



Amazing 34 Distribution Center

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Lead Agency:

City of San Bernardino

201 North E Street, 3rd Floor

San Bernardino, CA 92401

Travis Martin, Associate Planner

(909) 384-5313

Applicant:

Orly Corp.

15 W 34th Street 7th Floor

New York, NY 10001

Contact: Nabeel Shaikh

Phone: (212) 695-0998

Consultant:

Adkan Engineers

6879 Airport Drive

Riverside, CA 92504

Michael Brendecke, PE, LS

(951) 688-0241

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1.0 INTRODUCTION

1.1 Project Overview

This Initial Study/ Mitigated Negative Declaration (IS/MND) was prepared by Adkan Engineers for the City of San Bernardino (City) to assess whether or not there may be significant environmental impact

associated with the proposed Amazing 34 Distribution Center Project (“Project or Proposed Project”), Located at 791 South Waterman Ave (Northeast corner of Waterman Ave. and Central Ave.), in the City of San Bernardino, California. This 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 might be 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 avoid or mitigate the potential impact to a level of 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 proposed Amazing 34 Distribution Center 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 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:

- a) 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
- b) 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.
 - 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 the 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 impact 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.
- **Rectifying** the impact by repairing, rehabilitating, or restoring the impacted environment.
- **Reducing** or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- **Compensating** for the impact by replacing or providing substitute resources or environment. Avoiding impacts is the preferred form of mitigation, followed by minimizing or rectifying the impact to less than significant levels. Compensating for impacts would be used only when the other mitigation measures are not feasible.

1.5 Environmental Resource Topics

This IS/MND evaluates the proposed Project’s impacts on the following resource topics:

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

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.

1.6 Document Organization

This IS/MND is divided into the following sections:

Section 1.0. Introduction – This section describes the purpose and organization of the document.

Section 2.0. Project Information – This section describes the whole of the proposed Project in detail. It also identifies any other public agencies whose review, approval, and/or permits may be required.

Section 3.0. Initial Study Environmental Checklist – This section describes the environmental setting and overview for each of the environmental resource topics. It evaluates a range of impacts classified as “no impact,” “less than significant impact,” “less than significant impact with mitigation incorporated,” and “potentially significant impact” in response to the CEQA Appendix G: Environmental Checklist Form (Environmental Checklist).

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:

- Development Code Amendment (Zoning Map Amendment) 20-02
- Design Review Committee (DRC)

Other permits required for the Project will 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 proposed Project pursuant to Appendix G of the State CEQA Guidelines. The Environmental Checklist indicates that the proposed 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, the California Office of Planning and Research State Clearinghouse,

and other parties for a 20-day public review period. Written comments regarding this MND should be addressed to:

Travis Martin
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:

Orly Corp.

15 W. 34th Street, 7th Floor

New York, NY 10001

Contact: Nabeel Shaikh

Phone: (212) 695-0998

2.0 PROJECT INFORMATION

2.1 Regional Location

The City is located 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 of San Bernardino 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 **Exhibit 1**, *Regional Location*.

2.2 Project Site Location

The site is comprised of 3 parcels on a 3.8 acre site. The proposed site is in the South portion of the City and located at the Northeast corner of Waterman Avenue and Central Avenue, in the City of San Bernardino. The project is bounded by Waterman Avenue on the West and Central Avenue on the South. There are various retail stores, restaurants, a smog check facility and truck driving school to the West; residential to the East; residential and A&B Trucking school to the South; Apartments to the North; refer to **Exhibit 2**, *Local Vicinity Map*. Local access to the project site is provided via Waterman Avenue, and Central Avenue. Regional Access is provided via Interstate 10 (I-10) via the Waterman Avenue Drive Ramp. Refer to **Exhibit 3**, *Aerial View* for a view of the Project Site and its immediate surroundings, and **Exhibit 4**, *Project Site Assessor Parcel Numbers*, to view the location of all associated parcels.

2.3 Existing Conditions

The Project sites condition has an asphalt parking lot and graded dirt areas. No wildlife or other native habitat exists on-site; refer to **Exhibit 5**, *Project Site Photos*. Site drainage appears to be via sheet flow to 2 under-sidewalk drains, located on Central Avenue and Waterman Avenue, which drain to existing drains to the South on Waterman Avenue. The site is not located within a FEMA flood hazard zone. The Project site is located in Zone X, which is known as an area of low flood potential.¹

2.4 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, the 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 [MC]) was adopted in May 1991 and has been periodically revised since that time. In particular, the Land Use Element of the City's General Plan establishes the primary basis for consistency with the City's Development Code. The City's Zoning Map corresponds with the General Plan designations²; 2 refer to Table 1, Existing Land Use, General Plan Land Use and Zoning

¹ FEMA. 2016. FEMA Flood Map Service center: Flood Map # 06071C7930J. Available at https://msc.fema.gov/arcgis/rest/directories/arcgisjobs/nfhl_print/mscprint_gpserver/jcc1ea44353ec4758af3bda9795544c2d/scratch/FIRMET TE_063fc075-6f47-46a3-acaf-c73f0271a9d0.pdf. Accessed November 2, 2021.

² City of San Bernardino. 2005. General Plan. Retrieved from City of San Bernardino Website:

Designations, for official area designations. The property is located on the United States Geological Survey (USGS) 7.5-Minute Series Topographic Map, San Bernardino South, California Quadrangle.

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

Location		Existing Use	Existing General Plan Land Use Designation	Existing Zoning District
Project Site	0280-021-047	The Project sites condition has an asphalt parking lot and graded dirt areas. No wildlife or other native habitat exists on-site.	Industrial	Office Industrial Park (OIP) Industrial Light (IL)
	0280-021-044			
	0280-021-034			
North		Commercial Services	Industrial	Office Industrial Park (OIP)
West		Retail / Commercial Services & Restaurants	Industrial	Office Industrial Park (OIP)
East		Single-Family Residence	Industrial	Industrial Light (IL)
South		Single-Family Residence Vacant Land	Industrial	Office Industrial Park (OIP)
Source: City of San Bernardino. 2020. Public Zoning Map. Available at http://sbcity.maps.arcgis.com/apps/webappviewer/index.html?id=dcca6aa4816b4021bd9364888ba669fd , accessed on October 28, 2020.				

The existing zoning provides for a wide range of allowable uses, including uses that are very similar to the proposed Project (i.e., retail stores, restaurants, and industrial), for example local and regional serving retail, personal service, office, related commercial uses and limited residential uses.³ The project is anticipated to require a zone change from Office Park Industrial (OIP) to Industrial Light (IL). The Project is not anticipated to require a General Plan amendment from the current designation.

<http://www.sbcity.org/civicax/filebank/blobdload.aspx?blobid=26199>, page 2-2. Accessed November 2, 2021.

³ General Plan. 2005. Table LU-2, Land Use Designations, page 2-18. Available at <http://www.sbcity.org/civicax/filebank/blobdload.aspx?blobid=26199>.

2.5 Proposed Project Characteristics

The Project involves the construction of a single new distribution warehouse at the Northeast corner of Waterman Avenue and Central Avenue. The project site is 3.84 acres and will consist approximately of a 77,562 sf warehouse (high pile storage), 7,353 sf warehouse mezzanine, 2,280 sf first floor (wholesale), and 2,280 sf 2nd floor office. The Project will handle commercial shipping traffic via the entrance on Central Avenue which provides access to loading docks at the North side of the Warehouse. The proposed Project would amend the zoning map from Office Industrial Park (OIP) to Industrial Light (IL) and require consideration by the Design Review Committee (DRC).

Table 2: Project Summary

Project Element	Proposed Project
Existing Land Use	The Project sites condition has an asphalt parking lot and graded dirt areas.
Site Area	3.84 Acres
Existing Land Use Designation	Industrial
Proposed Land Use Designation	Industrial
Existing Zoning District	Office Industrial Park (OIP) and Industrial Light (IL)
Proposed Zoning District	Industrial Light (IL)
Building Area Warehouse (High Pile Area) Warehouse Mezzanine First Floor Wholesale Office 2 nd Floor Total Building Area	77,562 sf 7,353 sf 2,280 sf 2,280 sf 89,475 sf (51.1% Site Coverage)
Paved Area Existing Proposed	67,390 sf
Landscaping⁴ Required: Provided:	15% of Surface Parking Area (67,390 sf x 15%= 10,109 sf of Landscape Required) 37.7% or 23,389 sf provided
Building Height⁵ Max Building Height Allowed: Max Proposed Building Height:	50' Feet 50' Feet
Parking⁶	
Building Setbacks Required: Front Setback	10' Feet

⁴ City of San Bernardino. Municipal Code – 19.28.050 Landscape Standards for Parking Areas.

⁵ City of San Bernardino. Municipal Code – Table 08.02 Industrial Zone Development Standards.

⁶ City of San Bernardino. Municipal Code – 19.24.040 Number of Parking Spaces Required.

<u>Rear Setback</u>	10' Feet
<u>Side Setback</u>	10' Feet
<u>Provided Setbacks</u>	
<u>Front Setback</u>	10' Feet
<u>Rear Setback</u>	10' Feet
Project Element	Proposed Project
<u>Side Setback</u>	10' Feet
Employment:	Approximately 22 Full-Time Employees
Operations:	Monday – Saturday 7am – 6pm
<u>Grading Quantities:</u>	
Cut:	400 CY
Fill:	400CY
Net:	0 CY

Site Access

Regional Access is provided on the I-10 via the Waterman Avenue Off-Ramp. Local Access is provided via Waterman Avenue and Central Avenue. Driveway 1 is a 32' full movement passenger car driveway located on Waterman Avenue at the South end of the site. Driveway 2 is a 42' commercial driveway located on Waterman Avenue at the North end of the site. Driveway 3 is a 42' commercial driveway located on Central Avenue at the south end of the site; refer to **Exhibit 6, Preliminary Site Plan**.

Fencing

Wrought Iron fencing and a gate will be installed to partition the Western parking lot along Waterman from the back of the building. A wrought iron dual-swing gate will be installed in the Central Avenue entrance.

Emergency Access

Emergency access would be available on all three driveways. Additionally, the Project will provide a heavy-duty, high-security key vault to keep keys, key cards and other small items to allow emergency personnel fast access to building. The proposed 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 and visitors. Individual Project review by the City including the 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.

Trash Enclosure

A trash enclosure serving the site will be located behind the wrought iron fence at the North end of the site. See **Exhibit 6, Preliminary Site Plan**.

Utilities

- Sewer Service – San Bernardino Public Works Department
- Wastewater treatment -- San Bernardino Municipal Water Department
- Gas Service – SoCal Gas Company
- Phone Service – AT&T
- Water Service – San Bernardino Municipal Water Department
- Electrical Service – Southern California Edison
- Cable Service – Spectrum

Construction

Project-related grading is anticipated to be limited to minimal cuts and fills in order to accomplish the desired pad elevation and to provide adequate gradients for site drainage. Grading activities are anticipated to commence July 15, 2022 and construction is anticipated to occur in one phase starting September 15, 2022. The Project is anticipated to be operational September 1, 2023.

Construction activities would incorporate site preparation activities, trenching for utilities, excavation and grading, pavement and concrete walkways, and building construction activities such as laying foundation, two underground infiltration chambers, landscaped areas. Construction equipment would include excavators, backhoes, forklifts, compactors, concrete mixers and pumps, scrapers, front loaders, jackhammers, and electric lifts.

The Project is anticipated to result in approximately 400 cubic yards (CY) of cut and will require approximately 400 CY of fill material with a net export of 0 CY.

Hours of Operation

Projected hours of operation will be Monday through Saturday 7am – 6pm.

2.6 Project Approvals

The City of San Bernardino is the Lead Agency under CEQA and is responsible for reviewing and approving the MND. The City will consider the following discretionary approvals for the Amazing 34 Warehouse Distribution Center Project:

- Development Code Amendment (Zoning Map Amendment) 20-05
- Development Permit Type-D 20-03

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.



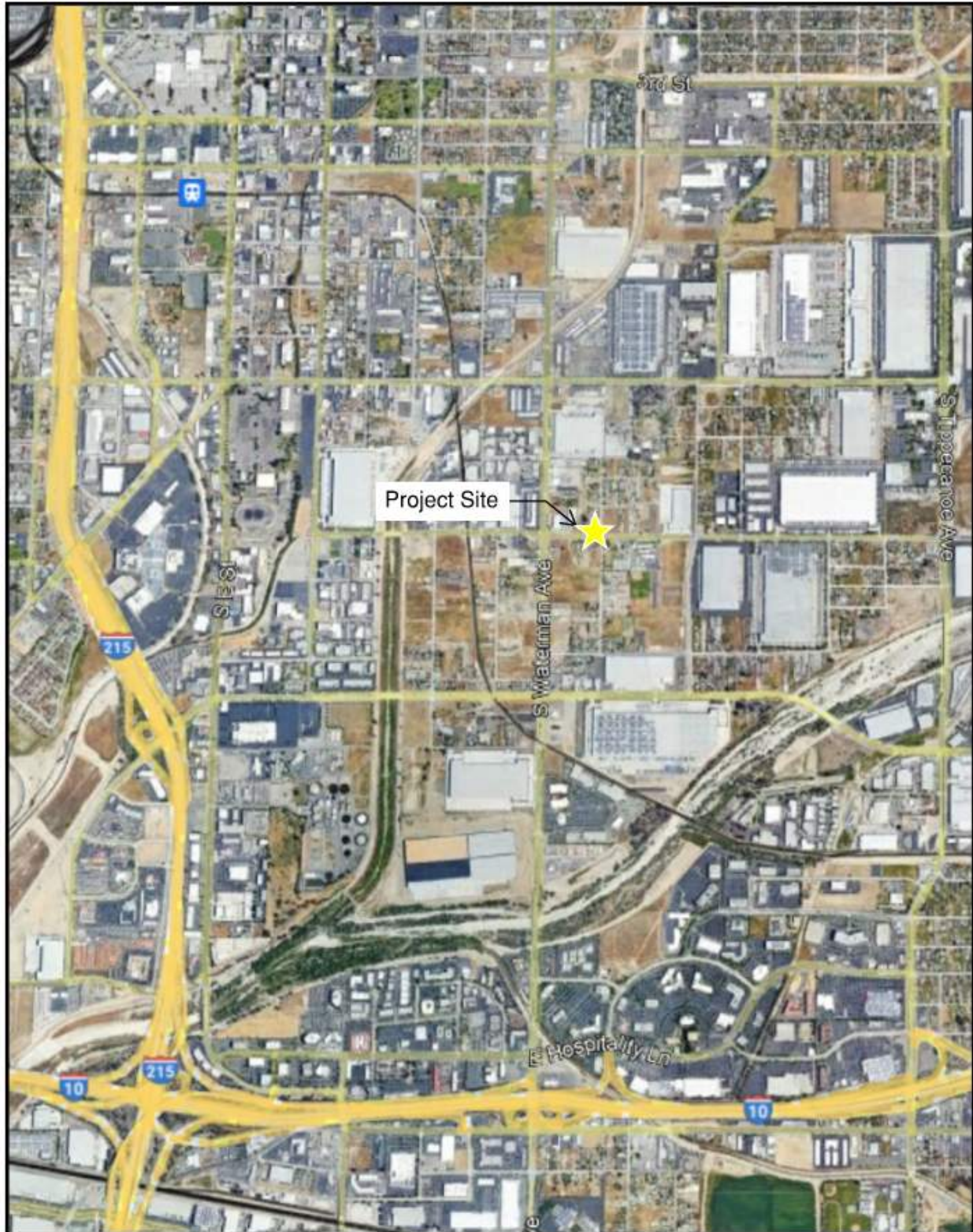


Exhibit 3: Aerial View
Amazing 34 Distribution Center
City of San Bernardino







Northern Property Line Facing East



Southern Property Line Facing East



Western Property Line Facing North

Exhibit 5: Project Site Photos
Amazing 34 Distribution Center
City of San Bernardino





