construction where applicable, and utility work. Additionally, catch basins are proposed as part of the Project to catch runoff for infiltration purposes.

The Project would disturb more than one acre of land surface and would, therefore, be required to obtain coverage under the NPDES stormwater program. The City of San Bernardino is a co-permittee under San Bernardino County's NPDES Permit (No. CAS 618036), and as such is required to adhere to the County-wide NPDES permit requirements. To minimize water quality impacts during construction, construction activities would be required to comply with a SWPPP consistent with the General Permit for Storm Water Discharge Associated with Construction Activity (Construction Activity General Permit). To obtain coverage, the Project Applicant is required to submit a Notice of Intent prior to construction activities and develop and implement an SWPPP and monitoring plan. The SWPPP identifies erosion-control and sediment-control BMPs that would meet or exceed measures required by the Construction Activity General Permit

to control potential construction-related pollutants. Erosion-control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. Typical BMPs include but are not limited to construction scheduling, proper construction equipment staging, hydroseeding, straw mulch, sandbags, and silt fences. These requirements would ensure that potential Project impacts related to soil erosion, siltation, and sedimentation remain less than significant and avoid violation to any water quality standards or waste discharge requirements.

Operations

As noted above, existing site generally surface drains easterly to S. Lena Road, then southerly to Orange Show Road, and then westerly to Twin Creek Channel. As outlined in the FWQMP, to retain the stormwater volume required to avoid or minimize impacts downstream, the Project would be subject to establishing targets for post-development hydrology based on performance criteria specified in the NPDES Municipal Separate Storm Sewer Systems (MS4) Permit. These targets include runoff volume, time of concentration, and peak runoff for protection of any downstream waterbody segments with Complete Hydrologic Conditions of Concern (HCOC). The Project would be required to have a spill contingency plan based on individual site needs. Additionally, in case of a spill, employees would be trained to clean up minor spills and participate in ongoing maintenance.

The WQMP is a post-construction management program that ensures the ongoing protection of the watershed basin by requiring structural and programmatic controls. The WQMP identifies structural controls (including a contained, on-site wastewater treatment plant) and programmatic controls to minimize, prevent, and/or otherwise appropriately treat stormwater runoff flows before they are discharged from the site. Mandatory compliance with the WQMP would ensure that the Project does not violate any water quality standards or waste discharge requirements during long-term operation

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less than Significant Impact. The SBMWD obtains its water supply from the Bunker Hill Groundwater Basin. The Project's potable water supply would be served by the SBVMWD; refer to Section 19, Utilities and Service Systems, Response 19(b), which notes the anticipated domestic water use from the Project. The Project includes construction and operation of a warehouse facility, which would increase the impervious surface area of the site. However, as previously noted, the northern half of the site would drain to catch basins constructed to the west of the proposed building and would be conveyed westerly, then southerly, via the proposed storm drain to the E. Norman Rd. master plan storm drain. The southern half of the site and the

southeast landscape area would be intercepted by roof drains (for building runoff) and area drains (for landscape runoff) and conveyed westerly via the proposed storm drain, and eventually to E. Norman Rd storm drain. Additionally, surface flows on the southwest portion of the project site will flow overland into E Norman Road storm drains and flow westerly from there. No significant impacts are anticipated with respect to groundwater recharge or groundwater management.

The "Infiltration BMP Feasibility" section of the FWQMP[35] identifies that the infiltration basin does not pose a significant risk for groundwater, nor would it increase the risk of geotechnical hazards. As such, the Project would not significantly impact groundwater recharge, because the proposed infiltration basin would adequately recharge groundwater. Impacts would be less than significant.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. The site does not include any streams or rivers which could be altered by the Project. The proposed on-site basins would limit the release of stormwater from the site; thereby minimizing the potential for substantial erosion or siltation to occur on-site or off-site. Additionally, the Project would comply with Policy 9.4.10 (NPDES), Policy 9.4.11 (BMPs), and *BMP Inspection and Maintenance,* as referenced in Section 7, Geology and Soils, Response 7(b). Therefore, impacts would be less than significant.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

Less Than Significant Impact. As noted above, the site does not include any streams or rivers which could be altered by the Project. The development of the Project would not create any adverse impacts downstream for storm events up to the 100-year storm. There would not be an increase in the existing discharge from the site in both the 10-year and 100-year storm events due to the proposed infiltration basin that would be sized to capture and infiltrate the 100-year rainfall event.

Under existing conditions, the Project site has one drainage area with no existing impervious area.[36] As noted, all water from the Project would either drain to catch basins, be intercepted by roof and area drains and conveyed to the existing E. Norman Road master plan storm drain. Prior

[35] Thienes Engineering, Inc., (March 25, 2022). *Final Water Quality Management Plan (FWQMP) for Hillwood Gateway South Building 8 NWC of Norman Road and Lena Road San Bernardino, CA 92408*.
[36] Ibid.

to discharging into the existing storm sewer, the site's storm flows would be diverted to the underground chambers for infiltration.

When comparing the low impact development (LID) DCV (48,319 c.f.) for the Project and the onsite retention with LID infiltration BMP volume required to meet HCOC requirements infiltration basin is (48,319 c.f.)[37], the proposed infiltration basin was sized to provide volume storage to meet HCOC requirements, as outlined in the FWQMP. Although the proposed development would result in an increase in runoff discharged, when compared to the existing site conditions, the Project's LID BMP would minimize the potential for flooding to occur on-site or off-site. Therefore, impacts would be less than significant.

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

iv) Impede or redirect flood flows?

Less Than Significant Impact. When compared to the existing site conditions, the development of the Project would increase impervious areas and onsite runoff volume. However, with the incorporation of the LID BMP, as noted in Response (c)(ii) above and in Appendix J, the Project would fully mitigate stormwater runoff such that runoff water would not exceed that of existing conditions and is not otherwise anticipated to exceed the capacity of downstream drainage facilities or impede or redirect flood flows. As discussed in Response (a) and (c)(ii) above, the proposed onsite catch basins, and infiltration and operational BMPs would reduce impacts to less than significant for stormwater runoff water quality pursuant to the FWQMP and City MC requirements.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less than Significant Impact. The Project site is located approximately 70 miles inland from the Pacific Ocean. Given the distance from the coast, the potential for the Project site to be inundated by a large, catastrophic tsunami is extremely low. No steep slopes are in the Project vicinity; therefore, the risk of mudflow is insignificant. Additionally, as previously noted in Section 2.3, Existing Conditions, FEMA identifies the Project site as a Zone X, which is identified as 500-year Floodplain, an area of minimal flood hazard.[38]

[37] Thienes Engineering, Inc. (March 25, 2022). *Final Water Quality Management Plan (FWQMP) for Hillwood Gateway South Building 8 NWC of Norman Road and Lena Road San Bernardino, CA 92408; Form 4.3-9 Conformance Summary and Alternative Compliance Volume Estimate, Page 4-23*.

[38] Federal Emergency Management Agency (2020). *FEMA Flood Map Service Center: Search by Address*. Available at https://msc.fema.gov/portal/search?AddressQuery=turlock%2C%20ca#searchresultsanchor. Accessed August 18, 2021.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant Impact. The Project's potable water supply would be served by the SBMWD. The SBMWD obtains its water supply from the Bunker Hill Groundwater Basin. The Project does not include any uses which involve potable groundwater wells. Furthermore, the Bunker Hill Basin is not currently listed as a critically over-drafted basin or a medium or high priority basin under the State's Sustainable Groundwater Management Act (SGMA).[39] As discussed above in Response 10 (b), the Project's water demand is not anticipated to result in significant groundwater impacts. Also as discussed in Response 10 (a) above, the Project is anticipated to result in less than significant water quality impacts, either during construction or operation.

[39] Department of Water Resources (2021). *SGMA PORTAL*. Available at: https://sgma.water.ca.gov/portal/gsa/all. Accessed November 4, 2021.

LAND USE AND PLANNING

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
11. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

The Project site currently consists of 29 parcels. As shown in Table 1, all subject parcels have a General Plan land use designation of Industrial (I) and Zoning designation of Industrial Light (IL), as designated by the City's Zoning Code. The Project proposes the development of a 300,188-square-foot speculative industrial warehouse building, which would be consistent with the designated I and IL land use and zoning. As such, the Project is anticipated to be consistent with the existing land use and zoning.

a) Physically divide an established community?

No Impact. The existing 13.12-acre site includes vehicle and container storage, pallet storage, vacant lots, and non-conforming residential uses, sparse onsite vegetation, dirt and miscellaneous trees; refer to **Exhibit 3:** *Aerial View*. The proposed development would be consistent with the site and its surrounding's existing land use and zoning designations. Additionally, the Project would consolidate the existing 29 parcels into one via a tentative parcel map. There are no pathways that traverse the site. The existing roadway configuration would be not altered. The proposed development would match existing warehouses to the north and south and would not physically divide an established community. As such, the Project would not physically divide an establish community, and no impact would occur.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. The proposed Project would be consistent with the General Plan Land Use and Zoning Designations according to the City of Fontana's General Plan. It would not conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project. The zoning designation of Industrial Light (IL) is intended for a light industrial use, such as warehousing/distribution, light manufacturing, assembly, research and development, repair facilities, as well as supporting retail and personal uses. As such, the Project meets the applicable land use goals. See **Table 16:** *General Plan Land Use Goal and Policy Consistency Analysis*.

Table 16: General Plan Land Use Goal and Policy Consistency Analysis

Applicable General Plan Goal and Policy	Project Consistency
Policy 2.2.1 Ensure compatibility between land uses and quality design through adherence to the standards and regulations in the Development Code and policies and guidelines in the Community Design Element.	Consistent. The Project would be required to comply with requirements of the Development Code applicable to warehouse development.
Land Use Goal 2.2 - Promote development that integrates with and minimizes impacts on surrounding land uses.	Consistent. The Project blends aesthetically with the general setting and its vicinity. Much of the area is industrial in nature.
Land Use Goal 2.4 - Enhance the quality of life and economic vitality in San Bernardino by strategic infill of new development and revitalization of existing development.	Consistent. The Project promotes economic vitality in San Bernardino by providing jobs and revenue to the City. Additionally, the Project site would be aesthetically enhanced beyond its current heavily disturbed and cluttered condition.
Land Use Goal 2.5 - Enhance the aesthetic quality of land uses and structures in San Bernardino.	Consistent. The Project would physically and aesthetically enhance the site. Ornamental landscaping would be provided, along with fencing, security lighting, and sidewalks.
Land Use Goal 2.6 - Control development and the use of land to minimize adverse impacts on significant natural, historic, cultural, habitat, and hillside resources.	Consistent. The Project would not create significant impacts on these resources. For those impacts where a potential impact is recognized, mitigation measures are required.
Land Use Goal 2.7 - Provide for the development and maintenance of public infrastructure and services to support existing and future residents, businesses, recreation, and other uses.	Consistent. The Project would be subject to applicable Fire, Police, and School development fees to support existing and future residents and other uses.
Policy 2.7.5 Require that development be contingent upon the ability of public infrastructure to provide sufficient capacity to accommodate its demands and mitigate its impacts.	Consistent. Existing City and private utility lines adjacent to the Project site have adequate capacity to serve the Project.
Land Use Goal 2.9 - Protect the airspace of the San Bernardino International Airport and minimize related noise and safety impacts on our citizens and businesses.	Consistent. The Project would not interfere with the airspace or airport activities as the proposed warehouse would not exceed the maximum allowed height of 50 feet.

As stated above, the proposed Project would not conflict with any land use plan, policy, or regulation. As such, the Project is consistent with applicable land use goals and policies. There will be less than a significant impact.

MINERAL RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
12. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

According to the Surface Mining and Reclamation Act (SMARA) of 1975, Mineral Resource Zones (MRZs) were designated based on regional or State-wide importance. As such, existing land uses are not considered in classifying MRZs, so a MRZ may be classified despite already being developed for other uses even though this renders them unsuitable for mining. The State Mining and Geology Board (SMGB) establishes a priority list by the following classification criteria:

MRZ-1 Areas where adequate geologic information indicates that no significant mineral deposits are present, or that there is a small likelihood of the presence of mineral deposits;

MRZ-2 MRZ-2a: Areas where the available geologic data shows that there are significant measured or indicated deposits present, which means this land is of prime importance in mining, or

MRZ-2b: that there is an inferred likelihood of significant mineral deposits as indicated by limited sampling;

MRZ-3 MRZ-3a: Areas containing known mineral deposits that have moderate potential for mineral deposits and may be reclassified as MRZ-2;

MRZ-3b: Areas containing inferred mineral deposits based on plausible evidence of the geologic settings; and

MRZ-4 Areas where there is not enough geologic information available to determine the presence or absence of mineral resources. This indicated limited knowledge and it does not imply that there is a small likelihood of mineral deposits.

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

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

According to Figure NRC-3, Mineral Resource Zones of the General Plan much of the City of San Bernardino is classified as MRZ-2, or a) an area where the available geologic data shows that there are significant measured or indicated deposits present, which means this land is of prime importance in mining, or b) that there is an inferred likelihood of significant mineral deposits as indicated by limited sampling.[40] Based on the California Data Basin for Mineral Resources, which receives data from the California Geological Survey, the Project area is not designated as containing mineral resources.[41] Therefore, the Project site does not contain any known mineral resources and is not used for mining or mineral production.

No Impact. As previously mentioned, the Project site is not located within an area of the City where available geologic information indicates that significant mineral deposits may be present. In addition, surrounding properties are not recognized with the City's Industrial Extractive (IE) designation, which designates land for mineral extraction. Therefore, implementation of the Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. No mitigation is required.

[40] City of San Bernardino (2005). *General Plan Chapter 12: Natural Resources and Conservation – Figure NRC-3 Mineral Resource Zones.* Available at http://sbcity.org/civicax/filebank/blobdload.aspx?blobid=26199. Accessed on August 24, 2021.

[41] California Mineral Resources (2011). *California Mineral Resources Map Viewer*. Available at https://databasin.org/maps/new#datasets=f2985196ca6b45cf8f2ad604beb95b34. Accessed on August 24, 2021.

NOISE

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
13. NOISE. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X	

An Acoustical Assessment has been prepared by Kimley-Horn and Associates dated November 2021. The study was used in completing this section. The report is available as Appendix K to this Draft IS/MND.

Noise is generally defined as loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity and that interferes with or disrupts normal activities. The human environment is generally characterized by a certain consistent noise level that varies by area. This is called ambient, or background noise. Although exposure to high noise levels has been demonstrated to cause hearing loss, the principal human response to environmental noise is annoyance. The response of individuals to similar noise events is diverse and influenced by the type of noise, perceived importance of the noise and its appropriateness in the setting; time of day and type of activity during which the noise occurs, and sensitivity of the individual.

Sound is a physical phenomenon consisting of vibrations that travel through a medium, such as air, and are sensed by the human ear. Sound is generally characterized by several variables, including frequency and intensity. Frequency describes the sound's pitch and is measured in cycles per second, or hertz (Hz). Intensity describes the sound's loudness and is measured in decibels (dB). A sound level of 0 dB is approximately the threshold of human hearing and is barely audible under extremely quiet listening conditions. Normal speech has a sound level of approximately 60 dB. Sound levels above about 120 dB begin to be felt inside the human ear as discomfort and eventually as pain at still higher levels. The minimum change in the sound level

of individual events that an average human ear can detect is about 3 dB. Decibels are measured using a logarithmic scale; thus, the average person perceives a change in sound level of about 10 dB as a doubling (or halving) of the sound's loudness. This relation holds true for sounds of any loudness.

The normal human ear can detect sounds that range in frequency from about 20 Hz to 20,000 Hz. However, all sounds in this wide range of frequencies are not heard equally well by the human ear, which is most sensitive to frequencies in the range of 1,000 Hz to 4,000 Hz. This frequency dependence can be taken into account by applying a correction to each frequency range to approximate the human ear's sensitivity within each range. This is called A-weighting and is commonly used in measurements of community environmental noise. The A-weighted sound pressure level (abbreviated as dBA) is the sound level with the "A-weighting" frequency correction. In practice, the level of a noise source is conveniently measured using a sound level meter that includes a filter corresponding to the dBA curve.

Because community noise fluctuates over time, a single measure called the Equivalent Sound Level (L_{eq}) is often used to describe the time-varying character of community noise. The L_{eq} is the energy-averaged A-weighted sound level during a measured time interval and is equal to the level of a continuous steady sound containing the same total acoustical energy over the averaging time period as the actual time-varying sound. It is often desirable to know the acoustic range of the noise source being measured. This is accomplished through the L_{max} and L_{min} indicators, which represent the root-mean-square maximum and minimum noise levels obtained during the measurement interval. The L_{min} value obtained for a particular monitoring location is often called the "acoustic floor" for that location.

To describe the time-varying character of environmental noise, the statistical noise descriptors L_{10}, L_{50}, and L_{90} are commonly used. They are the noise levels equaled or exceeded during 10, 50, and 90 percent of a stated time, respectively. Sound levels associated with L_{10} typically describe transient or short-term events, whereas levels associated with L_{90} describe the steady-state (or most prevalent) noise conditions.

