# Alliance CA Gateway South Building 9 Project

## Draft Initial Study
## Mitigated Negative Declaration

**April 2023**

**Prepared By:**

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Kimley»Horn

# Table of Contents

## Tables

## Exhibits



## Appendices

# 1.0 INTRODUCTION & PURPOSE

## 1.1 Project Overview

This Administrative Draft Initial Study/Mitigated Negative Declaration (Admin Draft IS/MND or IS/MND) was prepared by Kimley-Horn and Associates (Kimley-Horn) for the City of San Bernardino (City) to assess whether there may be significant environmental impacts associated with the proposed Alliance California Gateway South Building 9 Project (Alliance CA GWSB9 or Project), located on the southeast corner of the intersection of Lena Road and E. Norman Road, in the City of San Bernardino, California. This Admin Draft IS/MND was prepared consistent with the requirements of the California Environmental Quality Act (CEQA) on the basis that there was no substantial evidence that there may 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 be applied to 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 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 Admin Draft IS/MND has been prepared to evaluate the potential environmental effects associated with the construction and operation of the Project.

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

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

The initial study identifies potentially significant effects, but:

1) Revisions in the project plans or proposals made by, or agreed to by the applicant before the proposed mitigated negative declaration and initial study are released for

public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and

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

## 1.4 Mitigation Measures

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

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

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

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

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

## 1.5 Environmental Resources Topics

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

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

## 1.6 Report Organization

This document has been organized into the following sections:

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

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

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

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

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

## 1.7 Summary of Findings

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

## 1.8 Initial Study Review Process

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

Written comments regarding this MND should be addressed to:

Elizabeth Mora-Rodriguez, Senior Planner
Community & Economic Development Department
City of San Bernardino
201 North E Street, 3rd Floor
San Bernardino, CA 92401
mora-rodriguez_el@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.

## 1.9 Project Applicant(s)/Sponsor(s)

Project Applicant and Property Owner:

**Industrial VI Enterprises, LLC**
901 Via Piemonte, Suite 175
Ontario, CA 91764
Contact: Jason Huber

# 2.0 DESCRIPTION OF PROPOSED PROJECT

## 2.1 Regional Location

The City is located within the Valley subregion of San Bernardino County, approximately 60 miles east of the City of Los Angeles in the upper Santa Ana River Valley. The Valley is framed by the San Bernardino Mountains on the northeast and east, the Blue Mountains and Box Springs Mountains abutting the cities of Loma Linda and Redlands to the south, and the San Gabriel Mountains and the Jurupa Hills to the northwest and southwest, respectively. The City is bordered 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.

## 2.2 Project Site Location

The Project is located near to the southeast corner of Lena Road and E. Norman Road and is bounded by E. Norman Road to the north, existing industrial uses and the Santa Ana River to the east, E. Orange Show Road to the south, and Lena Road to the west. The Santa Ana River lies directly adjacent to the Project site's southeastern border. The Project site is approximately 18.43 acres in size. In addition, the Project is located approximately 0.87 miles southwest of the San Bernardino International Airport (SBIA) and is within the Airport Influence Area (AIA). The Project site is bounded by E. Norman Road, vacant parcels, a pallet yard, and commerce center warehouse to the north; E. Orange Show Road, vacant parcels; non-conforming single family residential uses, and the Santa Ana River to the south; Lena Road to the west with a warehouse beyond; and a shipping container and truck storage yard to the east; refer to **Exhibit 1***: Regional Vicinity Map* and **Exhibit 2***: Local Vicinity Map*. Local access to the Project site is provided via E. Norman Road, Lena Road, and E. Orange Show Road. The nearest major freeways to the site include Interstate 10 (I-10), located approximately 1.1 miles south and Interstate 215 (I-215), located approximately 1.6 miles to the west of the site. Additionally, State Route 210 (SR-210) is located approximately 3.7 miles east of the Project site.