NORTHWEST VIEW

SCALE:



SOUTHWEST VIEW

SCALE:



SOUTHWEST AERIAL VIEW

SCALE:



VIEW FROM CENTRAL AVE

SCALE:



J&R CONSULTING
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE

DATE OF THIS LOGO:
APPLICANT:



ORLY CORP.
15 W. 34TH ST. #7
NEW YORK, NY 10001

PROJECT:

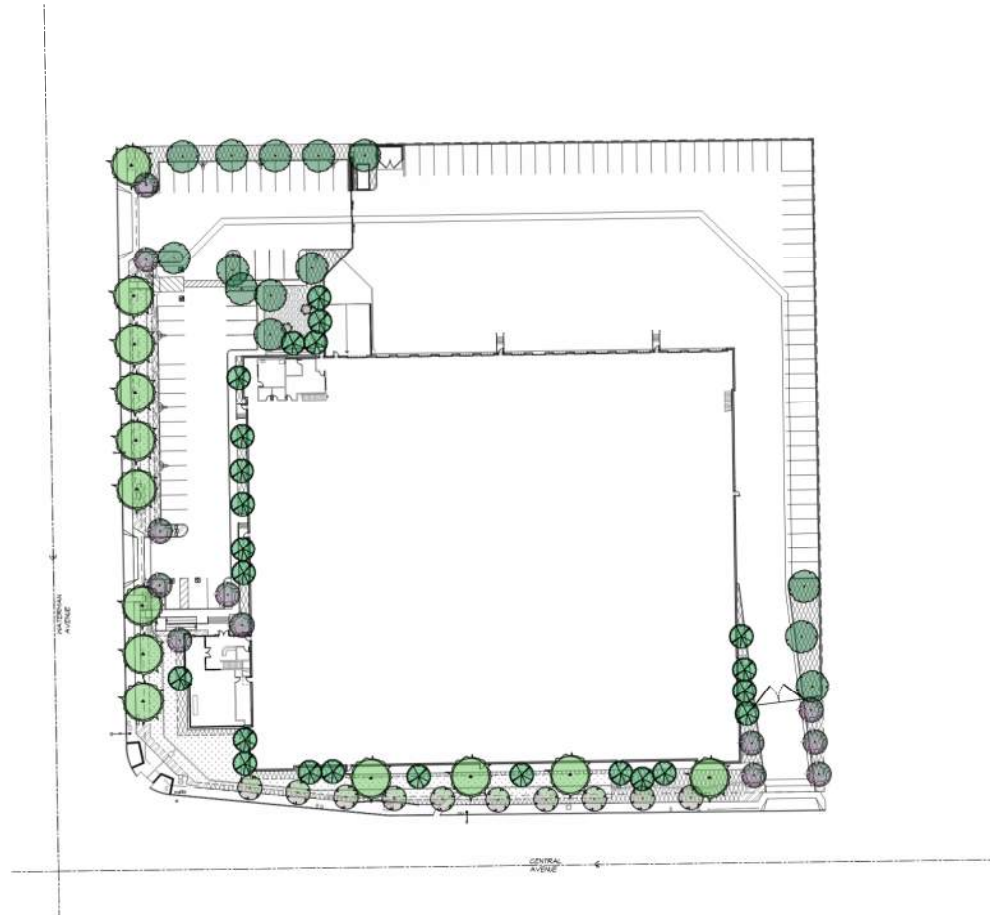
**AMAZING 34
WAREHOUSE
EXPANSION**
791 S. WATERMAN AVE.
SAN BERNARDINO, CA

3D VIEWS

DATE: 02/21/20
JOB#: 19-011
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DR-4







PLANTING LEGEND:

BOTANIC NAME	COMMON NAME	SIZE / SPACING	WUCOLS
TREES			
<i>Q. TALAIA TAGESTENSIS</i>	PINK CHITALPA	24" BOX	MOD
<i>L. GIBBERNEMA MUSCOLE</i>	CHAFF SPITTLE	24" BOX	MOD
<i>L. PACHYMERIA COMBUSTA</i>	BREASTED BOX	10 GAL	MOD
<i>P. ACERIFOLIA 'BLOODGOOD'</i>	LONDON PLANE TREE	24" BOX	MOD
<i>V. PARVIFOLIA 'TRUL GREEN'</i>	EVENGREEN CHINESE ELM	24" BOX	MOD
SHRUBS / VINES			
<i>A. BILLETUS 'UNED' COMPACTA</i>	COMPACT 'UNAMENDED' TREE	5-GAL/12" D.C.	LOW
<i>B. CALIFORNICUS 'PILGRIANUS' 'TRIGON PINK'</i>	ORANGE-CROWNED WOOD	1-GAL/12" D.C.	LOW
<i>C. CALIFORNICUS 'CALIFORNICA'</i>	BALL BERRY 'ELECTER'	5-GAL/12" D.C.	LOW
<i>C. CALIFORNICUS 'CALIFORNICA'</i>	EUROPEAN GRAY SEDGE	1-GAL/12" D.C.	LOW
<i>C. CALIFORNICUS 'CALIFORNICA'</i>	ORANGE-TREE ROSE	1-GAL/12" D.C.	LOW
<i>L. LANTANA 'SPREADING SUNSET'</i>	SPREADING SUNSET LANTANA	1-GAL/12" D.C.	LOW
<i>L. LANTANA 'SPREADING SUNSET'</i>	TEAL BANGER	5-GAL/12" D.C.	LOW
<i>L. LANTANA 'SPREADING SUNSET'</i>	PINK BERRY	1-GAL/12" D.C.	LOW
<i>R. BILLETUS 'UNED' COMPACTA</i>	BLUE SPINES ROSEMARY	5-GAL/12" D.C.	LOW
<i>R. BILLETUS 'UNED' COMPACTA</i>	MEXICAN BUSH SAGE	5-GAL/12" D.C.	LOW
ACCENT PLANTING			
<i>A. BILLETUS 'UNED' COMPACTA</i>	UNMIGATED SMOOTH AGAVE	5-GAL/12" D.C.	LOW
<i>A. BILLETUS 'UNED' COMPACTA</i>	TOURNAI BANGARDED PINE	1-GAL/12" D.C.	LOW
<i>A. BILLETUS 'UNED' COMPACTA</i>	TRAILING INDIAN BUSH	1-GAL/12" D.C.	LOW
<i>A. BILLETUS 'UNED' COMPACTA</i>	ROCK ROSE	1-GAL/12" D.C.	LOW
<i>A. BILLETUS 'UNED' COMPACTA</i>	RED YUCCA	5-GAL/12" D.C.	LOW
WATER QUALITY AREA			
<i>C. CALIFORNICUS 'CALIFORNICA'</i>	REWELEY SPINES	6" POT/18" D.C.	LOW
<i>C. CALIFORNICUS 'CALIFORNICA'</i>	TURFED MARK GRASS	6" POT/18" D.C.	LOW
<i>C. CALIFORNICUS 'CALIFORNICA'</i>	CALIFORNIA GRAY BUSH	6" POT/18" D.C.	LOW
<i>C. CALIFORNICUS 'CALIFORNICA'</i>	BEER GRASS	1-GAL/12" D.C.	MOD
EMPLOYEE BREAK AREA			
	6" MIN. DEPTH STABILIZED DECOMPOSED GRANITE WITH ALUMINUM EDGING. COLOR TO BE 'CALIFORNIA GOLD'		
FLOW LINES			
	10" MIN. DEPTH 6"-12" ARIZONA SIVER ROCK COBBLE ROCK		

PRELIMINARY LANDSCAPE PLAN
AMAZING 34
CITY OF SAN BERNARDINO

DATE: 7/29/21
 PROJECT #: 200324

4445 Boulder Ave.
 Riverside, CA 92506
 (951) 268-0700
 Fax (951) 268-4029
<http://www.designgroup.com>

3.0 Initial Study Checklist

1. Project Title

Amazing 34 Distribution Center Project

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 is located at 791 S Waterman Avenue, in the City of San Bernardino

5. Project Applicant(s)/Sponsor(s) Name and Address

Orly Corp.
15 W 34th Street 7th Floor
New York, NY 10001
Contact: Nabeel Shaikh
Phone: (212) 695-0998

6. Existing General Plan Designation

Industrial

7. Existing Zoning District

Office Industrial Park (OIP) and Industrial Light (IL)

8. Other public agencies whose approval is required

South Coast Air Quality Management District
Regional Water Quality Control Board

9. Project Summary

The Project involves the construction of a single new distribution warehouse at the Northeast corner of Waterman Avenue and Central Avenue. The project site is 3.84 acres and will consist approximately of a 77,562 sf warehouse (high pile storage), 7,353 sf warehouse mezzanine, 2,280 sf first floor (wholesale), and 2,280 sf 2nd floor office. The Project will handle commercial shipping traffic via the entrance on Central Avenue which provides access to loading docks at the

North side of the Warehouse. The proposed Project would amend the zoning map from Office Industrial Park (OIP) to Industrial Light (IL) and require consideration by the Design Review Committee (DRC).

3.1 Environmental Factors Potentially Affected by the Project

Determination

3.2 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 were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project:

Aesthetics

Environmental Impacts Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Issues	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) 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 the applicable zoning and other regulations governing scenic quality?			X	
d) Create new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			X	

Project Site

As shown in Table 1, and shown in **Exhibit 5 Project Site Photos**, the project site is bounded by Waterman Avenue and Central Avenue, commercial to the North, single-family residences to the East, commercial and single-family to the South and retail, commercial, and restaurants to the West; refer to **Exhibit 3, Ariel View**.

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 general public. The City of San Bernardino General Plan does not officially designate any scenic vistas in the vicinity of the Project site or in the City.

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. Two roadways within the City have been nominated as eligible Scenic Highway status; however, they are not officially designated. The portions of State Route (SR) 30, south of SR 330, and SR 330 that pass through the City are designated as Eligible State Scenic Highways. However, neither of these highway segments are near the Project site, and therefore are not applicable to the proposed Project.

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

No Impact. Prominent natural features of the Inland Empire include the San Bernardino, and Box Springs Mountains which offer the most prominent views in the general area. They are located approximately 6.0 miles North/Northeast, and 7.0 miles south of the Project site, respectively. In its existing condition, the Project site does not block or hinder views of the surrounding mountains. As noted on Table 1, the Project site is surrounded by existing commercial, industrial and vacant uses.

The proposed Project, associated buildings and amenities would not be located in an area designated as an official scenic vista, nor would it block the view of a scenic vista. There are no sensitive land uses adjacent to the site that would have views of the San Bernardino National Forest blocked. Site development would be consistent with existing zoning relative to building height. Furthermore, the Project site is adjacent to I-10 in a heavily urbanized travel corridor, with Similar uses in the surrounding area. Therefore, there would be no impact.

(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic

buildings within a state scenic highway?

No Impact. The Project site is not located near any State Designated Scenic Highways. Two State Routes within the City of San Bernardino have been designated as Eligible Scenic Highways (SR-30 and SR-330). However, these highway segments are not near the Project site (they are approximately 10 miles east of the Project) and are not officially designated as State Designated Scenic Highways. Therefore, the proposed Project would not substantially damage scenic resources within a State scenic highway.⁷ There are no significant natural scenic resources on the site as it is vacant/undeveloped and

⁷ 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>, July 7, 2020

heavily disturbed, without any natural resources. The site does not contain rock outcroppings or historic buildings. There are no significant natural scenic resources on the site. No impact would occur.

- (c) 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. Refer to Response 1(a) above. The Project site proposes the construction of a single large distribution warehouse. The site has an existing parking lot and any existing trees will be protected-in-place. The proposed Project would not degrade the existing visual character or quality of the site. On the contrary, the proposed Project would be developed in a manner consistent with the City's landscape, lighting and architectural standards for similar commercial uses, and therefore not conflict with the applicable zoning and other regulations governing scenic quality. Site development would replace the burned building and old warehouse with a coordinated planned development including appropriate landscaping, lighting and architectural features consistent with this heavily urbanized commercial industrial corridor along Waterman Avenue.

Short-Term Construction Visual Impacts

Short-term construction impacts would include typical heavy construction equipment and machinery (e.g., grading) and staging of the machinery. Construction will be visible from both Waterman Avenue and Central Avenue; however, the surrounding developments will obstruct views of the site from the North and West. Construction will be visible from residences to the East and West; however, construction equipment and activities would be screened using privacy fencing around the Project site's perimeter. No aesthetic resources would be destroyed as a result of construction-related activities. Construction impacts are temporary and would cease upon Project completion.

Long-Term Visual Impacts

The Project site consists of 3 parcels. The proposed Project's permanent buildings and associated amenities would be built generally using colors, materials, and textures consistent with the surrounding commercial uses, to be compatible with the aesthetic qualities of the community and consistent with §19.08, Industrial Zones, which includes Light Industrial (IL), of the City's Development Code. Compared to existing conditions, the proposed structure would add features including landscaping, and structures that would be aesthetically inviting and consistent with the general area. No long-term visual impacts are anticipated from the implementation of the proposed Project. Therefore, in an urbanized area, the proposed Project would not conflict with the applicable zoning and other regulations governing scenic quality. As such, a less than significant impact would occur.

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

Less than Significant. The Project site currently emits lighting from a parking lot light pole. The proposed Project's lighting would be typical of commercial and industrial uses in this heavily urbanized corridor along I-10. Outdoor lighting would be consistent with all of the City of San Bernardino Municipal Code including Section 19.20 -14, Lighting, which states that "Exterior lighting shall be energy-efficient and shielded or recessed so that direct glare and reflections are contained within the boundaries of the parcel and shall be directed downward and away from adjoining properties and public rights-of-way. No lighting shall blink, flash, or be of unusually high intensity or brightness. All lighting fixtures shall be appropriate in scale, intensity, and height to the use it is serving. Security lighting shall be provided at all entrances/exits." The lighting of the proposed Project will be reviewed for compliance with the municipal code by the City at the time of building permit issuance. No sensitive land uses are located near the Project site. As such, no night lighting would spill onto sensitive receptors.

Furthermore, lighting plans would be reviewed by the City to ensure conformance with the latest California Green Building Standard Code (Part 11 of Title 24, CCR) such that only the minimum amount of lighting is used, and no light spillage occurs.

With respect to daytime glare, the proposed Project would be consistent with Development Code 19.20-11, which states that no glare incidental to any use shall be visible beyond any boundary line of the parcel.