Another sound measure known as the Community Noise Equivalent Level (CNEL) is an adjusted average A-weighted sound level for a 24-hour day. It is calculated by adding a 5-dB adjustment to sound levels during evening hours (7:00 p.m. to 10:00 p.m.) and a 10-dB adjustment to sound levels during nighttime hours (10:00 p.m. to 7:00 a.m.). These adjustments compensate for the increased sensitivity to noise during the typically quieter evening and nighttime hours. The CNEL is used by the State of California and the City to evaluate land use compatibility with respect to transportation noise.

Existing Noise Environment

As San Bernardino has developed and expanded its boundaries over time, there are numerous areas of the City that are impacted by noise. For instance, many residences are located near industrial areas or adjacent to busy streets or rail lines. The Citizens of San Bernardino are concerned about the effects of noise on their health and serenity and of the need to provide the range of uses needed to maintain a high quality of life.

San Bernardino is affected by several different sources of noise, including automobile, rail, and air traffic, sports events, commercial and industrial activity, and periodic nuisances such as construction. Excessive levels of noise can damage our physical health, psychological stability, social cohesion, property values, and economic productivity. The control of noise, therefore, is an essential component in creating a safe, compatible, and productive environment.

Several major transportation routes traverse the City of San Bernardino: State Routes 18, 30, 330, and 66, as well as Interstates 10 and 215. These routes are subject to federal funding and, as such, are under the purview of the Federal Highway Administration (FHWA), which has its own noise standards. These noise standards are based on L_{eq} and L_{10} values. The FHWA design noise level standards are included in Table N-1of the City of San Bernardino General Plan Noise Element.[42]

Mobile Sources

The predominant mobile noise source in the Project area is the traffic noise along E. Norman Road and Lena Road. According to the FHWA National Transportation Map, the Project is located within the 45-50 dBA noise contour.[43]

Stationary Sources

The primary sources of stationary noise in the Project vicinity are those associated with the operations of adjacent general industrial uses (e.g., loading areas, large mechanical equipment, fabrication). The noise associated with these sources may represent a single-event noise occurrence or short-term noise.

Regulatory Setting

City of San Bernardino

Figure N-1 of the City of San Bernardino General Plan Noise Element provides noise criteria to evaluate the land use compatibility of transportation-related noise. The compatibility criteria indicate that industrial uses, such as the Project, are considered normally acceptable with noise

[42] City of San Bernardino (2005). *General Plan, Table N-1, Page 14-2.* Available at https://www.sbcity.org/civicax/filebank/blobdload.aspx?blobid=26199. Accessed November 11, 2021.
[43] Federal Highway Administration (ND). *National Transportation Noise Map*. https://www.bts.gov/geospatial/national-transportation-noise-map. Accessed November 11, 2021.

levels below 70 dBA CNEL and conditionally acceptable with noise levels of less than 80 dBA CNEL. Residential land uses are considered normally acceptable with noise levels below 60 dBA CNEL and conditionally acceptable with noise levels of less than 70 dBA CNEL.

Table N-3 of the City of San Bernardino General Plan Noise Element identifies a maximum allowable exterior noise level of 65 dBA CNEL and an interior noise level limit of 45 dBA CNEL for new residential developments. While the City specifically identifies an exterior noise level limit for noise-sensitive residential land uses such as hotels, hospitals, schools, and parks, the City of San Bernardino does not maintain exterior noise standards for non-noise sensitive land uses such as office, retail, manufacturing, utilities, agriculture, and industrial.

The City maintains several policies in the Municipal Code Noise Control Ordinance (Chapter 8.54) to control the negative effects of nuisance noise, but it does not identify specific exterior noise level limits. However, the policies in the Municipal Code Development Code, Chapter 19.20, Property Development Standards contain the exterior and interior noise level standards for residential land uses.

Municipal Code §8.54.060 states when such noises are an accompaniment and effect of a lawful business, commercial or industrial enterprise carried on in an area zoned for that purpose these activities shall be exempt (§8.54.060(B)). Due to the Project's proximity to residential land uses, located south of the Project site boundary, Development Code §19.20.030.15(A), limits the operational stationary-source noise from the Project to an exterior noise level of 65 dBA L_{eq} (1-hr). Section 19.20.030.15 also specifies that no interior noise level shall exceed 45 dBA in residential areas.

Municipal Code §8.54.020 prohibits the operation or use between the hours of 10:00 p.m. and 8:00 a.m. of any pile driver, steam shovel, pneumatic hammers, derrick, steam or electric hoist, power-driven saw, or any other tool or apparatus, the use of which is attended by loud and excessive noise, except with the approval of the City. Section 8.54.070 (Disturbances from Construction Activity) of the City's Noise Control Ordinance states that no person shall be engaged or employed, or cause any person to be engaged or employed, in any work of construction, erection, alteration, repair, addition, movement, demolition, or improvement to any building or structure except within the hours of 7:00 a.m. and 8:00 p.m. While the City establishes limits to the hours during which construction activity may take place, it does not identify specific noise level limits for construction noise levels.

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact

Construction

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earthmovers, material handlers, and portable generators, can reach high levels. However, construction noise levels are not anticipated to affect sensitive receptors due to the Project's location. The Project site is located in an industrial area and the sensitive land uses nearest to the Project site consist of residences located west and a warehouse located south of the Project site.

Construction activities would include site preparation, grading, building construction, paving, and architectural coating. Such activities would require graders, scrapers, and tractors during site preparation; graders, dozers, and tractors during grading; cranes, forklifts, generators, tractors, and welders during building construction; pavers, rollers, mixers, tractors, and paving equipment during paving; and air compressors during architectural coating. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Noise generated by construction equipment, including earthmovers, material handlers, and portable generators, can reach high levels. Typical noise levels associated with individual construction equipment are listed in **Table 17:** *Typical Construction Noise Levels*

Table 17: Typical Construction Noise Levels

Equipment	Typical Noise Level (dBA) at 50 feet from Source
Air Compressor	80
Backhoe	80
Compactor	82
Concrete Mixer	85
Concrete Pump	82
Concrete Vibrator	76
Crane, Derrick	88
Crane, Mobile	83
Dozer	85
Generator	82
Grader	85
Impact Wrench	85
Jack Hammer	88
Loader	80
Paver	85

Equipment	Typical Noise Level (dBA) at 50 feet from Source
Pile-driver (Impact)	101
Pile-driver (Sonic)	95
Pneumatic Tool	85
Pump	77
Roller	85
Saw	76
Scraper	85
Shovel	82
Truck	84
dBA_2 = estimated noise level at receptor; dBA_1 = reference noise level; d_1 = reference distance; d_2 = receptor location distance	
Notes: 1. Calculated using the inverse square law formula for sound attenuation: $dBA_2 = dBA_1+20Log(d_1/d_2)$	
Source: Federal Transit Administration (2018). *Transit Noise and Vibration Impact Assessment Manual*. Available at https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf.	

The noise levels calculated in **Table 18:** *Project Construction Noise Levels*, show the exterior construction noise without accounting for attenuation from existing physical barriers which have been estimated using the FHWA Roadway Construction Noise Model (RCNM). The nearest noise sensitive receptors are residences located approximately 40 feet west of the property line and 580 feet from the center of construction activity. Following FTA methodology, all equipment is assumed to operate at the center of the Project site because equipment would operate throughout the site and not a fixed location for extended periods of time. These assumptions represent a worst-case noise scenario as construction activities would routinely be spread throughout the construction site further away from noise sensitive receptors.

Table 18: Project Construction Noise Levels

Construction Phase	Receptor Location			Worst Case Modeled Exterior Noise Level (dBA L_{eq})	Noise Threshold (dBA L_{eq})	Exceeded?
	Land Use	Direction	Distance (feet) [1]			
Demolition	Residential	West	580	62.3	80	No
	Industrial	South	312	60.8	90	No
Site Preparation	Residential	West	580	60.7	80	No
	Industrial	South	312	66.1	90	No
Grading	Residential	West	580	60.5	80	No
	Industrial	South	312	65.9	90	No
Construction	Residential	West	580	60.7	80	No
	Industrial	South	312	66.1	90	No
Paving	Residential	West	580	55.4	80	No
	Industrial	South	312	60.8	90	No
Architectural Coating	Residential	West	580	52.4	80	No
	Industrial	South	312	57.8	90	No

Construction Phase	Receptor Location			Worst Case Modeled Exterior Noise Level (dBA L_{eq})	Noise Threshold (dBA L_{eq})	Exceeded?
	Land Use	Direction	Distance (feet) [1]			
Notes: 1. In accordance with methodology from the FTA Noise and Vibration Manual, the equipment distance is assumed at the center of the Project. 2. Threshold from the FTA *Transit Noise and Vibration Impact Assessment Manual*, September 2018.						
Source: Federal Highway Administration (2006). *Roadway Construction Noise Model*. Available at https://www.fhwa.dot.gov/environment/noise/construction_noise/rcnm/rcnm.pdf. Refer to Appendix K for noise modeling results.						

As shown in **Table 18**, exterior noise levels during Project construction would range between 52.4 dBA and 66.1 dBA and would not exceed the FTA's construction noise thresholds at the nearest off-site uses. In addition, construction equipment would operate throughout the Project site and the associated noise levels would not occur at a fixed location for extended periods of time. Further, the City of San Bernardino has set restrictions to control noise impacts from construction activities. SBMC § 8.54.070 states that no person shall be engaged or employed, or cause any person to be engaged or employed, in any work of construction, erection, alteration, repair, addition, movement, demolition, or improvement to any building or structure except within the hours of 7:00 a.m. and 8:00 p.m. Compliance with the SBMC would further minimize potential impacts from construction noise, as construction would be limited to daytime hours on weekdays and Saturdays. Therefore, construction noise impacts would be less than significant.

Operations

Implementation of the proposed project would create new sources of noise in the Project vicinity. The major noise sources associated with the Project including the followings:

- Mechanical equipment (i.e., trash compactors, air conditioners, etc.);
- Slow moving trucks on the Project site, approaching and leaving the loading areas;
- Activities at the loading areas (i.e., maneuvering and idling trucks, equipment noise);
- Parking areas (i.e., car door slamming, car radios, engine start-up, and car pass-by); and
- Off-site Traffic Noise

Mechanical Equipment

Potential stationary noise sources related to long-term operation of the project site would include mechanical equipment. Mechanical equipment (e.g., heating ventilation and air conditioning [HVAC] equipment) typically generates noise levels of approximately 52 dBA at 50 feet. The HVAC equipment would be roof mounted and would be located as close as approximately 105 feet from the nearest residential uses to the west. At this distance, HVAC equipment noise would be approximately 45.6 dBA based on distance attenuation alone (using the inverse square law of sound propagation) and would not exceed the City's 65 dBA standard

for residential uses. Therefore, the proposed Project would result in a less than significant impact related to mechanical equipment noise levels.

Truck and Loading Dock Noise

During loading and unloading activities, noise would be generated by the trucks' diesel engines, exhaust systems, and brakes during low gear shifting braking activities; backing up toward the docks; dropping down the dock ramps; and maneuvering away from the docks. Loading or unloading activities would occur on the northern façade of the proposed ware house building in the central portion of the Project site. Truck access to the site via two access driveways along S. Lena Road and S. Foisy Street.

Typically, heavy truck operations generate a noise level of 68 dBA at a distance of 30 feet. As the closest residences would be approximately 340 feet west from the proposed loading areas, truck and loading noise would be approximately 46.9 dBA (based on the inverse square law of sound propagation), which is below the City's 65 dBA exterior noise standard for residential uses. Additionally, these noise levels would be further attenuated by the intervening warehouse building and loading dock doors would be surrounded with protective aprons, gaskets, or similar improvements that, when a trailer is docked, would serve as a noise barrier between the interior warehouse activities and the exterior loading area. This would attenuate noise emanating from interior activities, and as such, interior loading and associated activities would be permissible during all hours of the day. Noise levels associated with trucks and loading or unloading activities would not exceed the City's standards and impacts would be less than significant.

Parking Noise

The proposed Project would provide a total of 246 parking spaces, including 47 trailer stalls, 39 dock door parking spaces, and 158 standard auto parking spaces. In general, traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards. The instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys range from 53 to 61 dBA. Conversations in parking areas may also be an annoyance to adjacent sensitive receptors. Sound levels of speech typically range from 33 dBA at 50 feet for normal speech to 50 dBA at 50 feet for very loud speech. Parking lot noise activities would occur approximately 40 feet from the nearest residential uses to the west. At this distance, parking lot noise levels would be approximately 29 dBA and would not exceed the City's 65 dBA exterior noise standard for residential uses. It is also noted that actual noise levels over time resulting from parking lot activities would be far lower than the reference levels identified above, as parking lot noise is instantaneous and would have lower noise level (L_{eq}) when averaged over time.

Further, parking lot noise would be consistent with the existing noise in the vicinity and would be partially masked by background noise from traffic along S. Lena Road/S. Valley View Avenue

and E. Norman Road. Noise associated with parking lot activities is not anticipated to exceed the City's noise standards during operation. Therefore, noise impacts from parking lots would be less than significant.

Off-Site Traffic Noise

Implementation of the Project would generate increased traffic volumes along nearby roadway segments. In general, a traffic noise increase of less than 3 dBA is barely perceptible to people, while a 5-dBA increase is readily noticeable. Traffic volumes on Project area roadways would have to approximately double for the resulting traffic noise levels to increase by 3 dBA. Therefore, permanent increases in ambient noise levels of less than 3 dBA would be less than significant. Project related trips would occur along E. Norman Road and Lena Road/S. Valley View Road, which are categorized as Collector roads according to the SBGP. Collector roads have relatively low volume with 5,000-20,000 average daily trips. Additionally, according to the City's Traffic Map, Orange Show Road, Waterman Avenue, and Tippecanoe Avenue have average daily traffic volumes of 9,947, 25,970, and 21,500 daily vehicles, respectively. The proposed Project would generate approximately 470 daily vehicle trips, which would not double the existing traffic volumes and would not result in a perceivable noise increase. Therefore, operational noise impacts would be less than significant.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Once operational, the Project would not be a source of ground-borne vibration. Increases in ground-borne vibration levels attributable to the proposed Project would be primarily associated with short-term construction-related activities. Construction on the Project site would have the potential to result in varying degrees of temporary ground-borne vibration, depending on the specific construction equipment used and the operations involved.

The FTA has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.2 in/sec) appears to be conservative. The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. For example, for a building that is constructed with reinforced concrete with no plaster, the FTA guidelines show that a vibration level of up to 0.20 in/sec is considered safe and would not result in any construction vibration damage.

Table 19*: Typical Construction Equipment Vibration Levels*, lists vibration levels at 25 feet for typical construction equipment. Ground-borne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As indicated in **Table 19**, based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during Project construction range from 0.003 to 0.089 in/sec PPV at 25 feet from the source of activity.

Table 19: Typical Construction Equipment Vibration Levels

Equipment	Peak Particle Velocity at 25 Feet (in/sec)	Peak Particle Velocity at 40 Feet (in/sec)[1]
Large Bulldozer	0.089	0.044
Caisson Drilling	0.089	0.044
Loaded Trucks	0.076	0.038
Jackhammer	0.035	0.017
Small Bulldozer/Tractors	0.003	0.002

Notes:
1. Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$, where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance; PPV_{ref} = the reference vibration level in in/sec from Table 7-4 of the Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018; D = the distance from the equipment to the receiver.

Source: Federal Transit Administration (2018). *Transit Noise and Vibration Impact Assessment Manual*. Available at https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf.

The nearest sensitive receptors are the residential uses approximately 40 feet west and the nearest structure is a warehouse located approximately 52 feet to the south of the active construction zone. Using the calculation shown in **Table 19**, at 40 feet the vibration velocities from construction equipment would not exceed 0.044 in/sec PPV, which is below the FTA's 0.20 in/sec PPV threshold for building damage and below the 0.10 in/sec PPV annoyance threshold. It is also acknowledged that construction activities would occur throughout the Project site and would not be concentrated at the point closest to the nearest structure.

Once operational, the Project would not be a significant source of groundborne vibration. Groundborne vibration surrounding the Project currently result from heavy-duty vehicular travel (e.g., refuse trucks, heavy duty trucks, delivery trucks, and transit buses) on the nearby local roadways. Operations of the proposed Project would include truck deliveries. Due to the rapid drop-off rate of ground-borne vibration and the short duration of the associated events, vehicular traffic-induced ground-borne vibration is rarely perceptible beyond the roadway right-of-way, and rarely results in vibration levels that cause damage to buildings in the vicinity. According to the FTA Noise and Vibration Manual, trucks rarely create vibration levels that exceed 70 VdB (equivalent to 0.012 inches per second PPV) when they are on roadways. Therefore, trucks operating at the Project site or along surrounding roadways would not exceed FTA thresholds for building damage or annoyance. Therefore, vibration impacts associated with the proposed Project would be less than significant.