## 2.3 Project Background

The Project site is in close proximity to the SBIA and approximately 0.5 miles southwest of the San Bernardino Alliance California Specific Plan (SBACSP). The SBIA was formerly known as Norton Air Force Base (NAFB), which was closed in 1994. After the closure of NAFB, the City approved the San Bernardino International Trade Center Specific Plan (SBITCSP) in 1996 to allow for commercial/industrial development around the former NAFB property (now the SBIA). Since adoption in 1996, the SBITCSP has been amended through the years, including Amendment No. 5 changing the name from SBITCSP to the SBACSP in 2007. The SBACSP encompasses approximately 692.6 acres, generally south of Third Street, north of the Santa Ana River, east of Lena Road, and west of Alabama Street.

The Project proposes to develop an approximately 397,400-square-foot (SF) industrial warehouse and office building with associated site improvements and would be compatible and consistent with the SBACSP's provisions to allow industrial development and uses in areas surrounding the SBIA.

## 2.4 Existing Site Conditions

The Project site is located at the southeast corner of E. Norman Road and Lena Road. The Project site comprises 31 parcels, totaling approximately 18.43 net acres. Currently, the western half of the site contains non-conforming single-family residential structures, truck and materials storage yards, a rig welding company, and vacant land undeveloped lands with sparse vegetation. The eastern half of the site contains non-conforming single-family residential structures, a towing service, vacant lands, and a storage yard for trucks and heavy construction equipment. The Project site is relatively flat and has sloping elevations ranging from approximately 1,031 to 1,044 feet above mean sea level.

According to the Federal Emergency Management Agency (FEMA), the site is designated as Zone X; Flood Zone X is defined by FEMA as the area outside the 500-year flood.[1] A Conditional Letter of Map Revision would not be required because no portion of the site is located within the special flood hazard area. The property is located on the United States Geological Survey 7.5-minute Series Topographic Map, San Bernardino South, California Quadrangle. According to the United States Natural Resources Conservation Service, the Project site's soils are generally characterized as being entirely Tujunga gravelly loamy sand and is classified in the Hydrological Soil Group A, which has a high infiltration rate.[2]

## 2.5 General Plan and Zoning Designations

The City of San Bernardino is currently in the process of updating its General Plan. For the purposes of this IS/MND, the City's 2005 General Plan shall be utilized for the basis of references. Zoning is the primary mechanism for implementing the General Plan. It provides detailed regulations pertaining to permitted and conditional uses, site development standards, and performance criteria to implement the goals and policies of the General Plan. San Bernardino's Development Code (Title 19 of the San Bernardino Municipal Code [SBMC]) was adopted in May 1991 and has been periodically revised since that time. In particular, the Land Use Element of the City's General Plan establishes the primary basis for consistency with the City's Development Code.

[1] FEMA (2020). *FEMA Flood Map Service Center: Search by Address*. Available at https://msc.fema.gov/portal/search?AddressQuery=turlock%2C%20ca#searchresultsanchor. Accessed June 2, 2022.

[2] United States Natural Resources Conservation Service (June 2022). *Web Soil Survey.* Available at https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm. Accessed June 7, 2022.

Based on the City's General Plan, the Project site is designated as Industrial Light (IL) under the City's General Plan and is zoned as Industrial Light (IL).[3] The IL designation is intended for a variety of light industrial uses, including warehousing/distribution, assembly, light manufacturing, research and development, mini storage, and repair facilities conducted with enclosed structures, as well as supporting retail and personal uses. The IL zone has a minimum net lot area of 20,000 SF, maximum floor area ratio of 0.75 (75 percent lot coverage), and a maximum structure height of 2 stories/50 feet. The City's Zoning Map corresponds with the General Plan designations; refer to **Table 1**: *Existing Use, General Plan Land Use Designation and Zoning*, for official area designations.[4]