Agricultural and Forestry Resources

Environmental Impacts Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Issues	No Impact
<p>2. AGRICULTURE AND FOREST 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 Department 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:</p>				
<p>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?</p>				X
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>				X
<p>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))?</p>				X
<p>d) Result in the loss of forest land or conversion of forest land to non-forest use?</p>				X
<p>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?</p>				X

Agricultural Resources

According to the California Department of Conservation (DOC) California Important Farmland Finder, the Project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The Project site is designated as Urban and Built-Up Land and Other Land. The nearest Farmland of Statewide Importance is approximately 15.0 miles southeast. The Project site is not subject to a Williamson Act contract.⁸

Forestry Resources

⁸ DOC. 2019. California Important Farmland Finder – Williamson Act Map. Available at <https://maps.conservation.ca.gov/dlrp/ciff/>, accessed on November 5, 2021.

The Project site is in an area surrounded by existing and planned development.⁹ The Project site does not meet the definition of lands designated as forestland or timberland as defined by PRC Sections 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 Important Farmland Map, the Project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The Project site is designated as Urban and Built-Up Land and Other Land.¹⁰ As such, the Project 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. The Project site is not subject to a Williamson Act contract.¹¹ Therefore, the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract and the Project would have no impact on agricultural or Williamson Act contract areas.

- (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). As described 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. The site has never served as a forestry resource. No changes would occur from Project implementation that would trigger or result in the rezoning of forest land, or timberland.

- (d) Would the project 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 definition of forestland or timberland, as defined by PRC Sections 12220(g), 4526, and 51104(g). Therefore, the Project would have no impact on these lands.

- (d) Would the project 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 land?

No Impact. As described 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

⁹ General Plan. 2005. Land Use Map, Figure LU-2.

¹⁰ DOC. 2019. California Important Farmland Finder. Available at. <https://maps.conservation.ca.gov/dlrp/ciff/>, accessed on November 6, 2021

¹¹ DOC. 2019. California Important Farmland Finder – Williamson Act Map. Available at. <https://maps.conservation.ca.gov/dlrp/ciff/>, accessed on November 6, 2021

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 Issues	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 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	

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

Less than significant. The proposed project would not conflict with or obstruct implementation of the SCAQMD Air Quality Management Plan (AQMP). The following section discusses the proposed project’s consistency with the SCAQMD AQMP.

Criterion 1 - Increase in the Frequency or Severity of Violations?

Based on the air quality modeling analysis contained in this report, short-term regional construction air emissions would not result in significant impacts based on SCAQMD regional thresholds of significance discussed above in Section 8.1 or local thresholds of significance discussed above in Section 8.2. The ongoing operation of the proposed project would generate air pollutant emissions that are inconsequential on a regional basis and would not result in significant impacts based on SCAQMD thresholds of significance discussed above in Section 8.1. The analysis for long-term local air quality impacts showed that local pollutant concentrations would not be projected to exceed the air quality standards. Therefore, a less than significant long-term impact would occur and no mitigation would be required.

Therefore, based on the information provided above, the proposed project would be consistent with the first criterion.

Criterion 2 - Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the AQMP. The emphasis of this criterion is to insure that the analyses conducted for the proposed project are based on the same forecasts as the AQMP. The AQMP is developed through use of the planning forecasts provided in the RTP/SCS and FTIP. The RTP/SCS is a major planning document for the regional transportation and land use network within Southern California. The RTP/SCS is a long-range plan that is required by federal and state requirements placed on SCAG and is updated every four years. The FTIP provides long-range planning for future transportation improvement projects that are constructed with state and/or federal funds within Southern California. Local governments are required to use these plans as the basis of their plans for the purpose of consistency with applicable regional plans under CEQA. For this project, the City of San Bernardino General Plan defines the assumptions that are represented in AQMP.

The proposed project is currently designated as Industrial (I) in the General Plan and is zoned Office Industrial Park (OIP). The proposed project will require a zone change to Industrial (IL) to make the project site consistent with the General Plan. Since the proposed project does not require a General Plan Amendment, implementation of the proposed project would not result in an inconsistency with the current land use designations with respect to the regional forecasts utilized by the AQMPs. As such, the proposed project is not anticipated to exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP for the second criterion.

Based on the above, the proposed project will not result in an inconsistency with the SCAQMD AQMP. Therefore, a less than significant impact will occur in relation to implementation of the AQMP.

(a) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is

attainment under an applicable federal or state ambient air quality standard?

The proposed project would not 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. The following section calculates the potential air emissions associated with the construction and operations of the proposed project and compares the emissions to the SCAQMD standards.

Construction Emissions

The construction activities for the proposed project are anticipated to include demolition of the two existing warehouse structures, site preparation and grading of the 3.84 gross acre project site, building

construction of the proposed warehouse, paving, and application of architectural coatings. The construction emissions have been analyzed for both regional and local air quality impacts.

Construction-Related Regional Impacts

The CalEEMod model has been utilized to calculate the construction-related regional emissions from the proposed project and the input parameters utilized in this analysis have been detailed in Section 8.1. The worst-case summer or winter daily construction-related criteria pollutant emissions from the proposed project for each phase of construction activities are shown below in Table 3. Since it is possible that building construction, paving, and architectural coating activities may occur concurrently towards the end of the building construction phase, Table 3 also shows the combined regional criteria pollutant emissions from building construction (year 2023), paving and architectural coating phases of construction.

Table 3 – Construction-Related Regional Criteria Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO ₂	PM10	PM2.5
Demolition (Year 2022)¹						
Onsite ²	2.64	25.72	20.59	0.04	3.09	1.43
Offsite ³	0.15	3.03	1.39	0.01	0.57	0.18
Total	2.78	28.75	21.98	0.05	3.65	1.61
Site Preparation (Year 2022)¹						
Onsite ²	3.17	33.08	19.70	0.04	10.46	6.03
Offsite ³	0.09	0.33	0.84	<0.00	0.24	0.07
Total	3.26	33.41	20.54	0.04	10.70	6.10
Grading (Year 2022)¹						
Onsite ²	1.95	20.86	15.27	0.03	4.13	2.41
Offsite ³	0.07	0.32	0.71	<0.00	0.21	0.06
Total	2.02	21.17	15.99	0.03	4.34	2.47
Building Construction (Year 2022)						
Onsite	1.71	15.62	16.36	0.03	0.81	0.76
Offsite	0.32	1.38	3.14	0.01	0.92	0.26
Total	2.03	17.00	19.50	0.04	1.73	1.02
Combined Year 2023 Building Construction, Paving, and Architectural Coatings						
Onsite	50.03	24.48	30.25	0.05	1.20	1.13
Offsite	0.42	1.21	4.12	0.01	1.28	0.35
Total	50.45	25.69	34.36	0.06	2.49	1.48
Maximum Daily Construction Emissions	50.45	33.41	34.36	0.06	10.70	6.10
SCQAMD Thresholds	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Notes:

¹ Demolition, Site Preparation and Grading based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.² Onsite emissions from equipment not operated on public roads.³ Offsite emissions from vehicles operating on public roads.

Source: CalEEMod Version 2020.4.0.

Table 3 shows that none of the analyzed criteria pollutants would exceed the regional emissions thresholds during either demolition, site preparation, grading, or the combined building construction, paving and architectural coatings phases. Therefore, a less than significant regional air quality impact would occur from construction of the proposed project.

Construction-Related Local Impacts

Construction-related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin.

The local air quality emissions from construction were analyzed through utilizing the methodology described in *Localized Significance Threshold Methodology* (LST Methodology), prepared by SCAQMD, revised October 2009. The LST Methodology found the primary criteria pollutant emissions of concern are NO_x, CO, PM₁₀, and PM_{2.5}. In order to determine if any of these pollutants require a detailed analysis of the local air quality impacts, each phase of construction was screened using the SCAQMD's Mass Rate LST Look-up Tables. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily onsite emissions of CO, NO_x, PM₁₀, and PM_{2.5} from the proposed project could result in a significant impact to the local air quality.

Table 4 shows the onsite emissions from the CalEEMod model for the different construction phases and the calculated localized emissions thresholds that have been detailed above in Section 9.2. Since it is possible that building construction, paving, and architectural coating activities may occur concurrently towards the end of the building construction phase, Table also shows the combined local criteria pollutant emissions from year 2023 building construction, paving and architectural coating phases of construction.

Table 4 – Construction-Related Local Criteria Pollutant Emissions

Construction Phase	Pollutant Emissions (pounds/day) ¹			
	NO _x	CO	PM ₁₀	PM _{2.5}
Demolition ²	26.10	20.77	3.16	1.46
Site Preparation ²	33.12	19.80	10.49	6.04
Grading ²	20.89	15.36	4.15	2.41
Building Construction (Year 2022)	15.79	16.76	0.92	0.79
Combined Building Construction (Year 2023), Paving and Architectural Coatings	25.89	30.91	1.48	1.28
Maximum Daily Construction Emissions	33.12	30.91	10.49	6.04
SCAQMD Local Construction Thresholds³	231.3	1,446.7	11.3	6.5
Exceeds Threshold?	No	No	No	No

Notes:

¹ The Pollutant Emissions include 100% of the On-Site emissions (off-road equipment and fugitive dust) and 1/8 of the Off-Site emissions (on road trucks and worker vehicles), in order to account for the on-road emissions that occur within a ¼ mile of the project site.

² Demolition, Site Preparation and Grading phases based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.

³ The nearest offsite sensitive receptor to the project site is a single-family home located as near as 85 feet (26 meters) to the east of the project site. In order to provide a conservative analysis, the 25-meter threshold was utilized.

Source: Calculated from SCAQMD's Mass Rate Look-up Tables for two and five acres in Air Monitoring Area 34, Central San Bernardino Valley.

The data provided in Table 4 shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds during either site preparation, grading, or the combined building construction, paving, and architectural coatings phases. Therefore, a less than significant local air quality impact would occur from construction of the proposed project.

Operational Emissions

The ongoing operation of the proposed project would result in a long-term increase in air quality emissions. This increase would be due to emissions from the project-generated vehicle trips, emissions from energy usage, onsite area source emissions, and off-road equipment created from the on-going use of the proposed project. The following section provides an analysis of potential long-term air quality impacts due to regional air quality and local air quality impacts with the on-going operations of the proposed project.

Operations-Related Regional Criteria Pollutant Analysis

The operations-related regional criteria air quality impacts created by the proposed project have been analyzed through use of the CalEEMod model and the input parameters utilized in this analysis have been detailed in Section 7.1. The worst-case summer or winter VOC, NO_x, CO, SO₂, PM₁₀, and PM_{2.5} daily emissions created from the proposed project's long-term operations have been calculated and are summarized below in Table 5 and the CalEEMod daily emissions printouts are shown in Appendix A.

Table 5 – Operational Regional Criteria Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area Sources ¹	2.03	<0.00	0.01	<0.00	<0.00	<0.00
Energy Usage ²	<0.00	0.05	0.04	<0.00	<0.00	<0.00
Mobile Sources ³	0.24	2.73	2.47	0.02	0.93	0.27
Off-Road Equipment ⁴	0.01	0.44	5.79	<0.00	0.01	0.01
Total Emissions	2.28	3.22	8.31	0.02	0.94	0.28
SCQAMD Operational Thresholds⁵	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Notes:

¹ Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.

² Energy usage consist of emissions from natural gas usage.

³ Mobile sources consist of emissions from vehicles and road dust.

⁴ Off-road equipment consists of emissions from forklifts utilized onsite (Project Design Feature 1 restricts the operation of diesel-powered forklifts, so forklifts have been analyzed as CNG-powered).

⁵ The SCAQMD operational thresholds for the Coachella Valley are the same as the construction thresholds.

Source: Calculated from CalEEMod Version 2020.4.0.

The data provided in Table 5 shows that none of the analyzed criteria pollutants would exceed the regional emissions thresholds. Therefore, a less than significant regional air quality impact would occur from operation of the proposed project.

Operations-Related Local Air Quality Impacts

Project-related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. The proposed project has been analyzed for the potential local CO emission impacts from the project-generated vehicular trips and from the potential local air quality impacts from on-site operations. The following analyzes the vehicular CO emissions and local impacts from on-site operations.

Local CO Hotspot Impacts from Project-Generated Vehicular Trips

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the State and Federal CO standards of 20 ppm over one hour or 9 ppm over eight hours.

At the time of the 1993 Handbook, the Air Basin was designated nonattainment under the CAAQS and NAAQS for CO. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the Air Basin and in the state have steadily declined. According to the SCAQMD Air Quality Data Tables, in 2007 Central San Bernardino Valley had maximum CO concentrations of 4.0 ppm for 1 hour and 2.3 ppm for 8-hours and in 2019 Central San Bernardino Valley had maximum CO concentrations of 1.3 ppm for 1-hour and 1.1 ppm for 8-hours, which represent decreases in CO concentrations of 68 percent and 52 percent, respectively between 2019 and 2007. In 2007, the Air Basin was designated in attainment for CO under both the CAAQS and NAAQS. SCAQMD conducted a CO hot spot analysis for attainment at the busiest intersections in Los Angeles during the peak morning and afternoon periods and did not predict a violation of CO standards. (*The four intersections analyzed by the SCAQMD were: Long Beach Boulevard and Imperial Highway; Wilshire Boulevard and Veteran Avenue; Sunset Boulevard and Highland Avenue; and La Cienega Boulevard and Century Boulevard. The busiest intersection evaluated (Wilshire and Veteran) had a daily traffic volume of approximately 100,000 vehicles per day with LOS E in the morning and LOS F in the evening peak hour*)

Since the nearby intersections to the proposed project are much smaller with less traffic than what was analyzed by the SCAQMD and since the CO concentrations are now at least 52 percent lower than when CO was designated "Attainment" in 2007, no local CO Hotspot are anticipated to be created from the proposed project and no CO Hotspot modeling was performed. Therefore, a less than significant long-term air quality impact is anticipated to local air quality with the on-going use of the proposed project.

Local Criteria Pollutant Impacts from Onsite Operations

Project-related air emissions from onsite sources such as architectural coatings, landscaping equipment, and onsite usage of natural gas appliances may have the potential to create emissions areas that exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin.

The local air quality emissions from onsite operations were analyzed using the SCAQMD's Mass Rate LST Look-up Tables and the methodology described in LST Methodology. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the proposed project could result in a significant impact to the local air quality. Table 6 shows the onsite emissions from the CalEEMod model that includes area sources, energy usage, onsite off-road equipment, and vehicles operating in the immediate vicinity of the project site and the calculated emissions thresholds.

Table 6 – Operations-Related Local Criteria Pollutant Emissions

Onsite Emission Source	Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Area Sources	<0.00	0.01	<0.00	<0.00
Energy Usage	0.05	0.04	<0.00	<0.00
Mobile Sources ¹	0.34	0.31	0.12	0.03
Off-Road Equipment ²	0.44	5.79	0.01	0.01
Total Emissions	0.83	6.15	0.13	0.04
SCAQMD Local Operational Thresholds³	231.3	1,446.7	3.2	1.6
Exceeds Threshold?	No	No	No	No

Notes:

¹ Mobile sources based on 1/8 of the gross vehicular emissions, which is the estimated portion of vehicle emissions occurring within a quarter mile of the project site.

² Off-road equipment consists of emissions from forklifts utilized onsite (Project Design Feature 1 restricts the operation of diesel-powered forklifts, so forklifts have been analyzed as CNG-powered)

³ The nearest sensitive receptor to the project site is a single-family home located as near as 85 feet (26 meters) to the east of the project site. In order to provide a conservative analysis, the 25-meter threshold was utilized.