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

Less Than Significant Impact. The closest airport is the San Bernardino International Airport and it is located approximately 1.2 miles east of the Project site. The Project site is located outside of the 65 dBA CNEL noise level contour boundary of the airport.[44] No exterior or interior noise mitigation is required to satisfy the policies in the SBGP or SBMC. Further, standard building construction typically provides up to 25 dBA CNEL of attenuation, which would reduce the interior noise levels within the building at the Project site to satisfy the City's 45 dBA CNEL interior noise level standard. A less than significant impact would occur in this regard.

[44] San Bernardino International Airport Authority (2010). *San Bernardino International Airport, Airport Layout Plan Narrative Report*. Available at http://www.sbiaa.org/wp-content/uploads/2015/10/ALP-Narrative-Report-Complete.pdf. Accessed on November 11, 2021.

POPULATION AND HOUSING

ENVIRONMENTAL IMPACTS Issues		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
14.	**POPULATION AND HOUSING. Would the project:**				
a)	Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b)	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			X	

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

Less Than Significant Impact. Population growth in the City of San Bernardino has continuously been on the rise since 2010. In 2010, the total population of the City of San Bernardino was 209,924 and grew to 217,935 in 2020.[45] Household units have seen a slight growth from approximately 65,401 in 2010 to about to an estimated 65,654 in 2020.[46] The Project involves the development of a new warehouse facility and does not include the construction of new homes or the extension of roads. The construction of the Project would also create short-term construction jobs. These short-term positions are anticipated to be filled by workers who, for the most part, reside in the Project area; therefore, construction of the Project would not generate a permanent increase in population within the Project area. At this time, the tenant/occupant is unknown; and therefore, the exact number of employees is also unknown. Based on Translutions' Trip Generation and Vehicle Miles Traveled Analyses, the Project is anticipated to employ approximately 152 workers.[47] It is expected that the Project would provide new employment opportunities to existing local residents and/or would absorb workers from the regional labor force and would not attract new workers into the region. As such, impacts would be less than significant. No mitigation measures are required.

[45] City of San Bernardino (2020). *ESRI Demographic and Income Profile*. Available at http://www.ci.san-bernardino.ca.us/civicax/filebank/blobdload.aspx?BlobID=24602. Accessed on August 24, 2021.
[46] Ibid.
[47] Translutions Inc., (2021). *Gateway South 8 Warehouse Traffic Impact Analysis.*

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

Less Than Significant Impact. As previously mentioned, the Project site consists of a mix of vacant, residential, wood pellet sale and storage, and storage truck trailers/containers. The existing non-conforming single-family residential structures located on the Project site would be removed as a result of the warehouse development.

The California Housing Crisis Act (SB 330) was enacted by Governor Newsom in 2019 as a means to combat the State's growing housing crisis. Under SB 330, local agencies are no longer able to remove or modify land use designations or allowances to inhibit the development of housing, unless the local agency replaces the lost housing potential; therefore, ensuring no net loss in housing availability. As previously stated, the Project proposes to develop an industrial warehouse facility within the underlying I and IL GP land and zoning designations and does not include any housing development. Therefore, the Project is not subject to SB 330 and would not need to replace the existing residential structures after they are removed as a result of Project implementation. Additionally, the existing residential structures are non-conforming use within the existing I and IL GP land use and zoning designations. Thus, they would not need to be replaced.

The Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. However, the City and surrounding communities have adequate available housing to accommodate the voluntarily displaced residents, in addition to housing assistance programs administered by the County of San Bernardino and City of San Bernardino. As a result, the construction of replacement housing would not be necessary, and impacts would be considered less than significant.

PUBLIC SERVICES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
15. PUBLIC SERVICES. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?			X	
ii) Police protection?			X	
iii) Schools?				X
iv) Parks?				X
v) Other public facilities?				X

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

i) Fire protection?

Less than Significant Impact. The San Bernardino County Fire Department (SBCFD) provides fire protection services to the City. The nearest station to the Project site is San Bernardino County Fire Station #231, located at 450 E Vanderbilt Way, San Bernardino, CA 92408, about 1 mile south of the Project site. The second nearest fire station is located at 602 S. Tippecanoe Ave, San Bernardino, CA 92408, which is approximately 2.3 miles north of the site. Any fire emergency would be supported by other City stations as well as fire stations in other cities via mutual aid agreements. In any case, vegetation fires would be supported by California Department of Forestry and the U.S. Forest Service.

Because of the nature of the existing site, compared to the Project, it is anticipated that the Project would generate more calls or need for fire protection services than what is currently provided to the site. However, the Project would be constructed to meet the current 2019 CBC

requirements and the 2019 California Fire Code. The Project is subject to fire suppression development impact fees and other standards and conditions required by the City and SBCFD. Fire protection ingress and egress would be available via two driveways. A standard condition of approval for the Project would include compliance with the requirements of the SBCFD and the payment of standard City development impact fees, which include a fee for fire service impacts. The Project is not expected to result in activities that create unusual fire protection needs. Impacts on fire services are anticipated to be less than significant.

ii) Police protection?

Less than Significant Impact. The San Bernardino Police Department (SBPD) has 225 sworn officers and 150 non-sworn employees. The proposed Project site is located in the Southern District portion of the San Bernardino Police Department.[48] The closest police stations is located in 710 North D Street, about 3.3-miles northeast of the Project site. The Project is in an urbanized area and would be required to adhere to all standards and conditions required by the City and the SBPD, including the payment of impact fees. Additionally, adherence to conditions and standards identified by the City and the SBPD are required of all development within the City. The Project is not anticipated to substantially increase the need for police protection, and it is not anticipated to require or result in the construction of new or physically altered law enforcement facilities. Prior to the issuance of building permits, the Applicant is required to comply with the provisions of the City of San Bernardino's Development Impact Fee Ordinance (SBMC, Chapter 3.27), which requires a fee payment that the City applies to the funding of public facilities, including law enforcement facilities, vehicles, and equipment. Additionally, the Project is not expected to result in any unique or more extensive crime problems that cannot be handled with the existing level of police resources, particularly given the current site uses. No new or expanded police facilities would need to be constructed as a result of the Project. Therefore, impacts on police protection resources from implementation of the Project are considered less than significant.

iii) Schools?

No Impact. The Project site is located within the San Bernardino City Unified School District (SBCUSD). The Project would not introduce any uses that would induce population growth that would require access to public school facilities. The Project would be subject to pay all applicable local school district impact fees and the State has determined that payment of these fees is deemed sufficient to offset any potential impacts from the Project. Thus, the Project would not generate a substantial increase in elementary, middle, or high school population. Therefore, any impacts are considered less than significant and there would be no impacts on school services.

[48] City of San Bernardino Police Department (2020). *Patrol District Map*. Available at https://www.sbcity.org/cityhall/police_department/policing_district_commands/default.asp. Accessed August 25. 2021.

iv) Parks?

No Impact. Due to the industrial nature of the Project, no new residents would be generated that would be likely to impact or create a need for additional local parks or other public facilities. The Project would construct a warehouse facility, as previously mentioned. The Project would not introduce new homes or a land use that would generate population growth in such a way that existing parks would be affected. Therefore, there would be no impact to park services.

v) Other public facilities?

No Impact. The Project would not result in or induce significant population growth because the Project does not propose residential units that could introduce new population in the area; therefore, no impacts to other public facilities would occur from Project implementation.

RECREATION

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
16. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

The City of San Bernardino Parks, Recreation and Community Services Department is responsible for the development, maintenance, and operation of City facilities. The City of San Bernardino offers 39 parks which includes open spaces and ballfields, 31 playground areas and several park locations with walking tracks.

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

No Impact. The Project would not introduce uses that would increase the need for neighborhood or regional parks. No impact to recreational facilities is anticipated. The Project is not residential and is not expected to create a significant increase in population that would increase the demand for City's recreational facilities. Therefore, no impact is anticipated to occur as a result of the implementation of the Project.

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

No Impact. The Project does not involve construction of recreational facilities. The Project would include a new warehouse facility which would not increase the use of existing neighborhood and regional parks or other recreational facilities, as mentioned above. No impacts would occur.

TRANSPORTATION

ENVIRONMENTAL IMPACTS Issues		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
17.	**TRANSPORTATION. Would the project:**				
a)	Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?			X	
b)	Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			X	
c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
d)	Result in inadequate emergency access?			X	

A Traffic Impact Analysis (TIA) (September 29, 2021) has been prepared by Translutions, Inc. This report is available in Appendix L in this Draft IS/MND and are used to answer the following CEQA Thresholds.

Scope of the Transportation Evaluation and New CEQA Requirements

In 2018, the California state legislature, in approving Senate Bill (SB) 743, directed the Office of Planning and Research (OPR) to develop guidelines for assessing transportation impacts based on vehicle miles traveled, or VMT. In response to SB 743, the California Environmental Quality Act (CEQA) and its implementing guidelines (CEQA Guidelines) were significantly amended regarding the methods by which lead agencies are to evaluate a project's transportation impacts. As described in CEQA Guidelines Section 15064.3(a):

> *Generally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, "vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile delay shall not constitute a significant environmental impact.*

As of July 1, 2020, all lead agencies, including the City of San Bernardino, were required to implement the new SB 743 CEQA mandates and to analyze a project's transportation impacts using VMT. Intersection level of service (LOS) is no longer considered as a basis for CEQA

significance but rather relies on an operational analysis. These operational analyses are the basis for recommending improvements to intersection controls, lane management, and other appurtenant traffic systems. These improvements are not considered mitigation and are operational enhancements. However, within the City of San Bernardino, intersection LOS is still considered in the City's General Plan Circulation Element. These intersection LOS ratings have no bearing on the CEQA significance and thresholds applied to the impacts evaluated.

The reason for these changes, in short, is to acknowledge that traditional operational or engineering solutions to traffic congestion that focus on accommodating the automobile – such as roadway widening – lead to unintended consequences. Inefficient land use, more vehicle miles traveled, exacerbated air pollutant and greenhouse gas (GHG) emissions and secondary effects of constructing roadway projects are part of the rationale behind SB 743. The State has therefore taken a bold step to pivot away from automobile-centered land planning, and to promote planning decisions and other trip reduction measures intended to reduce reliance on individual automobile trips in the course of daily living.

Understanding how the local roadway network functions from an engineering standpoint is still critical to local land use agencies to monitor traffic flow, identify safety issues, establish fees and manage congestion. However, for the purposes of evaluating environmental impacts under CEQA, the new regulations have removed congestion from the range of required subjects analyzed within CEQA documents. Similarly, and for different reasons, parking requirements were removed from the CEQA Guidelines several years ago.

Although this section of the Draft IS/MND contains a VMT analysis and has been prepared based on these new requirements, additional information regarding the Project's trip generation and predicted trip distribution on the roadway network is provided as well. However, this analysis is provided for informational purposes only, as additional delay – to an intersection or roadway segment – can no longer be considered a significant impact under CEQA.

Analysis Scenarios and Methodology

In accordance with the City of San Bernardino *Traffic Impact Analysis Guidelines* (August 2020) and the *San Bernardino County Congestion Management Program (CMP),* adopted November 3, 1993, and last revised in 2016, the Project would be evaluated weekday morning and afternoon peak hour conditions. The morning peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 and 9:00 a.m. The afternoon peak hour is defined as the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m. Based on the City TIA guidelines, the Project would analyze the following conditions:

- Existing conditions
- Opening Year (2023) Base Conditions

- Opening Year (2023) Base plus Other Project Conditions
- Opening Year (2023) Base plus Other Projects plus Project Conditions.

Level of Service Standards and Measure of Significance

Level of service (LOS) is a measure of the quality of operational conditions within a traffic stream and is generally expressed in terms of such measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Levels range from A to F, with LOS A representing excellent (free-flow) conditions and LOS F representing extreme congestion. Consistent to the guidelines, the Highway Capacity Manual (HCM) procedures have been used to evaluate levels of service. This section discusses the LOS definitions, procedures, and thresholds used in this report. **Table 20 and Table 21** provide further detail related to LOS.

Table 20: Level of Service (LOS) Definitions

Level of Service	Description
A	No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted but not objectionably so.
D	This level encompasses a zone of increasing restriction, approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

Table 21: Level of Service Criteria for Signalized and Unsignalized Intersections

Level of Service[1]	Signalized Intersection (Average delay per vehicle, in seconds)[2]	Unsignalized Intersections (Average delay per vehicle, in seconds)[3]
A	≤10	0-10
B	>10 – 20	>10 – 20
C	>20 – 35	>15 – 25
D	>35 – 55	>25 – 35
E	>55 – 80	>35 – 50
F	>80	>50

[1] Per the San Bernardino County CMP, intersections will be considered deficient (LOS F) if the critical v/c ratio equals or exceeds 1.0.
[2] Source: Highway Capacity Manual (HCM 6th Edition), Exhibit 18-4.
[3] Source: Highway Capacity Manual (HCM 6th Edition), Exhibits 19-1 and 20-2.

The City of San Bernardino General Plan Circulation Plan establishes minimum Level of Service standards, which require that City intersections operate at LOS D or better during the morning and evening peak hours, and that roadway segments operate at LOS C or better. Traffic impacts at an intersection are considered to be significant when any of the following changes in the volume-to-capacity (v/c) ratio occurs between the "without project" and the "plus project" conditions:

LOS Without Project	V/C Difference
C	>0.0400
D	>0.0200
E, F	>0.0100

Study Intersections

The study intersections were established in consultation with City staff. Based on discussion with City staff, the trip generation and trip distribution of the proposed project, the Project TIA report analyzes the following intersections for traffic operations:

1. Foisy Street and Driveway 1
2. Foisy Street and Norman Road
3. Driveway 2 and Norman Road
4. Lena Road and Central Avenue
5. Lena Road and Driveway 3
6. Lena Road and Norman Road
7. Lena Road and Orange Show Road

Intersection Analysis – HCM Methodology

Peak hour intersection operations were evaluated using the methodology outlined in the Highway Capacity Manual (HCM), consistent with the requirements of the City of San Bernardino and the San Bernardino County CMP. The analysis of traffic operations at intersections was conducted according to the Highway Capacity Manual 6th Edition (HCM) delay methodologies, which is described in the Highway Capacity Manual (Transportation Research Board, Washington, D.C., November 2016). Under the HCM methodology, the LOS for signalized intersections is based on the average delay experienced by vehicles traveling through an intersection, whereas for unsignalized intersections, the LOS is based on the worst approach where the minor leg has a shared lane and on the worst movement where the minor leg has dedicated turn lanes.

The procedure for unsignalized intersection analysis determines the average total delay, expressed in seconds of delay per vehicle, for left turns from the major street and from the stop-controlled minor street traffic stream. Delay values are calculated based on the relationship between traffic on the major street and the availability of acceptable "gaps" in this stream through which conflicting traffic movements can be made.

The chart below provides a description of the operating characteristics of each Level of Service and average seconds of delay for signalized and unsignalized intersections.

Table B presents a brief description of each level of service letter grade, as well as the range of delays associated with each grade.

General Plan Circulation Plan

The City of San Bernardino General Plan Circulation Plan provides roadway designations for the roadway system serving the Project site and the surrounding vicinity, refer to **Exhibit 7***: General Plan Circulation Plan.*

Existing Conditions

Existing Roadway Conditions

Regional access to the project site is provided by Interstate 10 to the south and west, and State Route 210 to the north and Interstate 15 to the east. Local access is provided by the following roadways:

- **Central Avenue** is oriented in the east-west direction and is a four-lane roadway with a raised median from Lena Road to Foisy Street. There is a two-way left-turn lane on Central Avenue from Lena Road to Tippecanoe Avenue. On-street parking is prohibited. The speed limit on Central Avenue is 40 miles per hour. There are no existing bike lanes on Central Avenue. Central Avenue is classified as a Secondary Arterial in the City's General Plan.

- **Lena Road** is oriented in the north-south direction and is a four-lane roadway. There is a two-way left-turn lane on Lena Road from Central Avenue to Norman Road. On-street parking is prohibited. There are no existing bike lanes on Lena Road. There is no posted speed limit on Lena Road. Lena Road is classified as a Major Arterial in the City's General Plan.
- **Orange Show Road** is oriented in the east-west direction and is a four-lane roadway with a raised median from Lena Road to Waterman Avenue. On-street parking is permitted. The speed limit on Orange Show Road is 50 miles per hour. There are no existing bike lanes on Orange Show Road. Orange Show Road is classified as a Major Arterial in the City's General Plan.
- **Norman Road** is oriented in the east-west direction and is a two-lane roadway. There are no raised medians or two-way left-turn lanes on Norman Road. On-street parking is prohibited. There is no posted speed limit on Norman Road. There are no existing bike lanes on Norman Road. Norman Road is classified as Local in the City's General Plan.
- **Foisy Street** is oriented in the north-south direction and is a two-lane roadway. On-street parking is prohibited. There is no posted speed limit on Foisy Street. There are no existing bike lanes on Foisy Street, and it is classified as a Local roadway in the City's General Plan.