**Table 1: Existing Use, General Plan Land Use Designation and Zoning**

| Location | | Existing Use | Existing General Plan Land Use Designation | Existing Zoning |
|---|---|---|---|---|
| Project Site | 0280-172-01, -02, -04, -11, -17, -19 through -22, 0280-192-01, -02, -04 through -13, -16, -18 through -22, 0280-202-07 through -09, -11 | Trucks/Shipping Containers/Heavy Construction Equipment Storage, Vacant Lands, Non-Conforming Residential Uses, and rig welding and towing services. | Industrial Light (IL) | Industrial Light (IL) |

## 2.6 Proposed Project Characteristics

The Project proposes the development of an approximately 397,400-SF speculative industrial warehouse building that includes 15,000 SF of office space and approximately 382,400 SF of warehouse area on approximately 9.12 acres of the total 18.43 net acres. The Project includes a total of four (4) driveways. The Project would construct one (1) 40-foot driveway along E. Norman Road on the eastern portion of the Project site and one (1) 50-foot driveway along E. Orange Show Road on the western portion of the Project site. These 40- and 50-foot driveways would primarily be used for truck traffic. Additionally, the Project would construct one (1) 30-foot driveway along E. Norman Road adjacent to the proposed 40-foot driveway and one (1) 30-foot driveway along Lena Road on the western portion of the Project site. These 30-foot driveways would primarily be used for automobiles. The required parking, per the City's Development Code (DC) is 318 stalls. The Project would provide a total of 352 parking spaces which includes 123 trailer stalls, 62 dock door parking spaces, 2 grade level doors, and 165 standard auto parking spaces; refer to **Table 2:** *Project Summary* and **Exhibit 3:** *Conceptual Site Plan* for further Project details.

[3] City of San Bernardino (2022). *City of San Bernardino – Interactive Maps*. Available at https://www.sbcity.org/City_Hall/Information_Technology/GIS_Mapping. Accessed October 6, 2022.

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

The Project site comprises 31 parcels. As shown in **Table 1**, all subject parcels have a General Plan land use designation of Industrial Light (IL) and zoning of Industrial Light (IL), as designated by the City's Development Code. As such, the Project is anticipated to be consistent with the existing land use designation and zoning. Ultimately, the Project would consolidate 31 parcels of land where the proposed warehouse and associated improvements are located into one (1) parcel through the approval of a Tentative Parcel Map (TPM).

**Table 2: Project Summary**

| Project Element | Proposed Project |
|---|---|
| **Existing Uses** | Truck/Shipping Container Storage/Vacant Lands/Non-Conforming Residential Structures |
| **Site Area**<br>Gross Area | <br>Approximately 18.43 acres (802,924 SF) |
| **Proposed Building Area** | Approximately 397,400 SF (including 15,000 SF office and 382,400 SF warehouse) |
| **Existing Zoning** | Industrial Light (IL) |
| **Existing Land Use** | Industrial Light (IL) |
| **Proposed Zoning** | Industrial Light (IL) |
| **Proposed Land Use** | Industrial Light (IL) |
| **Building Height**<br>Maximum Building Height Allowed:<br>Proposed Building Height: | <br>50 Feet<br>50 Feet |
| **Parking**<br>Required:<br>Proposed:<br>Standard Stalls<br>ADA Parking<br>ADA Van Parking<br>Standard EV Stall<br>Accessible EV Stall<br>Van Accessible EV Stall<br>Clean Air Vehicle<br>Trailer Parking Stalls<br>Dock Door<br>Grade Level Door<br>Total Proposed Parking:<br>Proposed Excess Parking: | <br>318 stalls (1 stall per 1,250 SF)<br><br>138 stalls<br>4 stalls<br>2 stalls<br>16 stalls<br>1 stall<br>1 stall<br>3 stalls<br>123 stalls<br>62 doors<br>2 doors<br>352 stalls<br>34 stalls |
| **Building Setbacks**<br>Required:<br>Front :<br>Sides :<br>Rear : | <br><br>10 Feet<br>20 Feet<br>10 Feet<br><br><br>85 Feet<br>13 Feet<br>215 Feet |

| Project Element | Proposed Project |
|---|---|
| Proposed[1]:<br>Front (Lena Road):<br>Side North (Norman Road):<br>Side East (Santa Ana River):<br>Rear (E. Orange Show Road): | 115 Feet |

Sources: HPA, Architecture Inc. *Conceptual Site Plan, received on September 7, 2022.*
SF= Square Feet
1 – Please note that the proposed building setbacks represent the distance from the property line to the closest point of the building.