Source: Calculated from SCAQMD's Mass Rate Look-up Tables for two and five acres in Air Monitoring Area 34, Central San Bernardino Valley.

The data provided in Table 6 shows that the on-going operations of the proposed project would not exceed the local NOx, CO, PM10 and PM2.5 thresholds of significance discussed above in Section 9.2. Therefore, the on-going operations of the proposed project would create a less than significant operations-related impact to local air quality due to onsite emissions and no mitigation would be required.

Therefore, the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant.

(c) Expose sensitive receptors to substantial pollutant concentrations?

The proposed project would not expose sensitive receptors to substantial pollutant concentrations. The local concentrations of criteria pollutant emissions produced in the nearby vicinity of the proposed project, which may expose sensitive receptors to substantial concentrations have been calculated above in Section 9.3 for both construction and operations, which are discussed separately below. The discussion below also includes an analysis of the potential impacts from toxic air contaminant emissions. The nearest sensitive receptor to the project site is a single-family home located as near as 85 feet to the east of the project site. There are also multi-family homes located as near as 115 feet to the north of the project site and a single-family home located as near as 135 feet to the south of the project site.

Construction-Related Sensitive Receptor Impacts

Construction activities may expose sensitive receptors to substantial pollutant concentrations of localized criteria pollutant concentrations and from toxic air contaminant emissions created from onsite construction equipment, which are described below.

Local Criteria Pollutant Impacts from Construction

The local air quality impacts from construction of the proposed project has been analyzed above in Section 9.3 and found that the construction of the proposed project would not exceed the SCAQMD's local NO_x, CO, PM₁₀ and PM_{2.5} thresholds of significance discussed above in Section 8.2. Therefore, construction of the proposed project would create a less than significant construction-related impact to local air quality and no mitigation would be required.

Toxic Air Contaminants Impacts from Construction

The greatest potential for toxic air contaminant emissions would be related to diesel particulate matter (DPM) emissions associated with heavy equipment operations during construction of the proposed project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of "individual cancer risk". "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. It should be noted that the most current cancer risk assessment methodology recommends analyzing a 30 year exposure period for the nearby sensitive receptors (OEHHA, 2015).

Given the relatively limited number of heavy-duty construction equipment, the varying distances that construction equipment would operate to the nearby sensitive receptors, and the short-term construction schedule, the proposed project would not result in a long-term (i.e., 30 or 70 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. In addition, California Code of Regulations Title 13, Article 4.8, Chapter 9, Section 2449 regulates emissions from off-road diesel equipment in California. This regulation limits idling of equipment to no more than five minutes, requires equipment operators to label each piece of equipment and provide annual reports to CARB of their fleet's usage and emissions. This regulation also requires systematic upgrading of the emission Tier level of

each fleet, and currently no commercial operator is allowed to purchase Tier 0 or Tier 1 equipment and by January 2023 no commercial operator is allowed to purchase Tier 2 equipment. In addition to the purchase restrictions, equipment operators need to meet fleet average emissions targets that become more stringent each year between years 2014 and 2023. By January, 2022, 50 percent or more of all contractors' equipment fleets must be Tier 2 or higher. Therefore, due to the limited duration of construction, distances to the nearby sensitive receptors, and through adherence to State off-road equipment regulations, a less than significant short-term toxic air contaminant impacts would occur during construction of the proposed project. As such, construction of the proposed project would result in a less than significant exposure of sensitive receptors to substantial pollutant concentrations.

Operations-Related Sensitive Receptor Impacts

The on-going operations of the proposed project may expose sensitive receptors to substantial pollutant concentrations of local CO emission impacts from the project-generated vehicular trips and from the potential local air quality impacts from onsite operations. The following analyzes the vehicular CO emissions. Local criteria pollutant impacts from onsite operations, and toxic air contaminant impacts.

Local CO Hotspot Impacts from Project-Generated Vehicle Trips

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential impacts to sensitive receptors. The analysis provided above in Section 9.3 shows that no local CO Hotspots are anticipated to be created at any nearby intersections from the vehicle traffic generated by the proposed project. Therefore, operation of the proposed project would result in a less than significant exposure of offsite sensitive receptors to substantial pollutant concentrations.

Local Criteria Pollutant Impacts from Onsite Operations

The local air quality impacts from the operation of the proposed project would occur from onsite sources such as architectural coatings, landscaping equipment, and onsite usage of natural gas appliances. The analysis provided above in Section 9.3 found that the operation of the proposed project would not exceed the local NOx, CO, PM10 and PM2.5 thresholds of significance discussed above in Section 8.2. Therefore, the on-going operations of the proposed project would create a less than significant operations-related impact to local air quality due to on-site emissions and no mitigation would be required.

Operations-Related Toxic Air Contaminant Impacts

The proposed project consists of development of a warehouse that would generate DPM emissions from diesel truck deliveries to the project site. Particulate matter (PM) from diesel exhaust is the predominant TAC in most areas and according to *The California Almanac of Emissions and Air Quality 2013 Edition*, prepared by CARB, about 80 percent of the outdoor TAC cancer risk is from diesel exhaust. Some

chemicals in diesel exhaust, such as benzene and formaldehyde have been listed as carcinogens by State Proposition 65 and the Federal Hazardous Air Pollutants program.

According to *Health Risk Assessments for Proposed Land Use Project*, prepared by CAPCOA, July 2009, recommends that if sensitive receptors are placed within 1,000 feet of distribution centers that generate more than 100 trucks deliveries per day or more than 40 trucks deliveries per day with transport refrigeration units (TRUs) a quantitative Health Risk Assessment (HRA) should be prepared to calculate the health risks. According to the VMT Memo (Urban Crossroads, 2021), the proposed project would generate a net total of 20 daily truck trips, since a trip is generated when a truck either arrives at the project site or leaves the project site, the 20 daily truck trips equates to 10 truck deliveries per day, which is well below the CAPCOA guidelines provided above for preparation of a quantitative HRA.

Since the proposed project would generate less truck deliveries than CAPCOA recommends for the preparation of a quantitative HRA, it can be reasonably concluded that the DPM emissions created from the on-going operation of the proposed project would result in a less than significant TAC impact to the nearby sensitive receptors and no mitigation would be required.

Therefore, operation of the proposed project would result in a less than significant exposure of sensitive receptors to substantial pollutant concentrations.

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

The proposed project would not create objectionable odors affecting a substantial number of people. Individual responses to odors are highly variable and can result in a variety of effects. Generally, the impact of an odor results from a variety of factors such as frequency, duration, offensiveness, location, and sensory perception. The frequency is a measure of how often an individual is exposed to an odor in the ambient environment. The intensity refers to an individual's or group's perception of the odor strength or concentration. The duration of an odor refers to the elapsed time over which an odor is experienced. The offensiveness of the odor is the subjective rating of the pleasantness or unpleasantness of an odor. The location accounts for the type of area in which a potentially affected person lives, works, or visits; the type of activity in which he or she is engaged; and the sensitivity of the impacted receptor.

Sensory perception has four major components: detectability, intensity, character, and hedonic tone. The detection (or threshold) of an odor is based on a panel of responses to the odor. There are two types of thresholds: the odor detection threshold and the recognition threshold. The detection threshold is the lowest concentration of an odor that will elicit a response in a percentage of the people that live and work in the immediate vicinity of the project site and is typically presented as the mean (or 50 percent of the population). The recognition threshold is the minimum concentration that is recognized as having a

characteristic odor quality, this is typically represented by recognition by 50 percent of the population. The intensity refers to the perceived strength of the odor. The odor character is what the substance smells like. The hedonic tone is a judgment of the pleasantness or unpleasantness of the odor. The hedonic tone varies in subjective experience, frequency, odor character, odor intensity, and duration. Potential odor impacts have been analyzed separately for construction and operations below.

Construction-Related Odor Impacts

Potential sources that may emit odors during construction activities include the application of coatings such as asphalt pavement, paints and solvents and from emissions from diesel equipment. Standard construction requirements that limit the time of day when construction may occur as well as SCAQMD Rule 1108 that limits VOC content in asphalt and Rule 1113 that limits the VOC content in paints and solvents would minimize odor impacts from construction. As such, the objectionable odors that may be produced during the construction process would be temporary and would not likely be noticeable for extended periods of time beyond the project site's boundaries. Through compliance with the applicable regulations that reduce odors and due to the transitory nature of construction odors, a less than significant odor impact would occur and no mitigation would be required.

Operations-Related Odor Impacts

The proposed project would consist of the development of a warehouse. Operation of the proposed project may create odors from diesel truck emissions, and from trash storage bins. Pursuant to City regulations, permanent trash enclosures that protect trash bins from rain as well as limit air circulation would be required for the trash storage areas. Diesel truck emissions odors would be generated intermittently from truck loading and unloading activities at the project site and would not likely be noticeable for extended periods of time beyond the project site boundaries. Due to the distance of the nearest receptors from the project site and through compliance with SCAQMD's Rule 402 and City trash storage regulations, no significant impact related to odors would occur during the on-going operations of the proposed project. Therefore, a less than significant odor impact would occur and no mitigation would be required.

Biological Resources

Environmental Impacts Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Issues	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 Wildlife 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 Wildlife or U.S. 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 interruption, or other means				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

A Biological Resources Screening Memo has been prepared by Gonzales Environmental Consulting, July 15, 2021. The report is available in Appendix H to this IS/MND.

Rare, Endangered or Sensitive Species and Habitats

According to the CNDDDB, no special-status species have been documented on the proposed project site (Rarefind 5 2021). However, fourteen special-status species (all records are from the 1800's -early 1900's and not on or near the project site) have been documented within one mile of the proposed project site (See Table 7.1). No special-status species at the site during the field assessment.

Wildlife

The habitat around San Bernardino South is developed and utilized primarily for residential and commercial purposes. There was limited avian activity observed. Only common avian species were observed, for example: Mourning dove (*Zenaida macroura*) and English sparrow (*Passer domesticus*). There were no reptiles or amphibians observed during surveys. No special status animals were observed during field surveys.

- (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, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No impact. According to the CNDDDB, no special-status species have been documented on the proposed project site (Rarefind 5 2021). However, fourteen special-status species (all records are from the 1800's - early 1900's and not on or near the project site) have been documented within one mile of the proposed project site (See Table 7.1). No special-status species at the site during our field assessment, therefore, a less than significant impact would occur.

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

No impact. No special-status plant species during surveys. Eleven special status plants species were documented within 1-mile of the project site from late 1800's to early 1900's. In the subsequent text, we list special-status plant species documented within the San Bernardino South quadrangle, and we discuss each species' possibility of occurring at the project site.

- (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 interruption, or other means?

No impact. There are no wetlands or streambeds on the project site.

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

No impact. The project was evaluated in relationship to the facilitation of wildlife movement and whether it provides links to seasonal foraging grounds or affects the exchange of genetic information between disjunct subpopulations. Portions of the project site are utilized for local movement by resident wildlife, primarily birds. Biological surveys of the study area did not detect wildlife trails, bedding areas, or burrows which could be used as dens for smaller and larger mammals.

Currently the project site provides fly over connectivity. Land usage and altering of native vegetation have compromised the integrity of wildlife dispersion on the project site. Birds, due to their movement capabilities, are able to disperse via flying over the project site.

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

No Impact. San Bernardino County has several ordinances regarding plant protection and management (Chapter 88.01: Plant Protection and Management). There are none that apply to the project site.

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

No impact. The project does not impact any of the sensitive species or habitat provided in this section of the report. Therefore, the project will not conflict with the provision of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

MITIGATION MEASURES

MM BIO-1 Migratory Birds

If construction is to occur during the MBTA nesting cycle (February 1-September 30) than a nesting bird survey should be conducted by a qualified biologist. Disturbance that causes nest abandonment and/or loss of reproductive effort (e.g., killing or abandonment of eggs or young) may be considered take and is potentially punishable by fines or imprisonment. Active bird nests should be mapped utilizing a hand-held global positioning system (GPS) and a 300' buffer will be flagged around the nest (500' buffer for raptor nests). Construction should not be permitted within the buffer areas while the nest continues to be active (eggs, chicks, etc.).

MM BIO-2 Burrowing Owls

A 30-day pre-construction survey for burrowing owls is required prior to initial ground-disturbing activities (including but not limited to vegetation clearing, clearing and grubbing, tree removal, site watering) to ensure that no owls have colonized the site in the days or weeks preceding the ground-disturbing activities. If burrowing owls have colonized the project site prior to the initiation of ground-disturbing activities, the project proponent will immediately inform San Bernardino County and the Wildlife Agencies, and will need to coordinate further with San Bernardino County and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance. If ground-disturbing activities occur but the site is left undisturbed for more than 30 days, a pre-construction survey will again be necessary to ensure burrowing owl has not colonized the site since it was last disturbed. If burrow owl is found, the same coordination described above will be necessary.

MM BIO-3 Exotics

The project landscaping design should limit plantings to non-invasives, avoiding those species listed by the California Exotic Plant Pest Council (CalEPPC) as the "exotic pest plants of greatest concern" (CalEPPC).

MM BIO-4 Maintenance and Refueling

Maintenance and refueling of construction equipment shall be limited to areas specified as appropriate by the project biologist. Storage of potentially hazardous materials, including but not limited to fuel, paint, stains, pesticides, herbicides, solvents, and oils will not be permitted within 50 feet of any habitat area to be retained by the project. During construction, disposal of such material will occur in a controlled area that is physically separated from potential storm water runoff.

MM BIO-5 Runoff

Silt fencing or other sediment trapping devices should be installed and maintained in order to prevent run-off from entering the water systems during construction activities.

Cultural Resources

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

The Cultural Resources investigation included background research, outreach with the Native American Heritage Commission (NAHC) and local Native American groups, and a pedestrian survey. The purpose of the investigation was to determine the potential for the Project to impact historical and archaeological resources under CEQA.

Methodology

Records search. As part of the background research, PaleoWest conducted a records search at the South Central Coastal Information System to identify previously recorded cultural resources and studies located within 0.5-mile radius of the Project area. The records search indicated that no fewer than 12 previous studies have been conducted within the record search area. Four cultural resources have been previously documented within 0.5 mile of the Project area, all of which date to the historic period. No previously recorded cultural resources are mapped within the Project area. As part of the cultural resource assessment of the Project area, PaleoWest requested a search of the Sacred Lands File (SLF) from the NAHC on June 18, 2021. Results of the SLF search were obtained on July 9, 2021. The SLF search had positive results and the NAHC recommended that PaleoWest contact the San Manuel Band of Mission Indians for additional information. The NAHC provided a contact list of 10 individuals

representing seven Native American tribal groups. Outreach letters were sent to each of the Native American tribes on July 9, 2021 with follow up conducted on July 26, 2021. Three responses have been received to date.

Field survey. PaleoWest conducted a pedestrian cultural resource survey of the proposed Project area on June 23, 2021. The survey identified no prehistoric or historic period cultural resources on the Project property. A geoarchaeological assessment of the Project area indicates the area is characterized by very young alluvial-valley deposits adjacent to the Santa Ana River. Due to the age of the sediments and high energy of these deposits, there is a low potential for encountering intact buried archaeological deposits in the Project area. Based on these findings, PaleoWest recommends a finding of no impact to historical or archaeological resources under CEQA. No additional cultural resource management is recommended for the proposed Project.