Existing Transit Service

Public transportation services within the City of San Bernardino and near the proposed project include bus transit service (Omnitrans) and commuter rail transportation (Metrolink). These services are further described below.

Bus Service. Public transportation in the City of San Bernardino is provided by Omnitrans, which is the regional transit operator in San Bernardino County. The following transit routes operate near the project:

- **Route 8** provides service near the project site. Route 8 connects the project area to Redlands, Loma Linda, and the San Bernardino Transfer Center. Near the study area, Route 8 travels along Tippecanoe Avenue and Mill Street. Route 8 operates at 60-minute headways during the week. The nearest stop is located near the intersection of Tippecanoe Avenue and Central Avenue.
- **Route 305** serves the City of San Bernardino and Grand Terrace, connecting with the San Bernardino Transit Center, the Montecito Memorial Park, and the Grand Terrace Civic Center. Headways are 60-minutes on weekdays and weekends. The nearest stop is near the intersection of Waterman Avenue and Orange Show Road.

Commuter Rail Service. Commuter rail service is provided by Metrolink, which is operated by the Southern California Regional Rail Authority (SCRRA). Metrolink train service is available between

the counties of Ventura, Los Angeles, San Bernardino, Orange, Riverside, and north San Diego. The area is served by the San Bernardino Line, which runs east-west between the San Bernardino Station and the Los Angeles Union Station. The San Bernardino Station is the nearest Metrolink station to the project site and is approximately 3.5 miles from the project area.

Existing Bicycle and Pedestrian Facilities

The City's bikeway network includes three types of facilities and are discussed below:

- **Class I Bikeways** A Class I bikeway is a dedicated travel way for bicyclists. The most common applications for these facilities are along rivers, canals, and utility rights-of-way, within college campuses, or within and between parks.
- **Class II Bikeways** Class II bikeways delineate the right-of-way assigned to bicyclists along roadways. Bike lane signs and pavement markings help define these bike lanes.
- **Class III Bikeways** Class III bikeways are shared facilities that serve either to provide continuity to other bicycle facilities or designate preferred routes through high demand corridors. These facilities are normally shared with motor vehicles on the street, or with pedestrians on sidewalks.

Exhibit 8: *Conceptual Trail System* illustrates the City of San Bernardino's Conceptual Trail System. Pedestrian circulation in San Bernardino is primarily provided via sidewalks. **Exhibit 9**: *Pedestrian Sidewalks* illustrates the existing pedestrian facilities near the project. As illustrated in **Exhibit ,** there are continuous sidewalks adjacent to the project on Valley View Avenue from Central Avenue to Orange Show Road. Sidewalks are discontinuous on Central Avenue from Lena Road to Waterman Avenue.

Existing Traffic Volumes

Existing traffic volumes are based on peak hour intersection turn movement counts collected by Counts Unlimited Inc. in June 2021. Vehicle classification counts (e.g., passenger vehicle, 2-axle truck, 3-axle truck, and 4 or more axle truck), were conducted at all existing study area intersections. Consistent with the City guidelines, PCE volumes at these intersections were calculated using a PCE factor of 2.0 for 2-axle trucks, 2.5 for 3-axle trucks, and 3.0 for trucks with 4 or more axles. The existing traffic volumes were assessed from Lena Road and Central Avenue, Lena Road and Norman Road, and Lena Road and Orange Show Road. The results are shown on **Table 22**: *Summary of Existing Traffic Volumes and Levels of Service*. Detailed volume development worksheets are included in TIA's Appendix B in this Draft IS/MND (Appendix L).

Table 22: Summary of Existing Traffic Volumes and Levels of Service

Int. #	Intersection	Traffic Control	Peak Hour	Existing Conditions			
				Total PCE Volume	Delay (sec/veh)	V/C	LOS
1	Foisy Street and Driveway 1 (Future)	TWSC	AM	-	-	-	-
			PM	-	-	-	-
2	Foisy Street and Norman Road	TWSC	AM	78	8.5	-	A
			PM	116	8.7	-	A
3	Driveway 2 and Norman Road (Future)	TWSC	AM	-	-	-	-
			PM	-	-	-	-
4	Lena Road and Central Avenue	S	AM	1,090	25.4	0.13	C
			PM	1,310	27.7	0.18	C
5	Lena Road and Driveway 3 (Future)	TWSC	AM	-	-	-	-
			PM	-	-	-	-
6	Lena Road and Norman Road	AWSC	AM	482	8.0	-	A
			PM	592	8.1	-	A
7	Lena Road and Orange Show Road	TWSC	AM	1,838	20.6	0.038	C
			PM	2,628	36.3	0.123	E*

Notes:
- Level of Service (LOS) is based on the delay value.
- TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case movement. Volume to capacity (V/C) ratios for TWSC intersections operating at LOS C or worse are reported from HCM 6th Edition movement that defines LOS.
- AWSC = All-Way Stop Control
- S = Signalized. For Signalized intersections operating at LOS C or worse, Volume to capacity ratios have been reported using the HCM 2000 methodology, since HCM 6th Edition reports the maximum V/C ratio.
- *Exceed LOS Standard.
Source: Translutions, Inc. (2021). *Gateway South 8 Warehouse Traffic Impact Analysis, Appendix B: Volume Development Worksheets*. Refer to Appendix L.

Review of **Table 22** above indicates that Lena Rd./Central Ave. and Lena Rd./Norman Rd. intersections currently operate at an acceptable LOS in both peak hours. However, Lena Rd./Orange Show Rd. intersection only operates at an acceptable LOS in peak morning hours but exceeds the acceptable LOS in peak afternoon hours.

Project Trip Generation

The trip generation for the Project was developed based on rates from the Institute of Traffic Engineers' (ITE) *Trip Generation Manual* (10th Edition) for Land Use 154 "High-Cube Transload and Short-Term Storage Warehouse" and Land Use 157 "High-Cube Cold Storage Warehouse." Traffic generated by warehousing projects is further classified into automobile and truck traffic. Based on discussion with City staff, the ITE *Trip Generation Manual* (10th Edition Supplement) weighted average rates were used to determine the truck traffic as a percent of the total traffic. In addition, the trucks were further classified based on axle type using the Fontana Truck Trip Generation Study (August 2003). The truck trips were converted to Passenger Car Equivalents using the City of San Bernardino conversion rates of 2.0 for 2-axle trucks, 2.5 for 3-axle trucks, and 3.0 for 4 axle trucks. The project site includes an existing auto body shop. The trips from the

auto body were subtracted from the proposed high-cube warehouse trips to develop the total net project trip generation. The trip generation for the auto body shop is based on rates for Land Use "Automobile Care Center" from the ITE Trip Generation Manual. The total net project trip generation is 27 a.m. peak hour PCE trips, 22 p.m. peak hour PCE trips, and 553 daily PCE trips.

Table 23: Project Trip Generation

Land Use	Units	Peak Hour						Daily
		AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
Total Vehicle Rates								
Trip Generation Rates	TSF	0.062	0.018	0.08	0.028	0.072	0.100	1.400
PCE Inbound/Outbound Splits		77%	23%	100%	28%	72%	100%	100%
Passenger Car Equivalent Rates Calculations								
Passenger Cars								
Recommended Mix (%)2		84.09%	44.57%	75.00%	83.21%	92.64%	90.00%	84.29%
PCE Factor3		1.0	1.0	1.0	1.0	1.0	1.0	1.0
PCE Rates		0.052	0.008	0.06	0.023	0.067	0.09	1.18
2-Axle Trucks								
Recommended Mix (%)2		2.69%	9.39%	4.23%	2.84%	1.25%	1.69%	2.66%
PCE Factor3		2.0	2.0	2.0	2.0	2.0	2.0	2.0
PCE Rates		0.003	0.003	0.007	0.002	0.002	0.003	0.075
3-Axle Trucks								
Recommended Mix (%)2		3.61%	12.59%	5.68%	3.81%	1.67%	2.27%	3.57%
PCE Factor3		2.5	2.5	2.5	2.5	2.5	2.5	2.5
PCE Rates		0.006	0.006	0.011	0.003	0.003	0.006	0.125
4-Axle Trucks								
Recommended Mix (%)2		9.60%	33.46%	15.09%	10.13%	4.44%	6.04%	9.48%
PCE Factor3		3.0	3.0	3.0	3.0	3.0	3.0	3.0
PCE Rates		0.018	0.018	0.036	0.009	0.01	0.018	0.398
Warehouse Net PCE Rate		0.078	0.036	0.114	0.036	0.081	0.117	1.778
Total Project Trip Generation (Trips, by Vehicle Type)								
Warehouse	243.646 TSF							
Passenger Cars		**13**	**2**	**15**	**6**	**16**	**22**	**288**
2-Axle Trucks		1	0	1	0	0	0	9
3-Axle Trucks		0	1	1	1	0	1	12
4+ Axle Trucks		2	1	3	0	1	1	32
All Trucks		**3**	**2**	**5**	**1**	**1**	**2**	**53**
Total Vehicles		**16**	**4**	**20**	**7**	**17**	**24**	**341**

Land Use	Units	Peak Hour						Daily
		AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
Total Project Trip Generation (Passenger Car Equivalent Trips, by Vehicle Type)								
Passenger Cars		**13**	**2**	**15**	**6**	**16**	**22**	**288**
Truck PCE								
2-Axle Trucks		2	0	2	0	0	0	18
3-Axle Trucks		0	3	3	3	0	3	30
4+ Axle Trucks		6	3	9	0	3	3	96
Total Truck PCE		**8**	**6**	**14**	**3**	**3**	**6**	**144**
Total PCE		**21**	**8**	**29**	**9**	**19**	**28**	**432**

Source: Translutions, Inc., (2021). *Gateway South 8 Warehouse Traffic Impact Analysis, Table C*. Refer to Appendix L.

Opening Year (2023) Base Conditions (Without Project)

The Project Opening Year is anticipated to be Year 2023. Opening year (2023) base peak hour traffic volumes were developed by applying an annual growth rate of 3 percent per year (2021 to 2023) to the existing traffic volumes at each study intersection. Detailed volume development worksheets are included in TIA's Appendix B in this Draft IS/MND (Appendix L).

In addition, an intersection level of service analysis was also conducted for opening year (2023) base conditions to determine circulation system performance. As previously noted, detailed volume development worksheets are included in Appendix B of the TIA in Appendix L of this Draft IS/MND. Opening year (2023) base traffic volumes and levels of service for the study area intersections are summarized in **Table 24**: *Opening Year 2023 Base Traffic Volumes and Levels of Service*. All study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

- Lena Road and Orange Show Road (p.m. peak hour).

Table 24: Opening Year 2023 Base Traffic Volumes and Levels of Service

Int. #	Intersection	Traffic Control	Peak Hour	Without Project			
				Total PCE Volume	Delay (sec/veh)	V/C	LOS
1	Foisy Street and Driveway 1 (Future)	TWSC	AM	54	-	-	-
			PM	44	-	-	-
2	Foisy Street and Norman Road	TWSC	AM	102	8.5	-	A
			PM	138	8.7	-	A
3	Driveway 2 and Norman Road (Future)	TWSC	AM	62	-	-	-
			PM	118	-	-	-
4	Lena Road and Central Avenue	S	AM	1,176	25.4	0.13	C
			PM	1,404	28.2	0.19	C
5	Lena Road and Driveway 3 (Future)	TWSC	AM	352	-	-	-
			PM	390	-	-	-
6	Lena Road and Norman Road	AWSC	AM	524	8.1	-	A
			PM	638	8.1	-	A

Int. #	Intersection	Traffic Control	Peak Hour	Without Project			
				Total PCE Volume	Delay (sec/veh)	V/C	LOS
7	Lena Road and Orange Show Road	TWSC	AM	1,960	22.2	0.042	C
			PM	2,798	41.8	0.15	E*

Notes:
- Level of Service (LOS) is based on the delay value.
- TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case movement. Volume to capacity (V/C) ratios for TWSC intersections operating at LOS C or worse are reported from HCM 6th Edition movement that defines LOS.
- AWSC = All-Way Stop Control
- S = Signalized. For Signalized intersections operating at LOS C or worse, Volume to capacity ratios have been reported using the HCM 2000 methodology, since HCM 6th Edition reports the maximum V/C ratio.
- *Exceed LOS Standard.
Source: Translutions, Inc., (2021). *Gateway South 8 Warehouse Traffic Impact Analysis, Appendix B: Volume Development Worksheets*. Refer to Appendix L.

Opening Year (2023) Base Plus Other Projects

Opening year (2023) base plus other projects peak hour traffic volumes were developed by adding project trips from other proposed projects to the opening year (2023) based traffic volumes. **Exhibit 10:** *Other Project Locations* shows the locations of the other proposed projects. **Table 25:** *Summary of Other Projects* lists the other proposed projects included in the analysis. The other proposed projects are anticipated to generate 411 a.m. peak hour trips, 442 p.m. peak hour trips, and 8,594 daily trips. Detailed volume development worksheets are included in Appendix B of the TIA.

Peak Hour Operating Conditions

An intersection level of service analysis was conducted for opening year (2023) base plus other projects to determine circulation system performance. The opening year base plus other projects levels of service for the study area intersections are summarized in **Table 26:** *Opening Year 2023 Base plus Other Projects plus Project LOS*. Detailed volume development worksheets are included in TIA's Appendix B in this Draft IS/MND (Appendix L). As shown in **Table 26**, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

- Lena Road and Orange Show Road (p.m. peak hour).

Table 25: Summary of Other Projects

Project Number	Location	Land Use	Quantity	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
					In	Out	Total	In	Out	Total	
1	1195 S. Waterman Ave	Gasoline Station w/ Convenience Market[1]									
		Trip Generation Rates	18	FP	10.14	10.14	20.27	7.81	7.81	15.61	198.16
		Trip Generation			182	182	365	140	140	281	3,567
		Pass-By Trips			(113)	(113)	(226)	(79)	(79)	(157)	(384)
		Total Net Trip Generation			69	69	139	62	62	124	3,183
2	NWC Central Ave/Tippecanoe Ave	Gasoline Station w/ Convenience Market[1]									
		Trip Generation Rates	8	FP	10.14	10.14	20.27	7.81	7.81	15.61	198.16
		Trip Generation			81	81	162	62	62	125	1,585
		Pass-By Trips			(50)	(50)	(101)	(35)	(35)	(70)	(170)
		Total Net Trip Generation			31	31	62	27	27	55	1,415
		Fast-Food Restaurant[2]									
		Trip Generation Rates	7	TSF	15.06	10.04	25.10	14.17	14.17	28.34	346.23
		Trip Generation			104	69	173	98	98	196	2,389
		Pass-By Trips			(42)	(42)	(85)	(49)	(49)	(98)	(183)
		Total Net Trip Generation			61	27	88	49	49	98	2,206
3	NWC of Waterman Ave/Ennis St	Warehousing[3]									
		Trip Generation (Passenger Car)	343	TSF	18	3	21	8	23	21	405
		Trip Generation (Truck PCEs)			8	11	19	16	26	42	207
4	SEC Waterman Ave/Central Ave	Warehousing[4]									
		Trip Generation (Passenger Car)	198	TSF	24	6	30	7	25	32	225
		Trip Generation (Truck PCEs)			8	3	11	8	9	17	324
5	SEC Benedict Rd/Sunnyside Ave	Warehousing[4]									
		Trip Generation (Passenger Car)	173	TSF	21	5	26	7	21	28	197
		Trip Generation (Truck PCEs)			8	3	11	5	9	14	285

Project Number	Location	Land Use	Quantity	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
					In	Out	Total	In	Out	Total	
6	SWC Central Ave/Lena Rd	Warehousing[5]									
		Trip Generation (Passenger Car)	135	TSF	14	5	19	6	15	21	188
		Trip Generation (Truck PCEs)			8	8	16	5	14	19	136
7	NEC Foisy St/Central Ave	Warehousing[4]									
		Trip Generation (Passenger Car)	3	TSF	0	0	0	1	0	1	4
		Trip Generation (Truck PCEs)			0	0	0	0	0	0	3
8	SEC Foisy St/Central Ave	Warehousing[6]									
		Trip Generation (Passenger Car)	447	TSF	49	14	63	19	52	71	647
		Trip Generation (Truck PCEs)			34	10	44	14	36	50	451
9	NEC Lena Rd/Norman Rd	Warehousing[7]									
		Trip Generation (Passenger Car)	231	TSF	12	3	15	5	14	19	272
		Trip Generation (Truck PCEs)			7	3	10	2	8	10	131
10	NWC Lena Rd/Central Ave	Warehousing[4]									
		Trip Generation (Passenger Car)	155	TSF	18	5	23	6	19	25	176
		Trip Generation (Truck PCEs)			8	3	11	8	6	14	253
Total Trip Generation					**243**	**168**	**411**	**196**	**246**	**442**	**8,594**

Notes: TSF = Thousand Square Feet, FP = Fueling Positions
[l] Trip generation based on rates for Land Use 945 – "gasoline/Service Station with Convenience Market" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).
[2] Trip generation based on rates for Land Use 933 - "Fast-Food Restaurant without Drive-Through Window" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).
[3] Rates based on Land Use 154 - "High-Cube Transload and Short-Term Storage Warehouse" from Institute of Transportation Engineers (ITE) *Trip Generation* (10th Ed. + Supplement).
[4] Rates based on Land Use 150 "Warehousing" from Institute of Transportation Engineers (ITE) Trip Generation (10th Ed + Supplement.).
[5] Trip Generation from "Valley View Warehouse TIA" from Translutions (May 2018.)
[6] Trip Generation from "Foisy East Warehouse Traffic Impact Study" from Kimley Horn (June 2020.)
[7] Trip Generation from "Gateway South 7 Warehouse TIA" from Translutions (September 2021.)
Source: Translutions, Inc., (2021). *Traffic Impact Analysis*. Refer to Appendix L

Table 26: Opening Year 2023 Base plus Other Projects plus Project LOS

Int. #	Intersection	Traffic Control	Peak Hour	Without Project			With Project			V/C Change	
				Delay (sec/veh)	V/C	LOS	Delay (sec/veh)	V/C	LOS	AM	PM
1	Foisy Street and Driveway 1 (Future)	TWSC	A	-	-	-	8.6	-	A		
			P	-	-	-	8.5	0.22	A		
2	Foisy Street and Norman Road	TWSC	A	8.5	-	A	8.5	-	A		
			P	8.8	-	A	8.7	-	A		
3	Driveway 2 and Norman Road (Future)	TWSC	A	-	-	-	7.3	-	A		
			P	-	-	-	8.6	-	A		
4	Lena Road and Central Avenue	S	A	26.4	0.15	C	26.3	0.15	C		
			P	28.9	0.22	C	29.5	0.22	C	0.0	0.
5	Lena Road and Driveway 3 (Future)	TWSC	A	-	-	-	9.3	-	A		
			P	-	-	-	9.3	-	A		
6	Lena Road and Norman Road	AWSC	A	8.3	-	A	8.4	-	A		
			P	8.4	-	A	8.5	-	A		
7	Lena Road and Orange Show Road	TWSC	A	25.3	0.06	D	25.8	0.06	D		
			P	54.1	0.28	F*	55.6	0.28	F	0.00	0.