The data review indicates that no fewer than 12 previous investigations have been conducted and documented within 0.5-mile of the Project area since 1994. One of these previous studies (SB-07959) encompassed the entire Project area; the study consisted of an architectural assessment of 50 historic buildings in the city of San Bernardino (Hatheway & Associates 1998). A list of the previous cultural studies is provided in Table 7.

Table 7 Previous Cultural Studies within 0.5-Mile of the Project Area

Report No.	Date	Author(s)	Title
SB-03009	1994	Lukkarila, Dave Walter	The Summer of 1861: Establishing a Military Camp in San Bernardino at the Civil War's Beginning; A Review of the Official War Records
SB-03286	1998	Love, Bruce And Bai Tom Tang	Historic Significance Evaluation of Buildings Scheduled for Demolition During Phase I of Mayor's Demolition Initiative, City of San Bernardino, CA.
SB-04639	2004	Bonner, Wayne	Record Search Results and Site Visit for Cingular Wireless Facility Candidate SB-369-01 (Gifford Business Park), 766-791 South Gifford Avenue, San Bernardino, San Bernardino County, California
SB-06562	2003	Hale, John P.	Archaeological Resources Survey Report: Range 500 Upgrades, Cleghorn Pass Training Area, Marine Corps Air Ground Combat Center, Twentynine Palms, San Bernardino County, California.
SB-07371	2013	Billat, Lorna	BTS Waterman Visayan/MLAX 04211A.
SB-07528		Hogan, Michael, Bai Tom Tang, Terri Jacquemain, Daniel Ballester, and Nina Gallardo	Identification and Evaluation of Historic Properties: Cleanwater Factory Project, City of San Bernardino, San Bernardino County, California.
SB-07913	2015	Quinn, Harry M. and Terri Jacquemain	Paleontological Resources Assessment Report Clean Water Factory Project
SB-07914	2015	Hogan, Michael and Bai Tang	Identification and Evaluation of Historic Properties: Clean Water Factory Project, City of San Bernardino, San Bernardino County, California
SB-07916	2016	Quinn, Harry M. and Terri Jacquemain	Paleontological Resources Assessment Report Clean Water Factory Project
SB-07917	2015	Hogan, Michael, Bai Tang, and Terri Jacquemain	Identification and Evaluation of Historic Properties: Clean Water Factory Project, City of San Bernardino, San Bernardino County, California
SB-07959	1998	Hatheway, Roger G.	Determination of Eligibility for 50 Buildings in the City of San Bernardino
SB-08141	2014	Brunzell, David	Cultural Resources Assessment Home Lumber Property Project, City of San Bernardino, San Bernardino County, California

Bold indicates prior cultural resource studies that include the current Project area.

Cultural Resources reported Within the Study area

The data review indicated that no fewer than four cultural resources have been previously documented within 0.5-mile of the Project area (Table 8). All of these resources date to the historic period and consist of a railroad, single-family residence, flour mill, and building foundations. The Mormon Flour Mill Site, which no longer appears to be extant, was designated as a Point of Historical Interest in 1975. One of these resources, the AT&SF Railroad (P-36-006103), has been determined ineligible for listing in the National Register of Historic Resources. None of the previously recorded cultural resources are located in the Project area.

Table 8 Cultural Resources Recorded within 0.5-Mile of the Project Area

Primary No.	Trinomial	Type	Age	Description
P-36-006847	CA-SBR-6847H	Site; Structure	Historic	Old Kite Route/Atchison, Topeka, and Santa Fe Railroad
P-36-017668		Building	Historic	1176 Amos Avenue (Single-family residence)
P-36-017723		Site	Historic	Mormon Flour Mill Site
P-36-023628	CA-SBR-14924H	Site	Historic	Two building foundations/structure pads

(a, b & c) Cause a substantial adverse change in the significance of a historical or archeological resource pursuant to §15064.5? Disturb and human remains, including those interred outside of dedicated commentaries?

Potentially Significant Unless Mitigation Incorporated. The cultural resources assessment completed by PaleoWest identified no archaeological or historical resources in the Project area. Results of the study indicate that the area has been extensively disturbed by development. The proximity of the Project area to the Santa Ana River suggests the area may have been attractive to prehistoric groups both for its proximity to water and to resource procurement locales. However, the young age of the sediments and high energy of the deposits in the Project area indicate there is a low potential for encountering intact buried archaeological deposits. Based on these findings, PaleoWest recommends a finding of no impacts to cultural resources under CEQA. No further cultural resources management is recommended for the Project. However, after consultation with the San Manuel Band of Mission Indians it has been requested that Mitigation Measures CUL-1, CUL-2 and CUL-3 be implemented in the event that any culturally significant resources, as defined by CEQA (as amended, 2015), be encountered.

Mitigation

CUL-1

In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on other portions of the project outside the buffered area may continue during this assessment period. Additionally, the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed within TCR-1, regarding any pre-contact and/or historic-era finds and be provided Tribal input with regards to significance and treatment.

CUL-2

If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to SMBMI for review and comment, as detailed in TCR-1. The archeologist shall monitor the remainder of the project and implement the Plan accordingly.

CUL-3

If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to the Sate Health and Safety Code §7050.5 and that code enforced for the duration of the project.

Energy

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

Building Energy Conservation Standards

Energy conservation standards for new residential and non-residential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the California Energy Commission) 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 California Energy Commission (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. Energy usage includes emissions from electricity and natural gas used onsite. The energy usage was based on the ongoing use of the proposed project in the CalEEMod Model. The energy usage was based on the ongoing use of the proposed project in the CalEEMod Model. No changes were made to the default energy usage parameters in the CalEEMod model.

According to *2019 Building Energy Efficiency Standards Frequently Asked Questions*, prepared by the California Energy Commission, March 2018, the 2019 Title 24, Part 6 building energy efficiency standards that went into effect January 1, 2020 result in 7 percent more efficient building energy efficiency than the 2016 Title 24 standards and require new lighting energy improvements that are 30 percent more efficient than the prior 2016 building standards. In order to account for the new standards, the CalEEMod “mitigation” of exceed Title 24 by 7 percent and provide a 30 percent lighting energy improvement was selected.

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

No impact. Based on the analysis in the preceding discussion, the proposed Project will not conflict with current State energy efficiency or electricity supply requirements or any local plans or programs for renewable energy or energy efficiency requirements. The City of San Bernardino has adopted State energy efficiency standards as part of its Municipal Code. 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.

Geology and Soils

Environmental Impacts Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Issues	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?			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 waste water 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	

A Geotechnical Investigation and a Percolation/Infiltration Testing have been prepared by Sladden Engineering, dated June 29, 2020. The Geotechnical Investigation was used as a resource in completing this section.

(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?

Based on the CGS Probabilistic Seismic Hazards Ground Motion Interpolator (2008), the peak ground acceleration for stiff soil conditions (assumed Vs = 360 m/s) at the site is reported to be 0.70g with a 10% probability of being exceeded in 50 years. The estimated ground shaking is derived from statewide seismic hazard evaluation released cooperatively by the California Division of Mines and Geology and United States Geological Survey based on long-term slip rate, maximum earthquake magnitude and rupture geometry, and historical seismicity associated with known fault sources in the site vicinity.

The subject site, as is the case with most of the tectonically active California area, will be periodically subject to moderate to intense earthquake-induced ground shaking from nearby faults. Significant damage can occur to the site and structural improvements during a strong seismic event. Neither the location nor magnitude of earthquakes can accurately be predicted at this time.

ii) Strong seismic ground shaking?

Less than significant impact. The subject site is within the Peninsular Ranges geomorphic province south of the Transverse Ranges geomorphic province. The Peninsular Ranges are dominated by northwest-trending, strike-slip faults. The Transverse Ranges are dominated by east-west trending, reverse and thrust faults.

According to the Geologic Map of the San Bernardino North/North 1/2 of San Bernardino South Quadrangles (Dibblee Foundation Map DF-127), the regional area is underlain by younger alluvium (Qa and Qg).

There are no mapped active or potentially active faults with surface expression that trend through or are adjacent to the subject property, according to those references cited herein. The site does not lie within a designated Alquist-Priolo Earthquake Fault Zone (CDMG, 2000). According to the California Department of Conservation, Fault Activity Map of California 2010, the site is located approximately 0.33 miles north of the San Jacinto Fault Zone.

iii) Seismic-related ground failure, including liquefaction?

Less than significant impact. Liquefaction is a seismic phenomenon in which loose, saturated, granular soils behave similarly to a fluid when subject to high-intensity ground shaking. Liquefaction occurs when three general conditions coexist: 1) shallow groundwater; 2) low density non-cohesive (granular) soils; and 3) high-intensity ground motion. Studies indicate that saturated, loose to medium dense, near surface cohesionless soils exhibit the highest liquefaction potential, while dry, dense, cohesionless soils and cohesive soils exhibit low to negligible liquefaction potential. In general, cohesive soils are not considered susceptible to liquefaction. Effects of liquefaction on level ground include settlement, sand boils, and bearing capacity failures below structures. Dynamic settlement of dry loose sands can occur as the sand particles tend to settle and densify as a result of a seismic event.

According to the City of San Bernardino General Plan, the site is located in an area considered to be susceptible to liquefaction. Therefore, the potential for liquefaction and dynamic settlement has been evaluated as outlined in Chapter 6 of the California Division of Mines and Geology (DMG) Special Publication 117 (“Guidelines for Evaluation and Mitigation of Seismic Hazards in California”) and “Recommended Procedures for Implementation of DMG Special Publication 117 - Guidelines for Analyzing and Mitigating Liquefaction in California”, published by the Southern California Earthquake Center, 2008 edition. The design and construction recommendations presented in this report include results of liquefaction and dynamic settlement evaluation.

iv) Landslides?

No impact. The project does not fall within a risk area of landslides.

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

Less than significant impact. Based on laboratory test results, we estimate that shrinkage of soils onsite should be approximately 14 (± 5) percent. Shrinkage is defined as the decrease in volume of soil upon removal and re-compaction expressed as a percentage of the in-place volume. The following table summarizes the calculated shrinkage values used in determining the total estimated amount.

This shrinkage is exclusive of any losses due to removal of roots, oversized rocks, or any underground structures and is based on an average 92 percent relative compaction. An increase in relative compaction obtained would increase the shrinkage factor.

Furthermore, a subsidence of approximately 0.10 (± 0.05) feet may also be considered during site preparation. The above shrinkage and subsidence estimates should be used with caution since they are not absolute values. We recommend that an earthwork balance area should be designated to allow for variations in the indicated shrinkage and subsidence estimates.

(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. Soil hydro-consolidation (hydro-collapse) is a phenomenon that results in relatively rapid settlement of soil deposits due to addition of water. This generally occurs in soils having a loose particle structure cemented together with soluble minerals or with small quantities of clay. Water infiltration into such soils can break down the interparticle cementation, resulting in collapse of the soil structure. Collapsible soils are found primarily in Holocene alluvial fan deposits.

A couple soil samples, representing the upper ten feet of native soil, was tested in the laboratory for collapse potential. Test results indicate that less than 1% of hydro-collapse occurred in the tested samples. Therefore, the severity of hydro-collapse potential onsite is considered "No Problem" based on NAVFACDM7.01.

(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. Based on laboratory classification, the upper foundation soil onsite is expected to have a very low expansion potential ($EI < 20$), as defined in ASTM D4829. However, some

sandy lean clay was encountered throughout the site, especially in the artificial fill soils. We anticipate that the proposed building pad will be composed of a clayey sand matrix that will be low in expansion potential ($EI < 50$). This would require verification subsequent to completion of new footing excavations

(e) Soil capability to support waste water disposal, including septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The proposed Project would connect to the City's sewer collection system, which 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. The geologic units underlying this Project are mapped primarily as alluvial sand and gravel deposits dating from the Holocene period, with a small segment of Mesozoic schist along the southern Project border. Schist is considered to be of low paleontological sensitivity, and while Holocene alluvial units are considered to be of high preservation value, material found is unlikely to be fossil material due to the relatively modern associated dates of the deposits. However, if development requires any substantial depth of disturbance, the likelihood of reaching Pleistocene alluvial sediments would increase. The Western Science Center (WSC) does not have localities within the Project area or within a 1-mile radius.

While the presence of any fossil material is unlikely, if excavation activity disturbs deeper sediment dating to the earliest parts of the Holocene or Late Pleistocene periods, the material could be scientifically significant. Excavation activity associated with the development of the Project area is unlikely to be paleontologically sensitive, but caution during development should be observed, pursuant to MM CUL-1 above.

According to the Cultural Resources Assessment, the entirety of the Project site has been subject to ground disturbance. While the presence of any fossil material is unlikely, if excavation activity disturbs deeper sediment dating to the earliest parts of the Holocene or Late Pleistocene periods (i.e., usually deeper than 5 feet), the material would be scientifically significant.

Greenhouse Gas Emissions

Environmental Impacts Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Issues	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 applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

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

Less than significant impact. The proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. The proposed project would consist of the development of a warehouse. The proposed project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste disposal, water usage, and construction equipment. The project's GHG emissions have been calculated with the CalEEMod model based on the construction and operational parameters. A summary of the results is shown below in Table 9.

Table 9 – Project Related Greenhouse Gas Annual Emissions

Category	Greenhouse Gas Emissions (Metric Tons per Year)			
	CO ₂	CH ₄	N ₂ O	CO ₂ e
Area Sources ¹	<0.00	<0.00	<0.00	<0.00
Energy Usage ²	42.75	<0.00	<0.00	42.97
Mobile Sources ³	300.07	0.01	0.04	311.75
Off-Road Equipment ⁴	14.25	<0.00	<0.00	14.37
Solid Waste ⁵	8.54	0.50	<0.00	21.15
Water and Wastewater ⁶	45.86	0.57	0.01	64.30
Construction ⁷	15.81	<0.00	<0.00	16.00

Total Emissions	427.27	1.10	0.05	470.54
SCAQMD Draft Threshold				3,000
Exceed Threshold?				No

Notes:

¹ Area sources consist of GHG emissions from consumer products, architectural coatings, and landscaping equipment.

² Energy usage consists of GHG emissions from electricity and natural gas usage.

³ Mobile sources consist of GHG emissions from vehicles.

⁴ Off-road equipment consists of emissions from forklifts utilized onsite (Project Design Feature 1 restricts the operation of diesel-powered forklifts, so forklifts have been analyzed as CNG-powered).

⁵ Waste includes the CO₂ and CH₄ emissions created from the solid waste placed in landfills.

⁶ Water includes GHG emissions from electricity used for transport of water and processing of wastewater.

⁷ Construction emissions amortized over 30 years as recommended in the SCAQMD GHG Working Group on November 19, 2009.

Source: CalEEMod Version 2020.4.0.

The data provided in Table 9 shows that the proposed project would create 470.54 MTCO₂e per year. According to the SCAQMD draft threshold of significance detailed above in Section 8.5, a cumulative global climate change impact would occur if the GHG emissions created from the on-going operations would exceed 3,000 MTCO₂e per year. Therefore, a less than significant generation of greenhouse gas emissions would occur from development of the proposed project. Impacts would be less than significant.