Notes:
- Level of Service (LOS) is based on the delay value.
- TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case movement. Volume to capacity (V/C) ratios for TWSC intersections operating at LOS C or worse are reported from HCM 6th Edition movement that defines LOS.
- AWSC = All-Way Stop Control
- S = Signalized. For Signalized intersections operating at LOS C or worse, Volume to capacity ratios have been reported using the HCM 2000 methodology, since HCM 6th Edition reports the maximum V/C ratio.
- *Exceed LOS Standard.
Source: Translutions, Inc., (2021). *Gateway South 8 Warehouse Traffic Impact Analysis, Appendix B: Volume Development Worksheets*. Refer to Appendix L.

Opening Year (2023) Base Plus Other Projects Plus Project Conditions

An intersection level of service analysis was conducted for opening year (2023) base plus other projects plus Project to determine circulation system performance. Opening year (2023) base plus other projects plus Project traffic volumes at study intersections are shown in **Exhibit 11:** *Opening Year (2023) Base Plus Other Project Plus Project*. All study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

- Lena Road and Orange Show Road (p.m. peak hour).

Under opening year (2023) base plus other proposed projects plus project conditions, the following improvements are recommended to restore satisfactory operations:

- **Lena Road and Orange Show Road** – Possible improvements for this intersection could be the installation of all-way stop signs or the installation of a traffic signal. Peak hour signal warrants were conducted at this intersection to determine if a signal was required based on the 2014 California Manual of Uniform Traffic Control Devices Revision 6 (Warrant 3 – Peak Hour). The opening year (2023) base plus other proposed projects peak

hour warrants are included in Figure 20 and show that the warrants are not met under the a.m. and p.m. peak hours. To determine if signal warrants would be met in the future, peak hour signal warrants were conducted for year 2040 with project. The year 2040 peak hour volumes were developed from traffic model forecasts from the SBTAM and post-processed consistent with City guidelines. The year 2040 with project volumes are included in Appendix B of the TIA. The year 2040 with project peak hour warrants are included in Figure 21 and show that the warrants are not met under the a.m. and p.m. peak hours. Therefore, based on the recommendation of the MUTCD, a signal should not be installed at this intersection. In addition, this intersection operates at satisfactory LOS with an all-way stop control and this should be considered if deemed necessary by the City. The project related increase in v/c ratio is 0.001 for intersections operating at LOS D. The project related v/c ratio is 1.1 in the p.m. peak hour, which is less than the City's guidance of 0.01 for intersections operating at LOS F. The intersection operations are not deficient due to the project. Therefore, based on discussion with City staff, a fair share calculation is not required for this intersection.

The resulting levels of service for opening year (2023) base plus other proposed projects plus project improvement conditions are included in **Table 27:** *Opening Year 2030 Base Plus Other Projects Plus Project with Improvements LOS*. **Exhibit 12:** *Opening Year (2023) plus Other Projects plus Project with Improvements Intersection Geometrics and Stop Control* illustrates the recommended improvements. With the implementation of recommended improvements, all intersections will operate at satisfactory levels of service.

Table 27: Opening Year 2030 Base Plus Other Projects Plus Project with Improvements LOS

Intersection		Jurisdiction	LOS Standard	With Project					With Project with Improvements				
				Control	AM Peak Hour		PM Peak Hour		Control	AM Peak Hour		PM Peak Hour	
					Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS
5	Lena Road/Orange Show Road	San Bernardino	D	TWSC	25.8	D	55.6	F *	AWSC	11.7	B	26.5	D

Notes:
* Exceeds LOS Standard
LOS = Level of Service
Source: Translutions, Inc., (2021). *Gateway South 8 Warehouse Traffic Impact Analysis, Table M*. Refer to Appendix L.

Project Traffic

Vehicle Miles Traveled (VMT) Analysis

Based on the City guidelines, there are three types of screening criteria that lead agencies can apply to screen projects from a project-level VMT assessment. These screening steps include Transit Priority Area Screening, Low VMT Area Screening, Project Type Screening. The project does not screen out from any of the steps mentioned above and therefore, a complete VMT analysis and forecasting through the SBTAM model was conducted to determine if the

project may have a significant VMT impact. The VMT analysis included below analyzes the project generated VMT and project effect on VMT consistent with the

City guidelines. Based on the City guidelines, this report analyzes the project generated VMT and project effect on VMT for the following scenarios:

1. Baseline conditions.
2. Baseline plus project conditions.
3. Year 2040 without project conditions; and
4. Year 2040 plus project conditions.

CEQA VMT Impact Thresholds

The City guidelines have established thresholds of significance for project generated VMT for use as part of the environmental review process under CEQA. The following would result in a significant project generated VMT:

1. The baseline plus project generated VMT per service population exceeds the City of San Bernardino General Plan Buildout VMT per service population, or
2. The cumulative (2040) plus project generated VMT per service population exceeds the City of San Bernardino General Plan Buildout VMT per service population.

The project's effect on VMT would be considered significant if it resulted in the cumulative link-level boundary VMT per service population within the City of San Bernardino to increase under the plus project condition to the no project condition.

Project Generated VMT

The project generated VMT per service population is compared back to the appropriate benchmark noted in the Impact thresholds section above under baseline and year 2040 conditions.

Baseline Conditions

The baseline VMT conditions is derived from the San Bernardino County Transportation Authority (SBCTA) Screening tool. The baseline VMT per service population from the screening tool is 29.6 miles.

Baseline Plus Project Conditions

The baseline plus project conditions was derived from the San Bernardino Transportation Analysis Model (SBTAM) run by adding the project related Socio-Economic Data (SED), which is based on SCAG's employee forecast data to Traffic Analysis Zone (TAZ) 53806201 and moving the

baseline no project SED data to an adjacent TAZ. The project was coded using a service population of 152. The project generated VMT was extracted from the model using the origin-destination trip matrix. **Table 28:** *Project Generated VMT* shows the baseline plus project VMT per service population. As shown in Table N of the TIA, the baseline plus project VMT per service population is 24.4 miles. Based on the City thresholds, a project would have a significant VMT impact if the baseline plus project generated VMT per service population exceeds the City's General Plan Buildout VMT per service population of 31.6 miles. The baseline plus project VMT per service population is 24.4 miles, which is less than the City's General Plan Buildout VMT per service population of 31.6 miles, therefore, the project does not have an VMT impact under baseline plus project conditions.

Table 28: Project Generated VMT

Baseline	Project
Population	-
Employment	152
Service Population	152
Homebased Work (HBW) VMT*	2,556
OD VMT*	3,173
HBW VMT per employee	16.8
OD VMT per service population	24.4
City Threshold**	31.6
Impact Less Than Significant?	Yes
2040	**Project**
Population	-
Employment	152
Service Population	152
Homebased Work (HBW) VMT*	2,441
OD VMT*	3,856
HBW VMT per employee	16.1
OD VMT per service population	25.4
City Threshold**	31.6
Impact Less Than Significant?	Yes

Notes:
*Derived from a SBTAM model run by adding project related SED, based on SCAG's employee forecast data.
**Obtained from SBCTA SB743 screening tool. Available at https://sbcta.maps.arcgis.com/apps/webappviewer/index.html?id=779a71bc659041ad995cd48d9ef4052b
Source: Translutions, Inc., (2021). *Gateway South 8 Warehouse Traffic Impact Analysis, Table N*. Refer to Appendix L.

Year 2040 Conditions

The year 2040 VMT per service population is derived from the SBCTA Screening tool. the year 2040 VMT per service population from the screening tool is 31.6 miles.

Year 2040 Plus Project Conditions

The year 2040 plus project conditions was derived from a SBTAM model run by adding the project related Socio-Economic Data (SED), which is based on SCAG's employee forecast data to Traffic Analysis Zone (TAZ) 53806201 and moving the year 2040 no project SED data to an adjacent TAZ. The project was coded using a service population of 152. The project generated VMT was extracted from the model using the origin-destination trip matrix. Table I shows the year 2040 plus project VMT per service population. As shown in Table N of the TIA, the year 2040 plus project VMT per service population is 25.4 miles. The year 2040 VMT per service population for the City is 31.6 miles. Based on the City thresholds, a project would have a significant VMT impact if the year 2040 plus project generated VMT per service population exceeds the City's General Plan Buildout VMT per service population. The year 2040 plus project VMT per service population is 25.4 miles, which is less than the City's General Plan Buildout VMT per service population of 31.6 miles, and therefore, the project does not have an VMT impact under year 2040 plus project conditions.

Project Effect on VMT

The project effect on VMT compares how the project changes VMT on the Citywide network and compares it to the no project condition under baseline and year 2040 conditions. The project effect on VMT was estimated using the SBTAM using the City of San Bernardino boundary and extracting the total link-level VMT for both the without and with project conditions consistent with the City guidelines.

Baseline Plus Project Conditions

Table 29: *Project Effect on VMT* below shows the baseline plus project effect on VMT per service population. As shown in **Table 29**, the baseline plus project VMT per service population is 11.0166 miles. The baseline no project VMT per service population for the City is 11.0166 miles. Based on the City thresholds, a project would have a significant VMT impact if the baseline VMT per service population within the City increases under the plus project condition compared to the no project condition. The baseline plus project VMT per service population does not increase when compared to the no project condition, therefore, the project does not have an VMT impact under baseline plus project conditions.

Year 2040 Plus Project Conditions

Table 29 below shows the year 2040 plus project VMT per service population. As shown in **Table** 29, the year 2040 plus project VMT per service population is 12.384 miles. The year 2040 no

project VMT per service population for the City is 12.384 miles. Based on the City thresholds, a project would have a significant VMT impact if the year 2040 VMT per service population within the City increases under the plus project condition compared to the no project condition. The year 2040 plus project VMT per service population does not increase when compared to the no project condition, therefore, the project does not have an VMT impact under year 2040 plus project conditions.

Table 29: Project Effect on VMT

	With Project	Without Project	Difference
Baseline			
Roadway VMT	3,565,903	3,566,315	-
Service Population	323,874	323,722	-
VMT per Service Population	**11.010**	**11.0166**	**-0.0064**
Year 2040			
Roadway VMT	4,665,050	4,664,057	-
Service Population	376,749	376,597	-
VMT per Service Population	**12.382**	**12.384**	**-0.0024**

Source: Translutions, Inc., (2021). *Gateway South 8 Warehouse Traffic Impact Analysis, Table O*. Refer to Appendix L.

Conclusion

The project proposes the construction of approximately 300,188 square feet of high-cube warehousing uses on approximately 12.01 acres. Access to the project will be provided via three driveways. The driveways will provide full-access ingress and egress to the Project. With the implementation of the recommended improvements, all intersections will operate at satisfactory levels of service.

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Less Than Significant Impact. The Project is anticipated to generate vehicular and truck traffic from construction activities lasting through the duration of the opening year 2023. It is also anticipated that vehicular, bicycle, transit, pedestrian traffic, and truck tragic would be generated from operation activities. According to the discussion above and shown in **Table 28:** *Project Generated VMT*, the associated Project traffic would not cause any significant impacts, as such, no mitigation measures are warranted. Furthermore, pursuant to SB 732, operational level of service is no longer a significant impact under CEQA.

The Project does not otherwise conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. As noted in Section 2.5, General Plan and Zoning Designations, the proposed Project is consistent with the

existing General Plan Land Use and Zoning District. Project construction or operations would not disrupt existing transit routes, bus stops, or future bicycle facilities because no road closures are anticipated. The proposed Project would have a less than significant impact and no mitigation measures are necessary.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less Than Significant Impact. SB 743 was approved by the California legislature in September 2013. SB 743 requires changes to California Environmental Quality Act (CEQA), specifically directing the Governor's Office of Planning and Research (OPR) to develop alternative metrics to the use of vehicular "level of service" (LOS) for evaluating transportation projects. OPR has prepared a technical advisory ("OPR Technical Advisory") for evaluating transportation impacts in CEQA and has recommended that Vehicle Miles Traveled (VMT) replace LOS as the primary measure of transportation impacts. The Natural Resources Agency has adopted updates to CEQA Guidelines to incorporate SB 743 that requires use of VMT for the purposes of determining a significant transportation impact under CEQA. The City of San Bernardino *Traffic Impact Analysis Guidelines* (August 2020) provides details on appropriate screening thresholds that can be used to identify when a proposed land use project is anticipated to result in a less than significant impact without conducting a more detailed level analysis. As previously noted, based on the City guidelines, there are three types of screening criteria that lead agencies can apply to screen projects from a project-level VMT assessment. These screening steps include Transit Priority Area Screening, Low VMT Area Screening, Project Type Screening. The project does not screen out from any of the steps mentioned above and therefore, a complete VMT analysis and forecasting through the SBTAM model was conducted to determine if the project may have a significant VMT impact. The TIA report analyzes the project generated VMT and project effect on VMT for the following scenarios:

1. Baseline conditions.
2. Baseline plus project conditions.
3. Year 2040 without project conditions
4. Year 2040 plus project conditions

The project proposes the construction of approximately 300,188 square feet of high-cube warehousing uses on approximately 12.01 acres. Access to the project will be provided via three driveways. The driveways will provide full-access ingress and egress to the Project. With the implementation of the recommended improvements, all intersections will operate at satisfactory levels of service. Therefore, the Project would not be in conflict or be inconsistent with CEQA guidelines and have a less than significant impact.

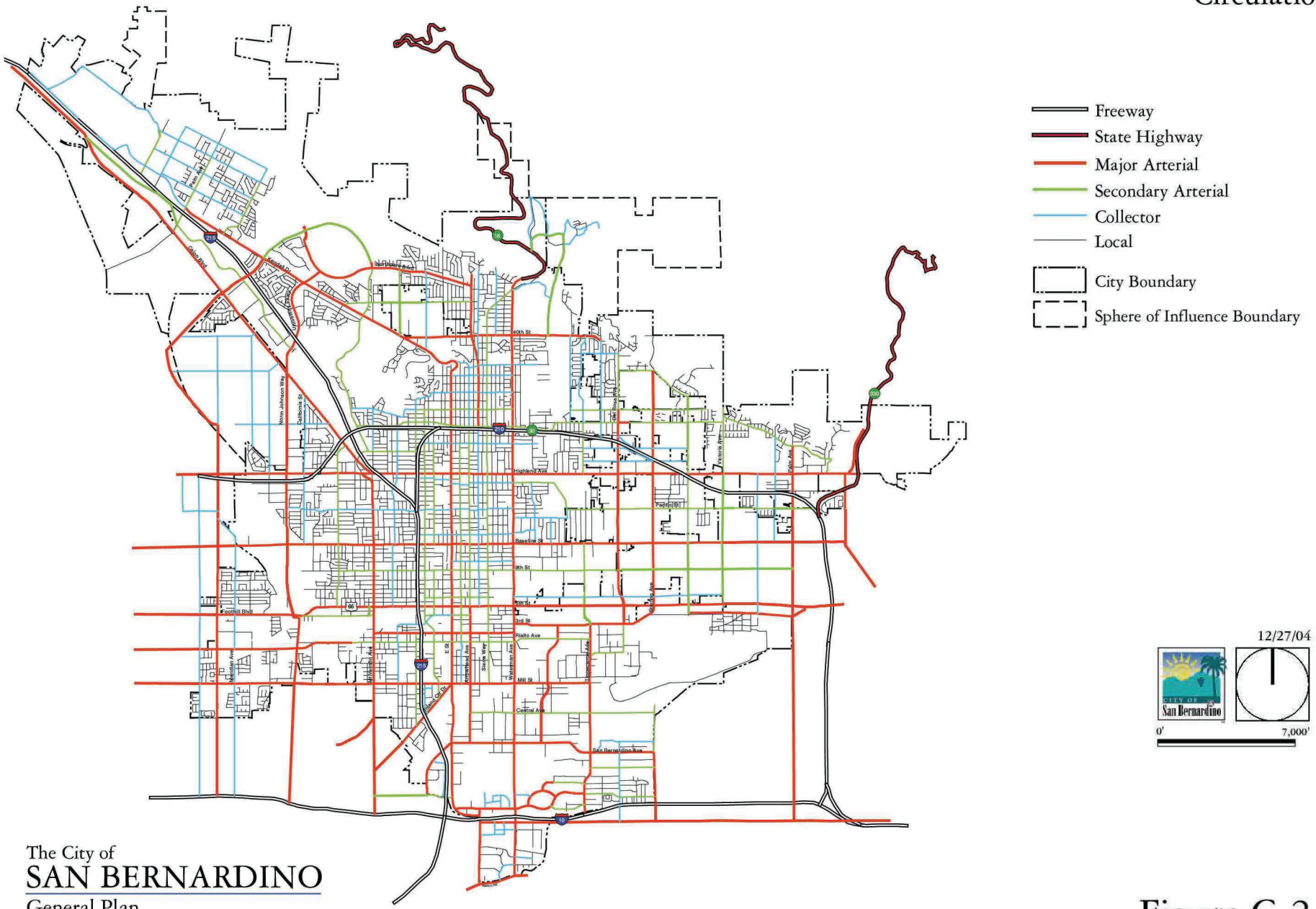
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The Project site plan presented in **Exhibit 6** indicated that vehicular access provisions for the Project site would consist of a driveway on S. Foisy Street, Norman Road, and Lena road. Driveway 1 (west side of the Project site) on S. Foisy Street would be approximately 40 feet wide. Driveway 2 (south side of the Project site) on Norman Road would be approximately 30 feet wide. Driveway 3 (east side of the Project site) on Lena Road would be approximately 35 feet wide and would provide main ingress and egress to the Project site. All driveways would be unsignalized. Driveways 1 and 3 would accommodate both passenger vehicles and trucks and Driveway 2 would accommodate passenger vehicles. On-site drive aisle widths would be a minimum of 40-feet wide along the north side of the Project site. The Project would be consistent with the existing land use and zoning designation and would not increase hazards due to a geometric design feature, such as sharp curves or dangerous intersections, or incompatible uses. Therefore, no impact will occur.

d) Result in inadequate emergency access?

Less Than Significant Impact. As noted in Section 17(c) above, on-site drive aisle widths would be at a minimum 40-foot wide along the north side of the Project site. Driveway 3, with a width of 40 feet, would be the primary emergency access and the 40-foot-wide Driveway 1 would provide a secondary and emergency access to the Project site.

As a standard City practice, if road closures (complete or partial) are necessary, the Police and Fire Departments would be notified of the construction schedule and any required detours would allow emergency vehicles to use alternate routes for emergency response. Additionally, Effective, July 1, 2017, fire protection and emergency medical response services in the city are provided by the San Bernardino County Fire District (SBCFD). The SBCFD would review the proposed Project and would provide comments regarding fire and emergency access. The proposed Project would comply with the SBCFD requirements. The impact on emergency access from Project implementation would be less than significant.



Source: City of San Bernardino General Plan; Figure C-2, 2005

EXHIBIT 7: General Plan Circulation Plan
Alliance CA Gateway South Building 8 Project

Not to scale

Kimley»Horn

Conceptual Trail System

The City of
SAN BERNARDINO
General Plan

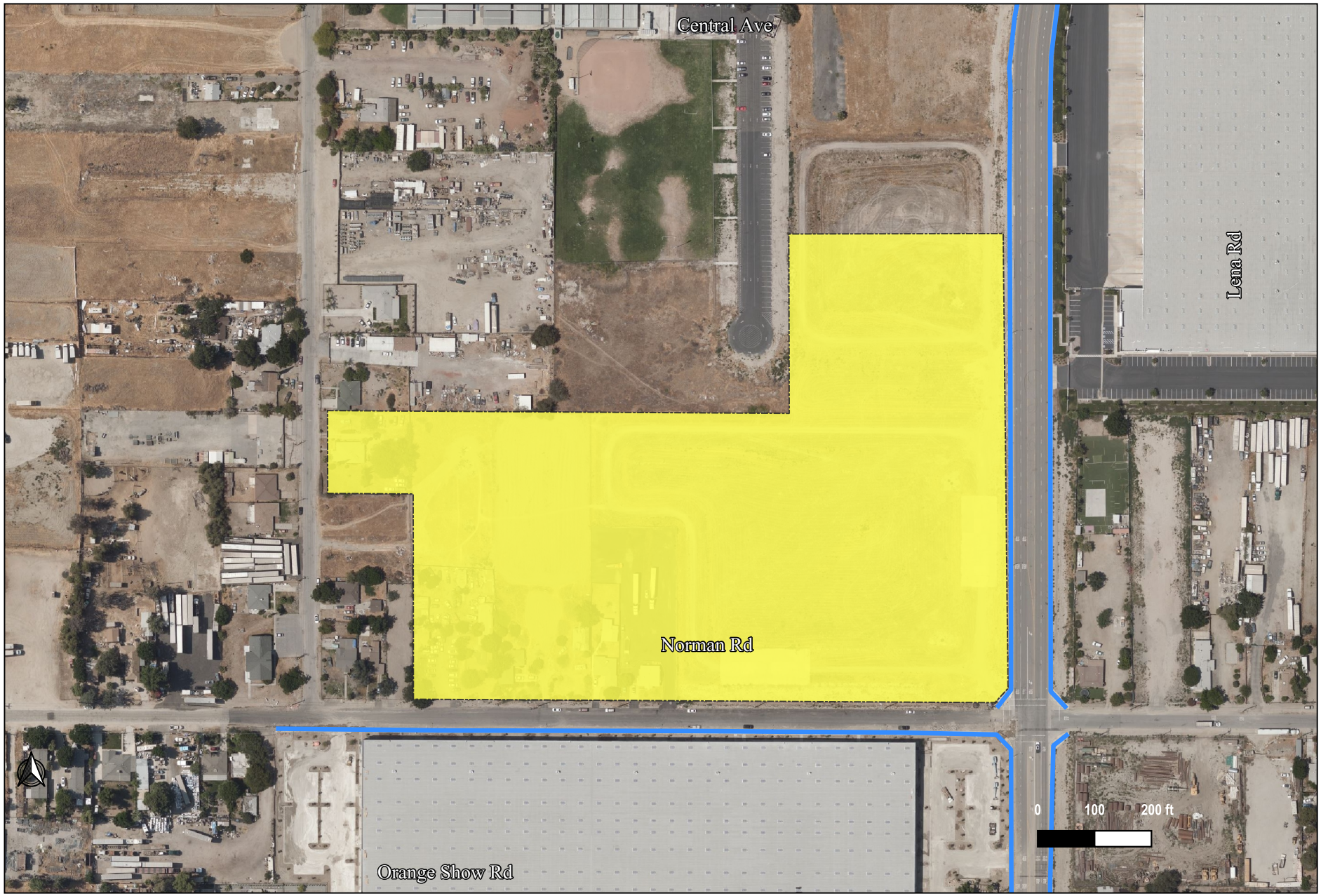
Figure PRT-2

Source: City of San Bernardino General Plan; Figure PRT-2, 2005

EXHIBIT 8: Conceptual Trail System
Alliance CA Gateway South Building 8 Project

Not to scale

Kimley»Horn



Legend

Project Boundary — Sidewalks

translutions
the transportation solutions company...

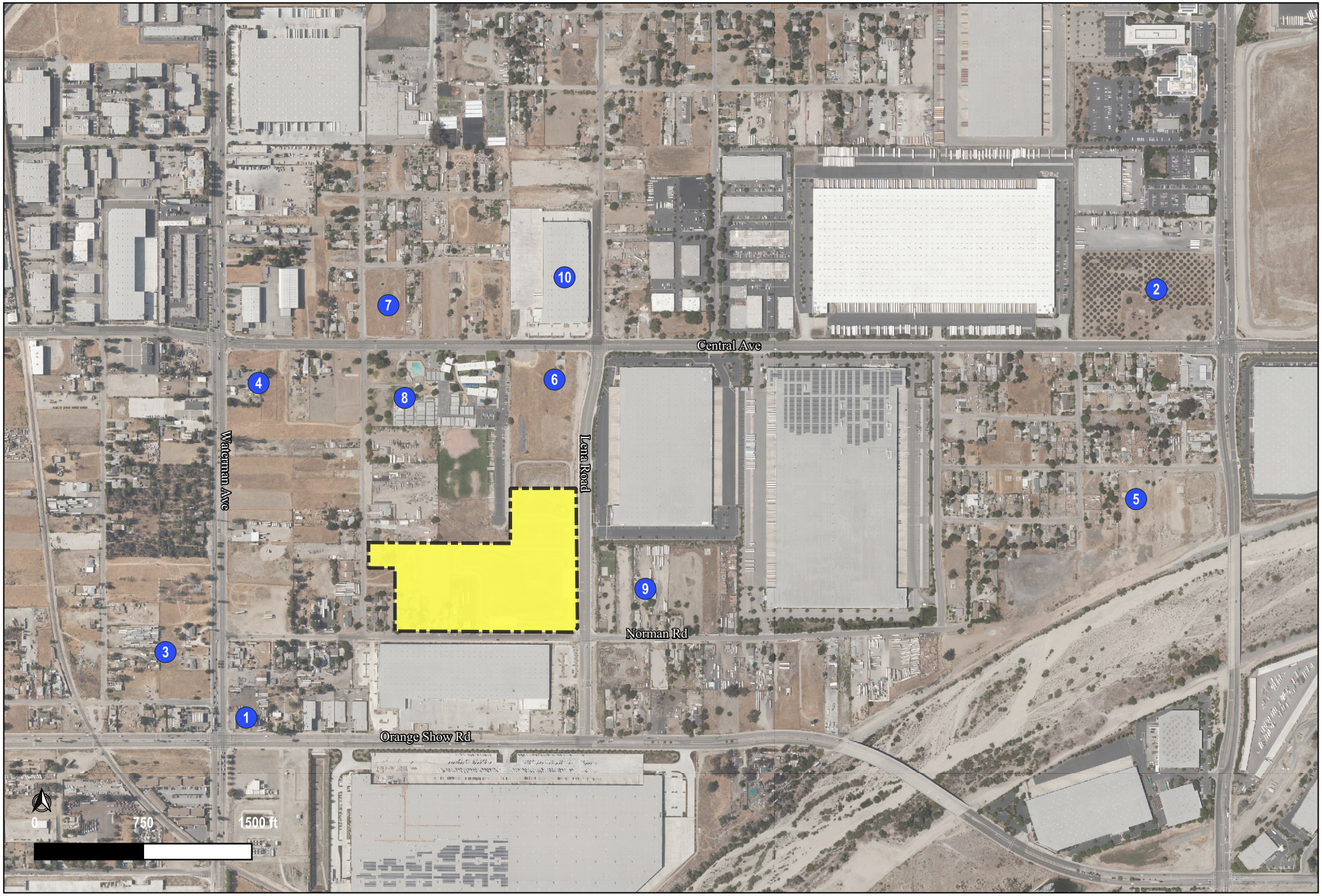
FIGURE 13
Gateway South 8 Warehouse
Pedestrian Sidewalks

Source: Translutions, Inc. Traffic Impact Analysis; Figure 13

EXHIBIT 9: Pedestrian Sidewalks
Alliance CA Gateway South Building 8 Project

Not to scale

Kimley»Horn



Legend

Project Boundary

Othe Proposed Projects

translutions
the transportation solutions company...

FIGURE 9

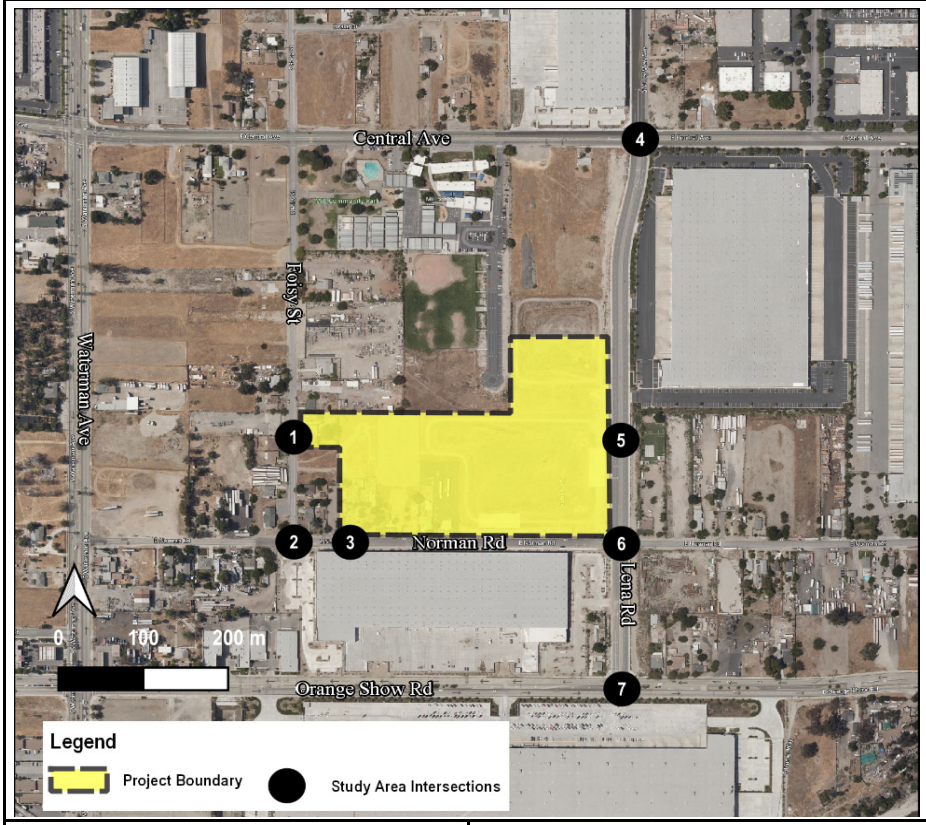
Gateway South 8 Warehouse
Other Proposed Project Locations

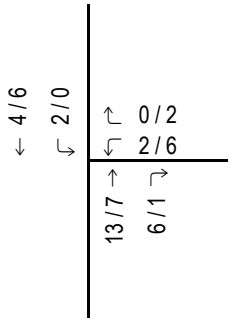
Source: Translutions, Inc. Traffic Impact Analysis; Figure 9

EXHIBIT 10: Other Project Locations
Alliance CA Gateway South Building 8 Project

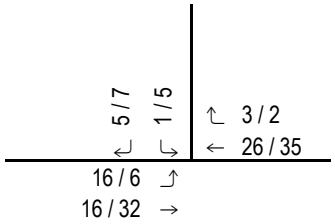
Not to scale

Kimley»Horn

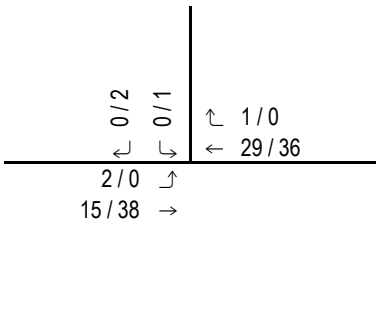




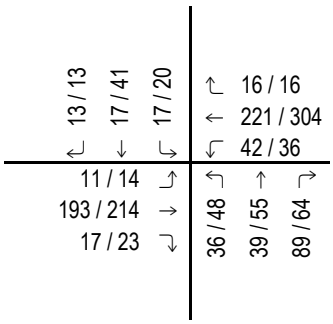
1 Foisy St/Driveway 1



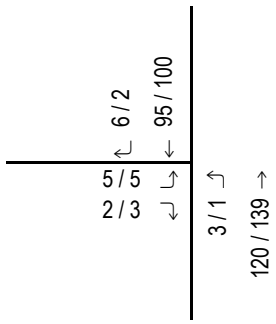
2 Foisy St/Norman Road



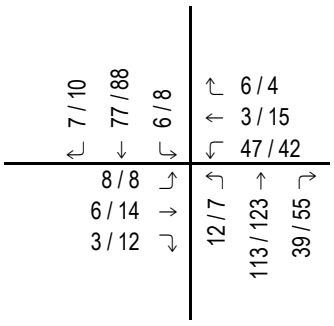
3 Driveway 2/Norman Road



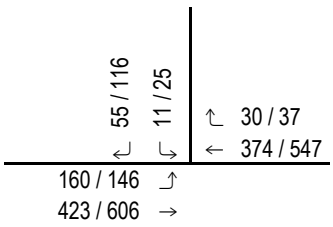
4 Lena Road/Central Ave



5 Lena Road/Driveway 3



6 Lena Road/Norman Road



7 Lena Road/Orange Show Road

FIGURE 19
Gateway South 8 Warehouse
Opening Year Base Plus Other Proposed Projects Plus Project Peak Hour Traffic Volumes

XXX / YYY AM / PM Volumes

translutions
the transportation solutions company...