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

Less than significant impact. The proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. The proposed project would consist of development of a warehouse. As detailed above in Section 9.6, the proposed project is anticipated to create 470.54 MTCO₂e per year, which is well below the SCAQMD draft threshold of significance of 3,000 MTCO₂e per year. The SCAQMD developed this threshold through a Working Group, which also developed detailed methodology for evaluating significance under CEQA. At the September 28, 2010 Working Group meeting, the SCAQMD released its most current version of the draft GHG emissions thresholds, which recommends a tiered approach that provides a quantitative annual threshold of 3,000 MTCO₂e for all land use type projects, which was based on substantial evidence supporting the use of the recommended thresholds. Therefore, the proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

Hazardous Materials

Environmental Impacts Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Issues	No Impact
9. 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

Methane and Hydrogen Sulfide Potential

The review of aerial photographs identifies the Project site as being undeveloped as early as 1995. Based on the site’s lack of intense agricultural uses or landfills on the Project site, the potential for generation of methane or hydrogen sulfide is very low.

Radon

Radon is a naturally occurring colorless, odorless gas that is a by-product of the decay of radioactive materials potentially present in bedrock and soil. The EPA guidance action level for annual residential exposure to radon is 4.0 picoCuries per liter of air (pCi/L). The guidance action level is not a regulatory

requirement for private owners of commercial real estate but is commonly used for comparison purposes to suggest whether further action at a building may be prudent. According to the United States Environmental Protection Agency (EPA), the Project site is located in Zone 2. Zone 2 areas have a predicted radon concentration between 2.0 to 4.0 pCi/L.

Fire Hazard

The City of San Bernardino is susceptible to wildland fires due to the steep terrain and highly flammable chaparral vegetation of the foothills of the San Bernardino Mountains and high winds that correspond with seasonal dry periods. The characteristics of the San Bernardino Mountains and winds in the area indicate that large uncontrollable fires on a recurring basis are inevitable. According to General Plan Figure S-8, Wind Hazards, the Project site is subject to high winds. However, according to General Plan Figure S-9, Fire Hazard Areas, the Project site is not located near any of the hazard areas such as: Extreme Fire Hazard Area (EFHA), Moderate Fire Hazard Area (MFHA), or City High Fire Hazard Area (CHFHA).

- (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

Construction

Both the EPA and the U.S. Department of Transportation (DOT) regulate the transport of hazardous waste and material, including transport via highway. The EPA administers permitting, tracking, reporting, and operations requirements established by the Resource Conservation and Recovery Act. The DOT regulates the transportation of hazardous materials through enforcement of the Hazardous Materials Transportation Act. This act includes requirements for container design and labeling, as well as for driver training. 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. Project construction activities may include refueling and minor maintenance of construction equipment on-site, which could lead to minor fuel and oil spills. The use and handling of hazardous materials during construction would occur in accordance with applicable federal, State, and local laws, including California Division of Occupational Safety and Health (Cal/OSHA) requirements. However, all construction activities would be subject to the NPDES permit process that requires the preparation of a Stormwater Pollution Prevention Plan (SWPPP), which would be reviewed and approved by the Santa Ana RWQCB, and the latest industry BMPs. Additionally, the Project site is vacant and not included on the list of hazardous waste sites (Cortese List) compiled by the Department of Toxic Substances Control (DTSC) pursuant to Government Code §65962.5 and therefore would not release known hazardous materials due to ground-disturbing activities. Following the required NPDES process

and then implementing the latest industry BMPs, the Project would cause a less than significant impact to the public or the environment due to construction activities.

Operations

Project operations include warehouse storage and associated transport such as forklifts. The sites day to day operations would not include products that would require the project to obtain a hazardous material permit and submit a business plan to its local Certified Unified Program Agency (CUPA). Therefore, a less than significant impact would occur.

- (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. No structures exist onsite. No demolition of any existing structures would occur. As such, no demolitions hazardous building materials are anticipated to occur onsite. As noted above, the Project site is not part of a hazardous/spill site as noted by EnviroStor. As such, the potential for the creation of a significant hazard to the public or the environment is low. Therefore, the Project would have a less than significant impact.

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

Less than Significant. No schools are located within ¼ mile of the proposed Project. The nearest school is Monterey Elementary School, located approximately 1.5 miles Northeast. As discussed above in Responses (a) and (b), the Project is not anticipated to generate significant hazardous materials impacts. As discussed in Air Quality, the Project's Health Risk Assessment determined that the Project will not impact nearby sensitive receptors. Therefore, the Project would have a less than significant impact.

- (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. The Project site is not included on the EnviroStor list of hazardous waste sites (Cortese List) compiled by the DTSC pursuant to Government Code §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. The Project site is not within an airport land use plan. The nearest airport is the San Bernardino International Airport which is located approximately 1.5 miles to the East. Additionally, the

Project would be consistent with MC §19.20.015 Noise Standards. Therefore, a less than significant impact would occur.

(f) Impair implementation of an emergency response plan or emergency evacuation plan?

Less than Significant. The City of San Bernardino adopted an Emergency Management Plan to identify evacuation routes, emergency facilities, and City personnel and equipment available to effectively deal with emergency situations. No revisions to the adopted Emergency Management Plan would be required as a result of the proposed Project. Additionally, San Bernardino County Consolidated Fire District (SBCFD) is responsible for planning emergency response for the City, maintaining the emergency operations plan (EOP), and operating the City's Emergency Operations Center. The City's EOP anticipates that all major streets within the City would serve as evacuation routes. Highways and arterial streets that connect to the major freeways, including Interstate 10 (I-10), would serve as potential evacuation routes in the event of an unusual emergency situation.

The Proposed Project would ensure that the minimum right-of-way widths on City streets would be maintained during construction and operations, which would continue to ensure that various evacuation routes are accessible. Individual project review by the City including the 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. Access to the Project site would be via four driveways. Refer to Section 2.0, Project Description for a detailed description. All driveways would allow for emergency vehicle ingress and egress. However, an additional gated entrance with a knock box would be located along the west access road/Industrial Parkway. The City will ensure emergency access and/or the need for signed detours during any road closure through the encroachment permit process required before any work can be done in the City right of way. Design and circulation access would adhere to all applicable requirements from the City and San Bernardino County Fire District. Therefore, impacts to an emergency response plan 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. As outlined above, although the Project site is approximately 1.5-miles and 3.0-miles from the nearest Moderate Fire Hazard Area (MFHA) and the Extreme Fire Hazard Area (EFHA) areas, respectively, the Project site is not mapped for fire risk. Fire hazard areas are located predominately in the foothills of the San Bernardino Mountains to the north and west. Therefore, the proposed 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 or where residences are intermixed with wildlands. No impact would occur.

Hydrology and Water Quality

Environmental Impacts Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Issues	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 groundwater 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 off-site?			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	
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	

Water Providers

The San Bernardino Valley Water Management District (SBVWMD) prepared the Urban Water Management Plan (Plan) which is a tool that provides a summary of anticipated supplies and Groundwater. The SBMWD provides domestic water for the City and unincorporated areas of San Bernardino County as well as back-up to the City of Loma Linda. Water service is provided for single-family, multiple-family, commercial, light

industrial, governmental, and landscaping purposes. Other water agencies in the general area include East Valley Water District on the east, Redlands Mutual, Loma Linda Municipal, Riverside, and Colton water providers to the south, and West San Bernardino and Rialto to the west. Figure U-2 of the City's General Plan shows the service boundaries of the water providers in the planning area. Since the City has no jurisdiction over water supply, transmission, distribution, and storage facilities administered by other entities, this discussion addresses facilities owned and maintained by the City. Groundwater from the Bunker Hill Basin provides 100 percent of water for the SBMWD, which is an adjudicated groundwater basin shared with 20 other local public and private suppliers. Groundwater withdrawals from the Bunker Hill Basin is closely monitored and regulated by the Western-San Bernardino Watermaster and stakeholder agencies. While groundwater is the principal source of supply for the City.

Flooding

According to the Federal Emergency Management Administration (FEMA) Flood Insurance Rate Map (FIRM) Panel 06071C7930J, 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.

- (a) Violate water quality or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less than Significant. The California Porter-Cologne Water Quality Control Act (§13000 of the California Water Code), and the Federal Water Pollution Control Act Amendment of 1972 (also referred to as the Clean Water Act [CWA]) require comprehensive water quality control plans be developed for all waters within the State of California. The Project site is located within the jurisdiction of the Santa Ana RWQCB.

Demolition and Construction

Construction of the proposed Project would involve 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 proposed Project in the absence of any protective or avoidance measures.

As part of the proposed Project at this time there is no intended utility work with exception of new connections to existing underground utilities. Additionally, two bio-retention basins are proposed as part of the Project to catch runoff for infiltration/treatment purposes. Furthermore, the project will hold existing line and grades, add impervious area and landscaping along with 2 bio-retention basins. This will yield a net negative in pollutants introduced to the public storm water system compared to the existing condition on-site.

The proposed 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. CAS618036), 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.

- (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. The proposed 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 proposed Project. The SBMWD obtains its water supply from the Bunker Hill Groundwater Basin. The proposed Project does not include new potable groundwater wells. The proposed Project includes construction and operation of a proposed 79,842 sf distribution warehouse with associated commercial landscaping, concrete hardscape, asphalt paving parking. However, the grading for the proposed development will maintain the natural flow pattern of the existing site, draining in the southwest direction to the maximum extent possible. In the proposed condition storm water will drain into a proposed bio-retention basin and into the existing storm drain system located South of the site on Waterman Avenue.

- (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. As shown in Exhibit 3, Aerial View, and Exhibit 5 Project Site Photos, the site does not include any streams or rivers which could be altered by the proposed Project. The proposed on-site detention/infiltration 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, of the General Plan as referenced in the Geology and Soils Section. 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 off-site?

Less Than Significant. As noted above, the site does not include any streams or rivers which could be altered by the proposed Project. The development of the existing site into the proposed Project will not create any adverse impacts downstream for storm events up to the 100-year storm. There will 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 basins and the two underground infiltration chamber systems. All water from the proposed Project will sheet flow through the site and be routed into one of two bio-retention basins to mitigate the flows expected from the Project site while allowing stormwater to be treated through bio-retention.

- 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?

Less Than Significant. As noted in Response (c)(ii) above, the Project will fully mitigate stormwater runoff such that runoff water will not exceed that of existing conditions and is not otherwise anticipated to exceed the capacity of downstream drainage facilities. As discussed in Response (a) and (c)(iii) above, the proposed onsite retention basins, infiltration and operational BMPs will reduce impacts to less than significant for stormwater runoff water quality pursuant to the WQMP and City Municipal Code requirements.

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

Less than Significant. The Project site is located approximately 60 miles inland from the Pacific Ocean. Given the distance from the coast, the Project site does not have the potential to be inundated by a large, catastrophic tsunami. No steep slopes are in the Project vicinity; therefore, the risk of mudflow is insignificant. Additionally, the Project site is not located in flood path of the Seven Oaks Dam. Moreover, FEMA identifies the Project area as Zone X, an area identified as having a 0.2 percent chance of flood. Additionally, the geology study concluded that no signs of flooding or erosion were observed during the

field investigation. Impacts from flooding, tsunami, or seiche potentially releasing pollutants are less than significant.

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

Less than Significant. The proposed Project’s potable water supply would be served by the SBMWD. The SBMWD obtains its water supply from the Bunker Hill Groundwater Basin. The proposed 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).

As discussed in Response (b), the Project’s water demand is not otherwise anticipated to result in significant groundwater impacts. As discussed in Response (a) above, the Project is anticipated to result in less than significant water quality impacts, either during construction or operation and would not obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Land Use and Planning

Environmental Impacts Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Issues	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	

As shown in Table 1, Existing Land Use, General Plan Land Use and Zoning Designations, the Project site currently contains 3 parcels. As designated by the City’s Zoning Code, the parcels have a Office Industrial Park (OIP) Zoning district and a Commercial General Plan land use designation. Although the current zoning allows for similar uses as the proposed Project (including an auto service station and restaurants), the Zoning district is proposed to be amended to Industrial Light (IL).

- (a) Physically divide an established community?

Less than Significant. As shown in Exhibit 3, Aerial View, the Project sites current condition is an existing asphalt parking lot and graded dirt. The Project site is not part of an established community. There are no trails, easements, or pathways that traverse the site. The proposed Project site is a privately-owned site that would be contained within the property boundaries and will not alter the existing roadway configuration. Once the proposed Project is fully built, it will generally blend in with the mix of surrounding uses along the I-10 corridor and would not physically divide an established community. Therefore, the proposed Project would have a less than significant impact.

Mineral Resources

Environmental Impacts Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Issues	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	

The Surface Mining and Reclamation Act of 1975 (SMARA) requires classification of land into MRZs according to the known or inferred mineral potential of the area. Under SMARA, areas are categorized into MRZs as follows:

MRZ-1 Areas where the available geologic information indicates no significant mineral deposits or a minimal likelihood of significant mineral deposits.

MRZ-2 Areas where the available geologic information indicates that there are significant mineral deposits or that there is a likelihood of significant mineral deposits.

However, the significance of the deposit is undetermined.

MRZ-3 Areas where the available geologic information indicates that mineral deposits are inferred to exist; however, the significance of the deposit is undetermined.

MRZ-4 Areas where there is not enough information available to determine the presence

or absence of mineral deposits.

A large portion of the City of San Bernardino is designated as Mineral Resource Zone-2 (MRZ-2) and smaller portions are designated as MRZ-1. Other areas of the City are not mapped. The Project site is within an MRZ-2 zone. The General Plan designates MRZ-2 zones as having a high potential for mineral resources. However, the California Data Basin for Mineral Resources, which gets its data from the California Geological Survey, does not designate the Project site as site containing mineral resources area. Additionally, neither the Project site nor the surrounding area is used for mining purposes. As such, the Project site is not designated for mineral resource recovery and does not contain any known mineral resources and is not used for mining or mineral production.

(a & b) 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? And 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?

Less than Significant. The Project site is within an MRZ-2, meaning significant mineral deposits or likelihood of significant mineral deposits exist; however, the significance of the deposit is undetermined. Implementation of the proposed Project would not deplete mineral deposits or involve mining activities. Furthermore, the Project site is not located in an area identified as a locally important mineral resource recovery site and is not a mining area. The proposed Project would not result in the loss of availability of a known mineral resource. Impacts would be less than significant.

Noise

Environmental Impacts Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Issues	No Impact
13. NOISE. Would the project:				
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 ground borne vibration or ground borne 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	

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 (Leq) is often used to describe the time-varying character of community noise. The Leq 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 Lmax and Lmin indicators, which represent the root-mean-square maximum and minimum noise levels obtained during the measurement interval. The Lmin 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 L10, L50, and L90 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 L10 typically describe transient or short-term events, whereas levels associated with L90 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.

The City's Noise Ordinance (19.20.030.15 of the Development Code) specifies that no exterior noise level shall exceed 65 dBA and no interior noise level shall exceed 45 dBA in residential areas. The City does not specify noise level limits for uses other than residential.

Additionally, the City's Municipal Code (8.54.020 of the Municipal Code) 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.