Source: Translutions, Inc. Traffic Impact Analysis; Figure 19

EXHIBIT 11: Opening Year Base Plus Other Projects Plus Project
Alliance CA Gateway South Building 8 Project

Not to scale

Kimley»Horn

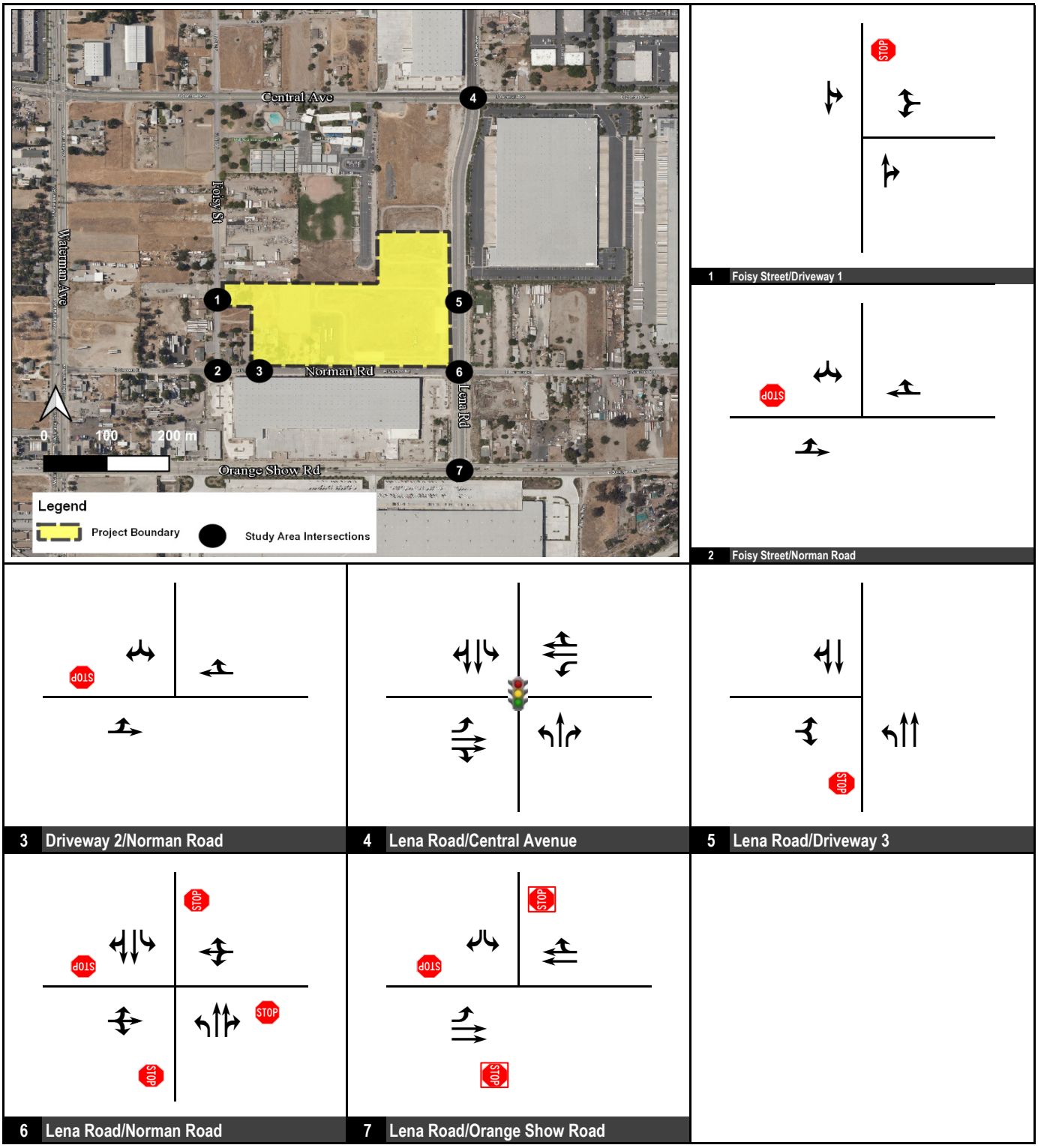


FIGURE 22

Legend

Signal
Stop Sign
Improvements

Gateway South 8 Warehouse
Opening Year (2023) Base Plus Other Proposed Projects plus Project With Improvements Intersection Geometrics and Stop Control

translutions
the transportation solutions company...

Not to scale

Source: Translutions, Inc. Traffic Impact Analysis; Figure 22

EXHIBIT 12: Opening Year (2023) plus Other Projects plus Project with Improvements Intersection Geometrics and Stop Control
Alliance CA Gateway South Building 8 Project

Kimley»Horn

TRIBAL CULTURAL RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
18. TRIBAL CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: i) Listed or eligible for listing in the California				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?		X		
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?		X		

On July 30, 2021, the City initiated tribal consultation with interested California Native American tribes consistent with AB 52. The City requested a consultation from the following tribes which have previously requested consultation: Gabrieleno Band of Mission Indians – Kizh Nation (GBMI), SMBMI, and Soboba Band of Luiseno Indians. As of the date of this MND, tribal consultation has been concluded and standard cultural resource mitigation measure language as provided by GBMI is included in this MND reflected as **TCR-1** through **TCR-3**. Additionally, SMBMI provided other mitigation measure language and is included in this MND reflected as **TCR-4** and **TCR-5** below.

In addition, as previously mentioned in **Section 5,** *Cultural Resources*, under Native American Outreach, BCR contacted the NAHC, as part of the cultural resource assessment, for a review of the sacred lands file (SLF). The objective of the SLF search was to determine if the NAHC had any knowledge of Native American cultural resources (e.g., traditional use or gathering area, place of religious or sacred activity, etc.) within the immediate vicinity of the Project area. The NAHC

responded on October 4, 2021, stating that the SLF was completed with positive results (see Appendix C to the IS/MND, Appendix D). However, upon consultation with SMBMI, SMBMI indicated that they are not aware of any tribal cultural resources on the property. The GBMI deferred initial responses for tribal consultation to the SMBMI.

There is historical precedence for the occurrence of tribal cultural resources within the San Bernardino Valley. The GBMI provided an excerpt from Volume 26 of the University of California Publications in American Archaeology and Ethnology which states that there is strong evidence in favor of original Gabrieleno occupation of the geographic region. This evidence was collected through interviews with older individuals that were members of different clans, specifically the Pass Cahuilla, Mountain Cahuilla, and Palm Springs Cahuilla, or had lived in the area for many years.

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less than Significant with Mitigation Incorporated. Pursuant to CGC § 21080.3.2(b) and § 21074(a)(1)(A)-(B) (AB 52) the City has provided formal notification to California Native American tribal representatives that have previously requested notification from the City regarding projects within the geographic area traditionally and culturally affiliated with tribe(s). Native American groups may have critical knowledge of local cultural resources in the regional vicinity and may have concerns about adverse effects from development on tribal cultural resources as defined in PRC § 21074.

As noted above, the City commenced tribal notification in accordance with AB 52 on July 30, 2021. Tribal consultation was concluded on March 31, 2022. The following mitigation measures will be applied, and impacts will be less than significant.

Mitigation Measures

Tribal Cultural Resources Mitigation Measures for Gabrieleno Band of Mission Indians – Kizh Nation

MM TCR-1 Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities

A. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.

D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

E. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in

the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

MM TCR-2 Unanticipated Discovery of Human Remains and Associated Funerary Objects

A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

B. If Native American human remains and/or grave goods discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.

C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

D. Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)

E. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

F. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

MM TCR-3 Procedures for Burials and Funerary Remains

A. As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.

B. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.

C. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.

D. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.

E. In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.

F. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure

container on-site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

G. The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

Tribal Cultural Resources Mitigation Measures for San Manuel Band of Mission Indians

MM TCR-4 Prior to the initiation of ground-disturbing activities, field personnel should be alerted to the possibility of buried prehistoric or historic cultural deposits. In the event that field personnel encounter buried cultural materials, work in the immediate vicinity of the find should cease and a qualified archaeologist should be retained to assess the significance of the find. The qualified archaeologist shall have the authority to stop or divert construction excavation as necessary. The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) and the City, shall be contacted, regarding any pre-contact and/or post-contact cultural resources discovered during project implementation and shall be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA, a cultural resource Monitoring and Treatment Plan shall be created by a qualified archaeologist, in coordination with SMBMI, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents SMBMI for the remainder of the project, should SMBMI elect to place a monitor on-site.

MM TCR-5 Any and all archaeological/cultural documents created as a part of the Project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant, and the City, for dissemination to SMBMI. The City and/or applicant shall, in good faith, consult with SMBMI throughout the life of the Project.

UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
19. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a 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?			X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Water and Wastewater

The City's Public Works Department is responsible for the design and construction of wastewater collection facilities in the City. Operation and maintenance of wastewater collection facilities is the responsibility of the Public Services Department. Wastewater collection facilities within the City are owned and operated by four different entities:

- City of San Bernardino (Public Works and Public Services Departments);
- East Valley Water District (EVWD);
- San Bernardino International Airport and Trade Center; and
- The City of Loma Linda.

Sewer services are provided to the Project area by the San Bernardino Public Works Department and water services are provided by the SBMWD.[49] SBMWD obtains 100 percent of its water from the Bunker Hill Groundwater Basin, a sub-basin of the San Bernardino Basin Area (SBBA). Management of this groundwater basin is coordinated through Valley District.

Urban Water Management Plan

The California Water Code requires urban water suppliers within the State of California to prepare and adopt Urban Water Management Plans (UWMPs) that must satisfy the requirements of the Urban Water Management Planning Act (UWMP Act) of 1983. An UWMP is a planning tool that generally guides the actions of urban water suppliers. The 2015 San Bernardino Valley Regional Urban Water Management Plan (RUWMP covers various water purveyors, including the SBMWD.

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact. As previously mentioned, the Project site currently consists of non-conforming residential structures, storage areas for trucks and shipping containers, and vacant land. Most of the Project site contains sparse onsite vegetation, dirt, and miscellaneous trees. The Project is located in the water and sewer service area maintained by the SBMWD. The following existing utilities would be served with power, gas, and telecommunications:

- **Sewer System Infrastructure:** Sewer main extension would be required for the Project. The Project would be required to expand and connect to the City's existing sewer lines. The sewer main serving the Project is located in E. Orange Show Rd., slightly west of Lena Rd. During construction, the Project plans to connect to the 12-inch VCP sewer main from E. Orange Show Rd. and extend north on Lena Rd., then east on E. Norman Rd. to the site's eastern property line.
- **Domestic Water:** Per SBMWD, there is an existing 12-inch DIP in the Lower Zone of Lena Rd., and another existing 12-inch DIP in E. Norman Rd. (Sub-Lower Zone). A fire connection would also need to be installed to service the site with the existing fire hydrants located along Lena Rd. and E. Norman Rd.
- **Natural Gas:** Natural gas service is provided by the SoCal Gas.
- **Electrical:** Southern California Edison (SCE) maintains power poles and aerial distribution facilities that serve the site. The Building and Safety Division of the City of San Bernardino,

[49] City of San Bernardino (2005). *General Plan, Chapter 9: Utilities, Sewerage Service Area Boundaries; Figure U-1 Water Service Area Boundaries, Figure U-2*. Available at http://www.sbcity.org/civicax/filebank/blobdload.aspx?blobid=26199. Accessed on November 15, 2021.

all overhead facilities may be required across site frontage. As such, SCE should be contacted early in the development process to avoid any impacts to the development schedule.

- **Telecommunications:** AT&T maintains aerial facilities along the Project site and would provide the Project with telecommunication services. All future connections would be required to be installed underground.
- **Cable/internet:** Spectrum maintains facilities near the Project site which would be able to provide the Project with cable/internet services. These facilities would need to be installed underground.

The utility improvements noted above would be within the Project site, or within existing adjacent streets or public rights-of-way. Construction impacts of utility installation would be temporary and are not anticipated to result in significant environmental impacts as they would be within currently paved and/or developed areas and public rights-of-way.

The Project would also be supported by required typical offsite street and parkway improvements (i.e., curb, gutter, sidewalk) per SBMC Chapter 12.92, Construction and Maintenance of Sidewalks, Curbs and Driveways, along with new storm drain, sewer, water, and dry utility connections along the Project frontage. Onsite improvements include storm drains, stormwater/water quality treatment facilities, sewer, water, and dry utility systems.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. SBMWD provides domestic water for the City and unincorporated areas of San Bernardino County and the City of Loma Linda. Single-family, multi-family, commercial, light industrial, governmental, and landscaping purposes are all provided water service.

As previously mentioned, groundwater is supplied from the Bunker Hill Basin as the primary source of water supply for SBMWD and groundwater basin is coordinated through Valley District. Accordingly, to SBMWD, it has the capacity to provide 70,000 acre-feet per year of water from groundwater and surface water sources. The basin is replenished by the local precipitation and streamflow from rain and snowmelt from the San Bernardino Mountains. Other sources of water supply include the State Water Project (SWP), the Santa Ana River, Mill Creek, and Lytle Creek.

Normal Water Year

The Normal/Average water year is a year in the historical sequence that most closely represents median runoff levels and patterns. **Table 30:** *Normal Year Supply and Demand Comparison (AF),* demonstrates that SBMWD anticipates adequate supplies for years 2020 to 2040 under normal

conditions. The single-dry year is generally the lowest annual runoff for a water source in the record.

Table 30: Normal Year Supply and Demand Comparison (AF)

Totals	2020	2025	2030	2035	2040
Supply Totals	58,271	66,830	75,466	84,082	90,582
Demand Totals	45,969	49,094	53,339	57,623	59,449
Difference	12,302	17,736	22,127	26,459	31,133

Source: San Bernardino Valley Regional Urban Water Management Plan (2016). *San Bernardino Valley Regional Urban Water Management Plan, Page 10-25*. Available at https://www.sbvmwd.com/home/showdocument?id=4196. Accessed November 15, 2021.

Single Dry Year

The single-dry year may differ for various sources. In **Table 31:** *Single Dry Year Supply and Demand Comparison (AF),* demands are assumed to be 10 percent greater in a single-dry year than during a normal year. **Table 31** demonstrates the SBMWD anticipates adequate supplies for years 2020 to 2040 under single-dry year conditions.

Table 31: Single Dry Year Supply and Demand Comparison (AF)

Totals	2020	2025	2030	2035	2040
Supply Totals	58,271	66,830	75,466	84,082	90,582
Demand Totals	50,566	54,003	58,673	63,386	65,394
Difference	7,705	12,872	16,793	20,696	25,188

Source: 2015 San Bernardino Valley Regional Urban Water Management Plan (2016). *San Bernardino Valley Regional Urban Water Management Plan, Page 10-25*. Available at https://www.sbvmwd.com/home/showdocument?id=4196. Accessed November 15, 2021.

Multiple-Dry Years

The multiple-dry year is generally the lowest annual runoff for a three year or more consecutive period. The multiple-dry year period may differ for various sources. In **Table 32:** *Multiple Dry Years Supply and Demands Comparison (AF)*, demands are assumed to be 10 percent greater in the first year of a multiple-dry year than during an average year. During the second year of a multiple dry year period, demands are expected to be the same as an average year due to conservation and public education efforts. During the third year of a multiple dry year period, demands are expected to decrease 10 percent due to mandatory conservation measures that would be enacted in year three of a multiple dry year period.

Table 32: Multiple Dry Years Supply and Demands Comparison (AF)

Year	Totals	2020	2025	2030	2035	2040
First Year	Supply Totals	58,271	66,830	75,466	84,082	90,582
	Demand Totals	50,566	54,003	58,673	63,386	65,394
	Difference	7,705	12,872	16,793	20,696	25,188
Second Year	Supply Totals	58,271	66,830	75,466	84,082	90,582
	Demand Totals	45,969	49,094	53,339	57,623	59,449
	Difference	12,302	17,736	22,127	26,459	31,133
Third Year	Supply Totals	58,271	66,830	75,466	84,082	90,582
	Demand Totals	41,372	44,184	48,005	51,861	53,504

Year	Totals	2020	2025	2030	2035	2040
	Difference	16,899	22,646	27,461	32,221	37,078

Source: 2015 San Bernardino Valley Regional Urban Water Management Plan (2016). *San Bernardino Valley Regional Urban Water Management Plan, Page 10-25*. Available at https://www.sbvmwd.com/home/showdocument?id=4196. Accessed November 15, 2021.