Existing Noise Environment

Some land uses are considered sensitive to noise. Noise-sensitive receptors are associated with indoor or outdoor activities subject to stress or significant interference from noise, such as residential dwellings, transient lodging, dormitories, hospitals, educational facilities, public assembly facilities, amphitheatres, playgrounds, congregate care facilities, childcare facilities, and libraries. Industrial and commercial land uses are generally not considered sensitive to noise. The City of San Bernardino is impacted by various noise sources. Mobile sources of noise, especially cars and trucks, are the most common and significant sources of noise in most communities. Other sources of noise are the various land uses (i.e., residential, commercial, industrial, and recreational and parks activities) throughout the City that generate stationary-source noise.

- (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.

Short-Term Construction Impacts

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. The Project site is located adjacent to the I-10, Waterman Avenue and Central Avenue with high ambient noise levels. The nearest sensitive receptors are single-family residence located 175 feet to the East. Construction noise generated on the Project site is not anticipated to affect exterior noise levels of sensitive receptors. 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 10, Typical Noise Levels Generated by Construction Equipment, for informational purposes.

Table 10: Typical Noise Levels generated by Construction Equipment

Equipment	Typical Noise Level (dba) At 50 feet from source	Typical Noise Level (dba) At 1000 feet from source
Air Compressor	80	54
Backhoe	80	54
Compactor	82	56
Concrete Mixer	85	59
Concrete Pump	82	56
Concrete Vibrator	76	50
Crane, Derrick	88	62
Crane, Mobile	83	57
Dozer	85	59
Equipment	Typical Noise Level (dba) At 50 feet from source	Typical Noise Level (dba) At 1000 feet from source
Generator	82	56
Grader	85	59
Impact Wrench	85	59
Jack Hammer	88	62
Loader	80	54
Paver	85	59
Pneumatic Tool	85	59
Pump	77	51
Roller	85	59
Saw	76	50
Scraper	85	59
Shovel	82	56
Truck	84	58

Calculated using the inverse square law formula for sound attenuation: $dBA2 = dBA1 + 20\log(d1/d2)$
dBA2 = estimated noise level at receptor; dBA1 = reference noise level; d1 = reference distance; d2 = receptor location distance
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018

The noise levels calculated in Table 10, Project Construction Noise Levels, show estimated exterior construction noise without accounting for attenuation from existing physical barriers. The nearest noise

sensitive receptors come from the residential community 175 feet to the East. All construction equipment was assumed to operate simultaneously at a construction area nearest to sensitive receptors. 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. In addition, noise generated during the construction, paving, and painting stages, which have the potential to occur simultaneously, were added together to provide a composite construction noise level.

(b) Generation of excessive ground borne vibration or ground borne noise levels?

Less than Significant. Project construction can generate varying degrees of ground-borne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Ground-borne vibrations from construction activities rarely reach levels that damage structures.

The Federal Transit Administration (FTA) has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.20 inches per second) appears to be conservative. The types of construction vibration impact 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. Typical vibration produced by construction equipment is illustrated in Table 11, Typical Vibration Levels for Construction Equipment.

Table 11: Typical Vibration Levels for Construction Equipment

Equipment	Approximate Peak Particle Velocity Distance (Inches Per Second)	
	25 Feet	90 Feet
Large Bulldozer	0.089	0.013
Caisson drilling	0.089	0.013
Loader Trucks	0.076	0.011
Rock Breaker	0.059	0.008
Jackhammer	0.035	0.005
Small Bulldozer/Tractor	0.003	0.0004

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

The nearest sensitive receptors are the residential uses approximately 175 feet to the East and the nearest structures, commercial and retail to the West and are approximately 90 feet or more from the active construction zone. Using the calculation shown in Table 9, at 90 feet the vibration velocities from

construction equipment would not exceed 0.016 in/sec PPV, which is below the FTA’s 0.20 PPV 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 residential structure. 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. The San Bernardino International Airport is located approximately 1.5 miles East of the Project site. There are no other airports within two miles of the project site. Therefore, impacts to the proposed Project relating to airport noise, including from a private airstrip would be less than significant.

Population and Housing

Environmental Impacts Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Issues	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

Environmental Setting

According to the California Department of Finance (DOF), in 2019, the City of San Bernardino had a population of 218,992 residents with approximately 65,677 homes.⁴² The vacancy rate for housing in the City is estimated at 8.4 percent.

- (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 population in the City was 209,924 people and approximately 218,992 in 2019. Household units have seen a slight growth from approximately 65,401 in 2010 to about 65,677 in 2019. The proposed Project involves the development of a new warehouse distribution center and does not include the construction of new homes or the extension of roads. Therefore, it would not directly induce population growth in the area. The Project would generate temporary construction employment. The California Employment Development Department (EDD) estimates the August 2020 unemployment rate to be over 13 percent in all sectors suggesting that there is an adequate pool of labor to meet the construction needs of the project. In addition, construction workers generally travel from work site to work site and do not relocate for a specific project of average size, such as the Project.

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

No Impact. The proposed Project site is vacant. No structures exist onsite and no people or housing will be displaced. As a result, the construction of replacement housing would not be necessary. No impact would occur.

Public Services

Environmental Impacts Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Issues	No Impact
15. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or need for new or physical 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?				
a) Fire Protection?			X	
b) Police Protection?			X	
c) Schools?				X
d) Parks?				X
e) Other Public Facilities?				X

(a) Fire Protection?

Less than Significant. San Bernardino County Fire East Valley Division provides fire protection services to the City, inclusive of the Project site. The closest fire stations to the Project site are Station #221 at 200 East 3rd St. The existing and proposed uses would be very similar, just consolidated from 2 warehouses into 1. It is anticipated that the proposed Project would not generate more calls or need for fire protection services than what is currently provided to the site. Moreover, the Project will be constructed to meet the current CBC requirements and the Project is subject to fire suppression development impact fees and other standards and conditions required by the City and County Fire. Fire protection ingress and egress will be available via three driveways. A standard condition of approval for the proposed Project includes compliance with the requirements of the San Bernardino County Fire Department and the payment of standard City development impact fees, which include a fee for fire service impacts. The proposed Project is not expected to result in activities that create unusual fire protection needs. Impacts on fire services is anticipated to be less than significant.

(b) Police Protection?

Less than Significant. Police protection services would be provided by the City of San Bernardino Police Department (SBPD). The Police Department has 225 sworn officers and 150 non-sworn employees. The closest police station is located at 710 North D Street, approximately 2.0 miles Northwest 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. For the purpose of establishing acceptable levels of service, the Sheriff's Department strives to maintain a recommended servicing of 1.0 sworn law enforcement personnel for every 820 residents.⁴⁴ As discussed in Section 14, Response (a), Population and Housing, there will be no population growth associated with the proposed Project. The proposed Project is not expected to substantially increase the demand for police protection services. With the payment of the required development impact fees, which include a fee for police service impacts to offset potential demand associated with development, the Project would have a less than significant impact on police protection.

(c) Schools?

No Impact. The nearest school is Bob Holcomb Elementary School. The proposed Project would not induce population growth, as such the need for the construction of additional school facilities would not be required. Additionally, the payment of school fees is mandated, and the State has determined that payment of these fees is deemed sufficient to offset any potential impacts from the Project. Thus, the proposed Project will not generate a substantial increase in elementary, middle, or high school students. Therefore, any impacts are considered less than significant.

(d) Parks?

No Impact. Due to the commercial 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 proposed Project would construct a facility serving passerby traffic, would not displace any existing park facilities, and would not result in demand on existing recreational facilities. Therefore, there would be no impact to park services.

(e) Other public facilities?

No Impact. The proposed Project would not result in or induce significant population growth because the proposed 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 Issues	No Impact
16. RECREATION. Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) 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 & Community Services Department is responsible for the development, maintenance, and operation of City facilities. The Department offers 38 parks (includes open spaces and ballfields), 31 playground areas and several park locations with walking tracks for your recreational activities.

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

No Impact. See Response 15(d), above and 16(b), below. The entire Project site is privately owned. The proposed Project is a truck and auto travel center, would mainly serve passerby traffic, and would not induce population growth or otherwise impact recreational facilities. No

impact to recreational facilities are anticipated.

- (b) 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 proposed Project does not involve construction of recreational facilities and would not require recreational facilities. The Project would not introduce population growth and therefore would not increase the use of existing neighborhood and regional parks or other recreational facilities. While overnight parking will be permitted on the site, the parking is limited to trucks, and this is unlikely to include children. In addition, any overnight truck parking would be limited to brief stops during transit and is not intended for recreational parking. No impacts would occur.

Transportation

Environmental Impacts Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Issues	No Impact
17. TRANSPORTATION. Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?			X	
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.4, 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	

The following VMT Screening Analysis has been prepared for the proposed Amazing 34 Warehouse (Project), which is located at 791 South Waterman Avenue in the City of San Bernardino.

PROJECT OVERVIEW

It is our understanding that the Project is to consist of the development of 89,475 square feet (SF) of warehouse use. Replacing a currently vacant existing 47,521 SF industrial warehouse building.

BACKGROUND

Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which require all lead agencies to adopt VMT as a replacement for automobile delay-based level of service (LOS) as the new measure for identifying transportation impacts for land use projects. This statewide mandate went into effect July 1, 2020. It is our understanding that the City of San Bernardino utilizes the San Bernardino County Transportation Authority (SBCTA) VMT Screening Tool (Screening Tool). The Screening Tool allows users to input an assessor's parcel number (APN) to determine if a project's location meets one or more of the screening thresholds for land use projects as identified in San Bernardino County Transportation Authority (SBCTA) Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (SBCTA Guidelines) that addresses both traditional automobile delay-based level of service (LOS) and new VMT analysis requirements. (2) The City of San Bernardino then used the SBCTA Guidelines to develop its City of San Bernardino Traffic Impact Analysis Guidelines (August 2020) (City Guidelines). (3) These guidelines have been used to conduct this screening analysis.

PROJECT SCREENING

The City Guidelines 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 project level analysis. Screening thresholds are broken into the following three steps:

- Transit Priority Area (TPA) Screening
- Low VMT Area Screening
- Project Type Screening

A land use project need only to meet one of the above screening thresholds to result in a less than significant impact.

TPA SCREENING

As described in the City Guidelines, projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing "major transit stop"¹ or an existing stop along a "high-quality transit corridor"²) may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the

lead agency, with input from the Metropolitan Planning Organization); or

- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

Based on screening tool results, the Project is not located within ½ mile of an existing major transit stop, or along a high-quality transit corridor.

The TPA screening threshold is not met.

LOW VMT AREA SCREENING

The City Guidelines states that “residential and office projects located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per worker or per service population that is similar to the existing land uses in the low VMT area.” The Screening Tool uses the sub-regional San Bernardino Transportation Analysis Model (SBTAM) to measure VMT performance within individual traffic analysis zones (TAZ’s) within the SBCTA region. The Project’s physical location based on the APN is input into the Screening Tool to determine VMT generated by the existing TAZ as compared to the City’s impact threshold of “better than General Plan Buildout VMT per service population”. The parcel containing the proposed Project was selected and the Screening Tool was run for the Origin-Destination VMT per service population measure of VMT. Based on the Screening Tool results the Project is not located within a low VMT generating zone.

The Low VMT Area screening threshold is not met.

- (a, b & d) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities? Conflict or be inconsistent with CEQA Guidelines Section 15064.4, subdivision (b)? Result in inadequate emergency access?

PROJECT TYPE SCREENING

Less than significant impact. The City Guidelines identifies that local serving retail projects less than 50,000 SF may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition to local serving retail, other types of local serving uses such as community institutions (public libraries, fire stations, local government, etc.) may also be presumed to have a less than significant impact as their uses are local serving in nature and would tend to shorten vehicle trips. Additionally, City Guidelines states that small projects anticipated to generate low traffic volumes (i.e., 110 daily vehicle trips or less⁴) are presumed to have a less than significant impact absent substantial evidence to the contrary. Vehicle trips anticipated to be generated by the existing and proposed land uses on the Project site have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation

Manual, 10th Edition, 2017. The existing industrial building is estimated to have generated up to 84 daily vehicle trips. Comparatively, the proposed Project is anticipated to generate 158 daily vehicle trips, which results in a net increase of only 74 daily vehicle trips, which is less than the 110 daily vehicle trip threshold.

Project Type screening threshold is met.

CONCLUSION

Based on our review of applicable VMT screening thresholds, the proposed Project meets the Project Type screening and would therefore be assumed to result in a less than significant VMT impact; no additional VMT analysis is required.

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

Less than significant impact. The project does not propose any new designs that would affect transit within the public right-of-way. Traffic will remain at the current levels. Therefore, a less than significant impact would occur.

Tribal Cultural Resources

Environmental Impacts Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Issues	No Impact
18. TRIBAL CULTURAL RESOURCES. Would the project 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:				
a) 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), or		X		
b) 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		

- (a & b) 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), or?

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?

Potentially Significant Unless Mitigation Incorporated. On July 9, 2021 Tiffany Clark with PaleoWest Archeology contacted the Native American Heritage Commission to initiate AB52 consultation with the applicable tribes, which include: Agua Caliente Band of Cahuilla Indians, Morongo Band of Mission Indians, Quechan Tribe of the Fort Yuma Reservation, San Manuel Band of Mission Indians, Santa Rosa Band of Cahuilla Indians, Serrano Nation of Mission Indians, and Soboba Band of Luiseno Indians. Letters were sent to San Manuel Band of Mission Indians, Soboba Band of Luiseno Indians and Gabrieleno Band of Mission Indians on November 10th, 2021. Soboba did not respond and Gabrieleno Band of Mission Indians elected to defer to San Manuel Band of Mission Indians on February 1, 2022. San Manuel Band of Mission Indians stated “The proposed project area exists within Serrano ancestral territory and, therefore, is of interest to the Tribe. However, due to the nature and location of the proposed project, and given the CRM Department’s present state of knowledge, SMBMI does not have any concerns with the project’s implementation, as planned, at this time.” As a result, San Manuel Band of Mission Indians provided their requested mitigation measures (TCR-1 and TCR-2) on February 9, 2022. In the event that any Tribal Cultural Resources be encountered, as defined by CEQA (as amended, 2015) Mitigation Measures TCR-1, and TCR-2 shall be implemented.

Mitigation

TCR-1

The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed in CR-1, of any pre-contact and/or historic-era cultural resources discovered during project implementation, and 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 (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archeologist, in coordination with SMBMI, and all subsequent finds shall be subject to this plan. The 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.

TCR-2

Any and all archeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant Lead Agency for dissemination to SMBMI. The Lead Agency and/or applicant shall, in good faith, consult with SMBMI throughout the life of the project.

Utilities

Environmental Impacts Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Issues	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 stormwater 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 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 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
- City of Loma Linda.

Water services are provided by the SBMWD.⁴⁶ 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.

- (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. Any extensions of existing utilities will be done on-site, and will not require work within the public right-of-way. Therefore, there will be a less than significant impact.

- (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. The San Bernardino Municipal Water Department (SBMWD) provides domestic water for the City and unincorporated areas of San Bernardino County as well as back-up to the City of Loma Linda. Water service is provided for single-family, multiple-family, commercial, light industrial, governmental, and landscaping purposes.

Groundwater from the Bunker Hill Basin is the only source of water supply for the SBMWD and management of this groundwater basin is coordinated through Valley District. It has the capacity to provide 70,000 acre-feet per year of water from groundwater. The basin, similar to a very large underground lake, is replenished naturally by local precipitation and by stream flow from rain and snowmelt from the San Bernardino Mountains and SBMWD. While groundwater is the principal source of supply in the area, 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 12, 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 12: 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: 2015 San Bernardino Valley Regional Urban Water Management Plan, page 10-25.

Single Dry Year

The single-dry year may differ for various sources. In Table 13, 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 13 demonstrates the SBMWD anticipates adequate supplies for years 2020 to 2040 under single-dry year conditions.

Table 13: 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, page 10-25.

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 14, Multiple Dry Years Supply and Demand 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 14: Multiple Dry Year Supply and Demand Comparison (AF)

	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
	Difference	16,889	22,646	27,461	32,221	37,078

Source: 2015 San Bernardino Valley Regional Urban Water Management Plan, page 10-25.

As shown on Table 14, SBMWD anticipates adequate supplies for years 2020 to 2040 under multiple-dry year conditions based on current land use projections. The Project's average daily water demand is estimated at 2,005 gallons per day (gpd) based on typical water demand rates published by the California Home Building Foundation. Project water demands would be similar, if not higher, as that anticipated under current site zoning of Office Industrial Park (OIP) which could actually allow a much more intense use, as noted on Table 2, and as such are already factored into local and regional water supply planning.

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 projected demand in addition to the provider’s existing commitments?

Less than Significant. The San Bernardino Municipal Water Department (SBMWD) is the wastewater treatment provider for most of the City of San Bernardino and for the Project site. The SBMWD owns and operates the San Bernardino Water Reclamation Plant (SBWRP). The SBWRP treats municipal wastewater generated in the City of San Bernardino, the City of Loma Linda, and East Valley Water District. Sewer collection systems within SBMWD’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 SBWRP to a secondary treatment level. SBWRP 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 15 *Current and Projected Wastewater Collection and Treatment*, shows existing and anticipated wastewater collection and treatment at the San Bernardino Water Reclamation Plant.

Table 15: Current and Projected Wastewater Collection and Treatment

	2010	2015	2020	2025	2030	2035	Disposal Method	Treatment Level
San Bernardino Water Reclamation Plan (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 Anna River	Tertiary

Source: San Bernardino Municipal Water Department. 2015. Water Facilities Master Plan Report, page 5-5. Available <https://www.sbmwd.org/DocumentCenter/View/683/Section-5-PDF>, accessed November 4, 2021.

Existing infrastructure surrounding the Project site is adequate to convey wastewater without requiring the expansion of the facilities. In addition, the Project will pay applicable connection fees and monthly charges which offset the need for incremental wastewater conveyance and treatment system improvements. Based on this, the proposed Project will have a less than significant impact on the SBMWD’s ability to collect and treat the proposed 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. 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 construction will 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.

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

Less than Significant. Solid waste disposal services must follow federal, State, and local statutes and regulations related to the collection of solid waste. Solid waste would be generated during construction and operation of the proposed Project. The Solid Waste Reuse and Recycling Access Act of 1991 requires that adequate areas be provided for collecting and loading recyclable materials such as paper, products, glass, and other recyclables. City of San Bernardino Municipal Code Section 8.24.100 Construction and Demolition Debris Recycling Program regulates solid waste handling and mandates that sufficient receptacles be in place on-site to accommodate refuse and recycling. The proposed Project is an industrial facility which would not involve the production or handling of acutely toxic or otherwise hazardous materials. Municipal Code Section 8.24.100 complies with federal, state and local solid waste regulations. As such, with compliance to Municipal Code Section 8.24.100, a less than significant impact would occur.

Standard Conditions and Requirements

1. As required by City of San Bernardino Municipal Code Section 19.30.110, Underground Utilities, the Project would comply with the installation requirements for undergrounding utilities.
2. As required by City of San Bernardino Municipal Code Section 8.24, Solid Waste Collection, Removal, Disposal, Processing and Recycling of waste must be controlled and regulated through the provisions of this chapter.

Wildfire

Environmental Impacts Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Issues	No Impact
20. WILDFIRE. 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 wildlife or the uncontrolled spread of a wildfire?		X		
c) Require the installation or maintenance of associated Infrastructure (such as roads, fuel breaks, emergency water resources, 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

In 2008, CALFIRE will produce Fire Hazard Severity Zone maps for the areas of California where local governments have financial responsibility for wildland fire protection, known as local responsibility areas (LRA). In 2008, the California Building Standards Commission adopted California Building Code Chapter 7A requiring new buildings in Very High Fire Hazard Severity Zones to use ignition-resistant construction methods and materials.

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

Less than Significant Impact With Mitigation Incorporated. As previously noted in Checklist Section 9, Hazards and Hazardous Materials, the proposed Project is neither in an EFHA nor in a MFHA. However, according to CALFIRE, northern portions of the City of San Bernardino, including the Project site are designated Very High Fire Hazard Severity Zones (VHFHSZ). CALFIRE designates the Project site to be located in a non-VHFHSZ within the LRA. Development on the Project site would be subject to compliance with the latest CBC.

The City’s Emergency Operations Plan (EOP) addresses the City of San Bernardino's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies. It provides an overview of operational concepts, identifies components of the City's emergency management organization within the Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS). It also describes the overall

responsibilities of the federal, state, and county entities for protecting life and property and assuring the overall well-being of the population. Each organization identified in the EOP is responsible for, and expected to develop, implement, and test policies, procedures, instructions, and checklists that reflect cognizance of the emergency management concepts contained herein. Coordinated response and support 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 purposes of emergency management. In addition, Section 12.03.090 of the San Bernardino Municipal Code requires that any lane closure be approved prior to construction. As part of the encroachment permit approval process the City will notify public safety.

The adjacent roadways would continue to provide emergency access to the Project site and surroundings during construction and operations. In addition, implementation of Mitigation Measures **WF-1** and **WF-2**, which require conformance with the CBC and Fire Code, would be implemented. Therefore, impacts are considered less than significant with mitigations incorporated.

MM WF-1 Prior to the issuance of building permits, the Project applicant shall demonstrate, to the satisfaction of the City Building Official and the San Bernardino County Fire Chief, compliance with the latest CBC (Part 2 of Title 24 of the California Code of Regulations) and the latest California Fire Code (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the CBC and California Residential Code; specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.

MM WF-2 Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.

(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?

Less than Significant Impact With Mitigation Incorporated. As discussed in the City's General Plan EIR, wind impact and wildfire impact have the most impact in the City of San Bernardino north of SR 210 and I-215

along the foothills. Although the Project site is relatively flat, the proposed Project is in the upper half portion of the City which is prone to high winds. However, as noted above in Response (a), the Project site is not located in an EFHA or MFHA, according to the General Plan. As noted above, CALFIRE designates the Project site as a VHFHSZ. Although the Project site is not bounded by open fields or hillsides that could be prone to fire, the general area is prone to fires. As such, the Project would have a less than significant impact with Mitigation Measures WF-1 and WF-2 incorporated.

- (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 proposed Project components 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. The San Bernardino County Fire Department, as part of the City's process, will review all building permit plans for adequate fire suppression, fire access, and emergency evacuation. Adherence to standard City policies reduce the potential to exacerbate fire risk. Therefore, no impact would occur.

- (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 discussed in Section 7, Geology and Soils, and Section 10, Hydrology and Water Quality, the Project site is not located in a landslide hazard area or a flood plain and no signs of flooding or erosion were visible during the geological study site visit. There are no natural drainage courses located on-site. The Project site is relatively flat and is not located in a landslide-prone zone. Therefore, no impact would occur.

Mandatory Findings of Significance

Environmental Impacts Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Issues	No Impact
20. MANDATORY FINDINGS OF SIGNIFICANCE. Would 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) 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 the past projects, the effects of other current projects, and the effects of probable future projects.)		X		
c) 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 With Mitigation Incorporated. 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. The cultural evaluation determined that no impacts would occur to historical or archaeological resources; however, for conservative and best practices, mitigation measure **CUL-1** has been incorporated to mitigate impacts. Additionally, tribal consultation is underway and mitigation measures may be added to this section and table below if applicable. Because of the heavy disturbed existing conditions of the site which is currently used as semi-truck overnight parking site and the lack of plant or wildlife resources (refer to **Exhibit 5**, Project Site Photos), it has been concluded that no impact to the environment, fish, or wildlife species would occur. The Project site does not have any trees onsite, nor does it have any streams or water features. The development of the Project site would not limit/eliminate/hinder

plant, animal/fish populations. Lastly, because of the existing barren condition of the site and the lack of any structures, no examples of major periods of California history exist on site. As such, a less than significant impact would occur.

- (b) 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 the past projects, the effects of other current projects, and the effects of probable future projects.)

Less than Significant Impact. The Project's potential significant impacts have all been mitigated to less than significant levels. The IS/MND includes quantitative analysis of the Project's cumulative contribution for air quality, greenhouse gas emissions, and traffic, all of which were determined to not be significant, 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 proposed Project would be less than considerable and thus, less than significant impacts.

- (c) Does the project have environmental effects which will have substantial adverse effects on human beings, 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 IS/MND. The Project site is not included on the list of hazardous waste sites (Cortese List) compiled by the DTSC pursuant to Government Code §65962.5. Additionally, no structures are present on-site, and no demolition would occur. Although a number of potential impacts to humans were identified, with implementation of the identified mitigation measures and standard conditions and requirements, these impacts are less than significant.

No other environmental effects which could have substantial adverse effect on human beings, directly or indirectly, including air quality, noise, hazard and hazardous materials and wildfire would cause a significant impact with the appropriate Mitigation Measures incorporated. Therefore, a less than significant impact would occur. With required implementation of mitigation measures identified in this IS/MND, construction and operation of the proposed Project would not involve any activities that would result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly.

4.0 References

Project Technical Studies:

PaleoWest, July 27,2021. Cultural Assessment

Urban Crossroads, August 13,2021. VMT Screening Evaluation

Gonzales Environmental Consulting, July 15, 2021. General Biological Resource Assessment and Habitat Assessment.

GeoMat Testing Laboratories, March 26, 2020. Preliminary Soils Investigation Report.

Vista Environmental, September 15, 2021. Air Quality and Greenhouse Gas Emissions Impact Analysis.

Adkan Engineers, July 27, 2021. Preliminary Water Quality Management Plan

Mitigation Monitoring and Reporting Program

CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code 21081.6). This mitigation monitoring and reporting program is intended to track and ensure compliance with adopted mitigation measures during the project implementation phase. For each mitigation measure recommended in the Draft Initial Study-Mitigated Negative Declaration (IS-MND), specifications are made herein that identify the action required, the monitoring that must occur, and the agency or department responsible for oversight.

Mitigation Monitoring and Reporting Program

Impact Category	Mitigation Measures	Action Required	Implementation Timing	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
Cultural Resources	<p>MM-CUL-1: In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on other portions of the project outside the buffered area may continue during this assessment period. Additionally, the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed within TCR-1, regarding any pre-contact and/or historic-era finds and be provided Tribal input with regards to significance and treatment.</p>	<p>Verify that interested tribes have been notified of project changes, if any.</p> <p>Verify that additional consultation has occurred, if necessary.</p> <p>Verify that avoidance and preservation measures are implemented if site design and/or proposed grades are revised.</p> <p>Verify execution of tribal monitoring agreement, as needed.</p>	<p>Prior to issuance of grading permits for the project.</p>	<p>City of San Bernardino – Community and Economic Development Department – Planning Division.</p>			

<p>Cultural Resources</p>	<p>MM-CUL-2 If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to SMBMI for review and comment, as detailed in TCR-1. The archeologist shall monitor the remainder of the project and implement the Plan accordingly.</p>	<p>Verify that interested tribes have been notified of project changes, if any.</p> <p>Verify that additional consultation has occurred, if necessary.</p> <p>Verify that avoidance and preservation measures are implemented if site design and/or proposed grades are revised.</p> <p>Verify execution of tribal monitoring agreement, as needed.</p>	<p>Prior to issuance of grading permits for the project.</p>	<p>City of San Bernardino – Community and Economic Development Department – Planning Division.</p>			
<p>Cultural Resources</p>	<p>MM-CUL-3 If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to the State Health and Safety Code §7050.5 and that code enforced for the duration of the project.</p>	<p>Verify that interested tribes have been notified of project changes, if any.</p> <p>Verify that additional consultation has occurred, if necessary.</p> <p>Verify that avoidance and preservation measures are implemented if site design and/or proposed grades are revised.</p> <p>Verify execution of tribal monitoring agreement, as needed.</p>	<p>Prior to issuance of grading permits for the project.</p>	<p>City of San Bernardino – Community and Economic Development Department – Planning Division.</p>			

<p>Tribal Cultural Resources</p>	<p>MM-TCR-1 The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed in CR-1, of any pre-contact and/or historic-era cultural resources discovered during project implementation, and 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 (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archeologist, in coordination with SMBMI, and all subsequent finds shall be subject to this plan. The 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.</p>	<p>Verify that interested tribes have been notified of project changes, if any.</p> <p>Verify that additional consultation has occurred, if necessary.</p> <p>Verify that avoidance and preservation measures are implemented if site design and/or proposed grades are revised.</p> <p>Verify execution of tribal monitoring agreement, as needed.</p>	<p>Prior to issuance of grading permits for the project.</p>	<p>City of San Bernardino – Community and Economic Development Department – Planning Division.</p>			
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<p>Tribal Cultural Resources</p>	<p>MM-TCR-2 Any and all archeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant Lead Agency for dissemination to SMBMI. The Lead Agency and/or applicant shall, in good faith, consult with SMBMI throughout the life of the project.</p>	<p>Verify that interested tribes have been notified of project changes, if any.</p> <p>Verify that additional consultation has occurred, if necessary.</p> <p>Verify that avoidance and preservation measures are implemented if site design and/or proposed grades are revised.</p> <p>Verify execution of tribal monitoring agreement, as needed.</p>	<p>Prior to issuance of grading permits for the project.</p>	<p>City of San Bernardino – Community and Economic Development Department – Planning Division.</p>			
<p>Wildfire</p>	<p>MM-WF-1: the Project applicant shall demonstrate, to the satisfaction of the City Building Official and the San Bernardino County Fire Chief, compliance with the latest CBC (Part 2 of Title 24 of the California Code of Regulations) and the latest California Fire Code (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the CBC and California Residential Code; specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.</p>	<p>Verify compliance with the latest CBC and the latest California Fire Code.</p>	<p>Prior to issuance of building permits for the project.</p>	<p>City of San Bernardino – Community and Economic Development Department – Planning Division.</p>			

<p>Wildfire</p>	<p>MM-WF-2: The applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.</p>	<p>Verify compliance with the vegetation management requirements prescribed in California Fire Code Section 4906.</p>	<p>Prior to issuance of certificate of occupancy.</p>	<p>City of San Bernardino – Community and Economic Development Department – Planning Division.</p>			
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Appendix – A

Air Quality/Greenhouse Gas Data/Health Risk Assessment

Appendix – B

Cultural Resources Assessment

Appendix – C

Geotechnical Investigation

Appendix – D

Preliminary Water Quality Management Plan

Appendix – E

Traffic Impact Analysis

Appendix – F

Biological Resources Memo