As shown on **Table 32**, SBMWD anticipates adequate supplies for years 2020 to 2040 under multiple-dry year conditions based on current land use projections. As noted above, SBMWD anticipates adequate water supplies to serve its customers through the current 2040 horizon year. Therefore, impacts are considered less than significant

c) Result in a 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?

Less than Significant Impact. The wastewater treatment provider for most of the City of San Bernardino is the San Bernardino Valley Municipal Water Department (SBVMWD), in addition to being the provider for the Project site. The San Bernardino Water Reclamation Plan (SBWRP) is owned and operated by SBVMWD. As such, SBWRP treats residential and industrial wastewater generated by the City of San Bernardino, City of Loma Linda, and the East Valley Water District (EVWD).

The wastewater collection system owned and operated by the SBVMWD conveys wastewater via approximately 467 miles of gravity mains, a mile of force mains, and 15 lift stations. Currently, an average wastewater flow rate of approximately 21 million gallons per day (MGD) is conveyed by the SBVMWD collection system, with approximately 12.8 MGD being generated within the SBVMWD service area. The collection system also conveys the flows of two satellite agencies (Loma Linda - 2.2 MGD and EVWD – 6 MGD) to the Water Reclamation Plant (WRP) and the Rapid Infiltration and Extraction (RIX) Facility for treatment.

Sewer collection systems within SBVMWD's service area are not operated by the Department, but rather are operated by various agencies, including the County of San Bernardino, City of San Bernardino, City of Loma Linda, and EVWD. Collected wastewater is treated at WRP to a secondary treatment level. WRP has a current capacity of 33 MGD or 36,948 AFY, but current average annual flow is approximately 29,000 AFY. In accordance with these studies, **Table 33:** *Current and Projected Wastewater Collection and Treatment*, shows existing and anticipated wastewater collection and treatment at the San Bernardino WRP.

Table 33: Current and Projected Wastewater Collection and Treatment

	2010	2015	2020	2025	2030	2035	Disposal Method	Treatment Level
San Bernardino WRP (AFY)	29,000	30,294	31,645	32,793	33,983	35,216	Flow to RIX	Secondary
RIX (AFY)	33,000	34,472	36,010	37,316	38,670	40,073	Discharge to Santa Ana River	Tertiary

Source: San Bernardino Municipal Water Department (2015). *Water Facilities Master Plan Report, Page 5-5.* Available at https://www.sbmwd.org/DocumentCenter/View/683/Section-5-PDF. Accessed August 25, 2021.

SBVMWD forecasts adequate capacity to treat wastewater in the upcoming years. As previously mentioned, the Project would generate a negligible quantity of wastewater, compared to the existing onsite uses. Existing infrastructure is adequate to convey wastewater without requiring the expansion of the facilities. In addition, the Project would pay applicable connection fees and monthly charges which offset the need for incremental wastewater conveyance and treatment system improvements. Based on this, the Project would have a less than significant impact on the SBVMWD's ability to collect or treat the Project's waste stream.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than Significant Impact. The City of San Bernardino Refuse and Recycling Division provides collection services to residential and commercial customers for refuse, recyclables, and green waste. Solid waste from demolition and construction would be collected and sent to the East Valley Transfer and Recycling Materials Recovery Facility, located at 1150 and 1250 S. Tippecanoe Ave., San Bernardino, CA 92408, where it is separated from recyclable materials. Solid waste is then shipped to the Mid-Valley Sanitary Landfill at 2390 N. Alder Avenue in the City of Rialto. The Mid-Valley Sanitary Landfill has a daily permitted throughput of 7,500 tons/day and a remaining capacity of 101,300,000 cubic yards.[50] CalRecycle estimates waste generation rates for different land uses. The industrial section waste generation rate for warehouse is estimated at approximately 13.82lb/employee/day.[51] Under this assumption, the Project would generate approximately 2,100.64 lbs/day (13.82 lbs x 152 employees), or 1.0503 tons per day). This represents a nominal percentage of the landfill's daily permitted capacity. Therefore, impacts would be less than significant.

[50] CalRecycle (2021). *SWIS Facility/site Activity Details*. Available at https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1880?siteID=2662. Accessed August 25, 2021.
[51] CalRecycle (2021). *Estimated Solid Waste Generation Rates*. Available at https://www2.calrecycle.ca.gov/wastecharacterization/general/rates. Accessed August 25, 2021.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact. Solid waste disposal services must follow federal, State, and local statutes and regulations related to the collection of solid waste. The Project is a warehouse facility which would not involve the production or handling of any acutely toxic or otherwise hazardous materials. Additionally, the Project would provide a trash enclosure per City Standard Plan 508 Refuse Enclosures on the northwest portion of the site. The Project would be required to comply with SBMC §8.24.100, which contains provisions for the City's Construction and Demolition Debris Recycling Program. As such, impacts would be less than significant.

WILDFIRE

ENVIRONMENTAL IMPACTS Issues		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
20.	**WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:**				
a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

Wildfire Hazard

CAL FIRE's VHFHSZ in Local Responsibility Areas (LRA) Map shows that a small portion of southern Fontana, and northern portions of the City near the base of the San Bernardino Mountains are listed as a VHFHSZ area.[52] These areas or zones of transition between wildland (unoccupied land) and human development are known as wildland-urban interface (WUI) areas which are at high risk of catastrophic wildfire, can cause ecological disruption and result in the loss of life and property. The remainder of the City is urbanized and generally built out with established commercial, residential, and industrial development.[53]

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. According to the City of San Bernardino General Plan, Figure S-9, the Project site is not located near or on an Extreme Fire Hazard Area (EFHA) or a Moderate Fire Hazard Area

[52] CAL Fire (2020). *Very High Fire Hazard Severity Zones in LRA; City of San Bernardino.* Available at https://osfm.fire.ca.gov/media/5943/fontana.pdf. Accessed August 26, 2021.

[53] City of San Bernardino (2015). *Emergency Operations Plan (EOP)*. Available at https://fontana.org/3196/Local-Hazard-Mitigation-Plan-LHMP. Accessed August 26, 2021.

(MFHA).[54] The nearest EFHA and MFHA areas are located over 5 miles north of the Project site. The City of San Bernardino's Emergency Operation Plan (EOP) addresses the City's response to emergency situations regarding natural disasters, technological incidents, and national security emergencies. As such, the EOP identifies components of the City's emergency management organization within the Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS). As such, it describes the duties of the federal, state, and county entities for protecting life and property, and overall well-being. Coordinated response roles must be defined by these organizations to facilitate the ability to respond to any given incident. The EOP meets the requirements of NIMS for the purpose of emergency management. As such, the proposed Project would not impair an adopted emergency response plan or emergency evacuation plan. Therefore, no impact would occur.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. According to the City of San Bernardino's General Plan, the Project is not located within the City Designated High Wind Area.[55] As stated in the City's General Plan, the areas north of SR 210 along the foothills are mainly susceptible to high wind and fire hazards. The Project site is approximately 5 miles south of the foothill areas. As such, it is not prone to wildland fires or to wind hazards. Therefore, the Project occupants would not be directly exposed to pollutant concentrations from a wildfire or uncontrolled spread of a wildfire. As such, no impact would occur.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. With the exception of roadway improvements along the property frontage roads, all Project components (including infrastructure, etc.) would be within the boundaries of the Project site, and impacts associated with the development of the Project within this footprint area are analyzed throughout this document. The Project does not represent a significant impact relative to fire risk, as discussed in Response (a) above. No impacts would occur.

The SBCFD, as part of the City's process, would review all building permit plans for adequate fire suppression, fire access, and emergency evacuation. Adherence to standard City policies eliminate the potential for impacts. Therefore, no impact would occur.

[54] City of San Bernardino (2005). *General Plan Chapter 10: Safety – Figure S-9 – Fire Hazard Areas, Page 10-43*. Available at http://www.sbcity.org/civicax/filebank/blobdload.aspx?blobid=26199. Accessed on August 26, 2021.
[55] City of San Bernardino (2005). *General Plan Chapter 10: Safety – Figure S-8 – Wind Hazards, Page 10-37*. Available at http://www.sbcity.org/civicax/filebank/blobdload.aspx?blobid=26199. Accessed on August 26, 2021.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. As noted in the City's General Plan, the Project is not located in an EFHA or MFHA. There are no natural drainage courses located on-site. The Project site is relatively flat, and the Project is not located in a landslide-prone zone.[56] No impact would occur as a result.

[56] City of San Bernardino (2005). *General Plan Chapter 10: Safety – Figure S-7 – Slope Stability and Major Landslides, Page 10-32*. Available at http://www.sbcity.org/civicax/filebank/blobdload.aspx?blobid=26199. Accessed on August 26, 2021.

MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
21. MANDATORY FINDINGS OF SIGNIFICANCE. Does the project:				
a) Have the potential to substantially 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, substantially 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?			X	
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)?			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

a) Have the potential to substantially 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, substantially 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?

Less Than Significant Impact. All impacts to the environment, including impacts to habitat for fish and wildlife species, fish and wildlife populations, plant and animal communities, rare and endangered plants and animals, and historical and pre-historical resources were evaluated as part of this Draft IS/MND. Throughout this Draft IS/MND, where impacts were determined to be potentially significant, mitigation measures have been proposed to reduce those impacts to less than significant levels. Accordingly, with incorporation of the mitigation measures recommended throughout this IS/MDN, the Project would not substantially degrade the quality of the environment and impacts would be less than significant.

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

Less than Significant Impact. As discussed throughout this Draft IS/MND, implementation of the Project has the potential to result in effects to the environment that are individually limited and may be cumulatively considerable in specific areas. In all instances where the proposed Project has the potential to contribute to a cumulatively considerable impact to the environment, mitigation measures have been imposed to reduce potential effects to less than significant levels. The Draft IS/MND includes quantitative analysis of the Project's cumulative contribution for air quality, GHG emissions, and traffic, all of which were determined to be less than significant, and no mitigations were required, nor represent a cumulatively considerable contribution to a significant cumulative impact. The Project is not considered growth-inducing, as defined by State CEQA Guidelines (http://ceres.ca.gov/ceqa/guidelines/). The potential cumulative environmental effects of implementing the Project would be less than considerable and thus, less than significant.

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

Less Than Significant Impact. The Project's potential to result in environmental effects that could adversely affect human beings, either directly or indirectly, has been discussed throughout this Draft IS/MND. In instances where the Project has potential to result in direct or indirect adverse effects to human beings, including air quality, noise, hazard and hazardous materials and wildfire appropriate mitigation measures incorporated to reduce the impact levels to less than significance. With required implementation of mitigation measures identified in this Draft IS/MND, construction and operation of the Project would not involve any activities that would result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly.

5.0 REFERENCES

California Department of Conservation (2019). *California Important Farmland Finder – Williamson Act Map*. Available at https://maps.conservation.ca.gov/dlrp/ciff/. Accessed on August 19, 2021.

California Department of Conservation (2019). *Williamson Act Contracts.* Available at https://www.conservation.ca.gov/dlrp/wa/Pages/contracts.aspx. Accessed on August 19, 2021.

California Department of Conservation (2019). *Farmland Mapping and Monitoring Program.* Available at. https://maps.conservation.ca.gov/dlrp/ciff/. Accessed on August 7, 2021.

California Department of Conservation, Division of Land Resource Protection (2017). *State of California Williamson Act Contract Land.* Available at https://planning.lacity.org/eir/HollywoodCenter/Deir/ELDP/(E)%20Initial%20Study/Initial%20Study/Attachment%20B%20References/California%20Department%20of%20Conservation%20Williamson%20Map%202016.pdf. Accessed on August 7, 2021.

California Mineral Resources (2011). Available at: https://databasin.org/maps/new#datasets=f2985196ca6b45cf8f2ad604beb95b34. Accessed on August 24, 2021.

Caltrans (2019). *List of eligible and officially designated State Scenic Highways (XLSX).* Available at https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways. Accessed August 19, 2021.

CALFIRE (2020). *Fire Hazard Severity Zones Viewer.* Available at https://egis.fire.ca.gov/FHSZ/. Accessed on August 19, 2021.

CalRecycle (2021). *SWIS Facility/site Activity Details.* Available at https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1880?siteID=2662. Accessed August 25, 2021.

CalRecycle (2021). *Estimated Solid Waste Generation Rates.* Available at https://www2.calrecycle.ca.gov/wastecharacterization/general/rates. Accessed August 25, 2021.

City of San Bernardino (2021). *Development Code Chapter 19.20 Property Development Standards.* Available at http://www.ci.san-bernardino.ca.us/civicax/filebank/blobdload.aspx?blobid=27128. Accessed on August 19, 2021.

City of San Bernardino (2015). *Emergency Operations Plan (EOP).* Available at https://fontana.org/3196/Local-Hazard-Mitigation-Plan-LHMP. Accessed August 26, 2021.

City of San Bernardino (2020). *ESRI Demographic and Income Profile.* Available at http://www.ci.san-bernardino.ca.us/civicax/filebank/blobdload.aspx?BlobID=24602. Accessed on August 24, 2021.

City of San Bernardino (2005). *General Plan*. Available at http://www.sbcity.org/civicax/filebank/blobdload.aspx?blobid=26199. Accessed August 18, 2021.

----- (2005). *General Plan. Figure S-3.*

----- (2005). *General Plan. Figure S-5, Liquefaction Susceptibility.*

----- (2005). *General Plan. Figure S-6, Potential Subsidence Areas.*

----- (2005). *General Plan. Figure S-7, Slope Stability and Major Landslides.*

----- (2005). *General Plan. Figure S-8, Wind Hazards.*

----- (2005). *General Plan. Figure S-9, Fire Hazard Areas.*

----- (2005). *General Plan. Figure U-2, Water Service Area Boundaries.*

----- (2005). *General Plan. San Bernardino International Airport Planning Boundaries – Figure LU 4.*

----- (2005). *General Plan. Figure NRC-1 – Potential Habitat for Sensitive Wildlife.*

----- (2005). *General Plan. Figure NRC-2 – Biological Resource Areas.*

----- (2005). *General Plan. Figure NRC-3, Mineral Resources.*

----- (2005). *General Plan. Figure U-1, Sewerage Service Area Boundaries.*

----- (2005). *General Plan. Figure U-2, Water Service Area Boundaries.*

----- (2005). *General Plan. Chapter 12, Natural Resources and Conservation*.

----- (2005). *General Plan. Figure LU-3, Chapter 2, Land Use.*

----- (2005). *General Plan. Figure LU-4, Chapter 2, Land Use.*

City of San Bernardino Police Department (2020). *Patrol District Map.* Available at https://www.sbcity.org/cityhall/police_department/policing_district_commands/default.asp. Accessed August 25, 2021.

City of San Bernardino (2019). *Public Zoning Map.* Available at http:// http://www.sbcity.org/pdf/maps/Zoning-42x42-MasterPlanUpdate.pdf. Accessed on August 18, 2021.

Department of Water Resources (2019). *SGMA PORTAL.* Available at: https://sgma.water.ca.gov/portal/gsa/all. Accessed November 4, 2021.

Federal Emergency Management Agency (2020). *FEMA Flood Map Service Center: Search by Address.* Available at https://msc.fema.gov/portal/search?AddressQuery=turlock%2C%20ca#searchresultsanchor. Accessed August 18, 2021.

Office of Health, Safety and Security (1975). *Hazardous Material Transportation Act.* Available at: https://www.osha.gov/trucking-industry/transporting-hazardous-materials. Accessed August 26, 2021.

San Bernardino Valley Regional Urban Water Management Plan (2016). *Regional Urban Water Management Plan, Page 10-25*. Available at https://www.sbvmwd.com/Home/ShowDocument?id=5660. Accessed August 25, 2021.

San Bernardino Valley Regional Urban Water Management Plan (2016). *Chapter 10: San Bernardino Municipal Water Department, Page 10-8.* Available at https://www.sbmwd.org/DocumentCenter/View/523/Amended-2015-Urban-Water-Management-Plan-PDF?bidId=. Accessed on August 25, 2021.

State of California, Department of Finance (2021). E-*5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2011-2021. Sacramento, California, May 2021*. Available at https://www.dof.ca.gov/forecasting/demographics/estimates/e-5/. Accessed on August 24, 2021.

Translutions Inc., (2021). *Gateway South 8 Warehouse Traffic Impact Analysis*.

United States Department of Agriculture (USDA) Natural Resources Conservation Service (2014). *Official Soil Series Description.* Available at https://soilseries.sc.egov.usda.gov/OSD_Docs/T/TUJUNGA.html. Accessed on August 26, 2021.