The Project would increase onsite impermeable areas as a result of the construction of the 397,400-SF warehouse building and parking areas. Stormwater flows would be directed into stormwater catchments and then conveyed to an underground storage and retention basin. The underground basin would retain approximately 75,011 cubic feet of stormwater and would infiltrate water into the ground. Additional catch basins would be constructed as part of the Project frontage roadway improvements, the stormwater intercepted in these catch basins would be conveyed to the existing stormwater networks within the City of San Bernardino public rights-of-way.

**Site Access**

The Project would include 40- and 50-foot driveways and two (2) 30-foot-wide driveways, which would provide local access to the Project site. Nearest major freeways to the site include I-10 and I-215. Additionally, SR-210 is located approximately 3.7 miles east of the Project site. Truck, passenger, and emergency vehicle access would be provided via the 40- and 50-foot access driveways along E. Orange Show Road and E. Norman Road. Passenger vehicle access would also be provided via the two (2) 30-foot access driveways along Lena Road and E. Norman Road.

**Walls and Fences**

The Project proposes to incorporate three (3) manual operated rolling entry gates with Knox-pad locks per Fire Department standards, located at the entrances to the truck court. One gate would be located at the northeast entrance, one at the internal driveway separating the automobile parking and truck court of the eastern portion of the Project site, and another at the southwestern entrance of the truck court. Additionally, there would be 8-foot-high wrought iron fence along the perimeter of the truck court.

**Emergency Access**

Emergency access would be available via four driveways, with one 50-foot-wide driveway along E. Orange Show Road and one 40-foot-wide driveway along E. Norman Road. The internal drive aisles between the four (4) driveway entries range in width from approximately 30 feet to 40 feet and would provide emergency access throughout the Project site. The Project would ensure that the minimum right-of-way widths on City streets would be maintained, which would continue to ensure that various evacuation routes are accessible to employees, truck drivers, and any visitors.

Individual Project review by the City including the San Bernardino County Fire Department (SBCFD) would also be required. The Project would incorporate all applicable design and safety requirements in the California Building and Fire Codes during construction activities.

**Parking**

A total of 318 parking spaces would be required for the Project (1 space per 1,250 SF). The Project proposes to provide a total of 352 parking spaces that include 138 standard parking stalls (9 feet by 19 feet), 62 dock door parking stalls, and 123 trailer parking stalls (12 feet by 55 feet), among others, as shown in **Table 2**. Trailer stalls would be dispersed throughout the eastern and southern portions of the Project site. The proposed 138 standard parking stalls would be provided along the eastern and western portions of the Project site.

**Lighting**

Site lighting would be used to provide adequate lighting for circulation, safety, and security. Night lighting would be provided seven days per week. Outdoor lighting for the parking areas would be provided consistent with the requirements set forth in the SBMC. Additionally, a lighting plan is required by the City and would be submitted with construction plans.

**Landscaping**

Project landscaping would be provided to screen the Project from roadways, provide noise abatement, and to improve the overall aesthetic quality of the Project site. Project landscaping would generally be located within the parking areas of the Project, along the Project frontage, and at the perimeter of the building, excluding the southern façade. The southern portion of the building is where the dock doors would be located, and thus landscaping would be infeasible. Landscaping would generally consist of various shrubs, groundcover plants, accent plants, and trees. These plants would be drought tolerant. The Project proposes to plant 167 trees and include, but are not limited to, Blue Palo Verde, Desert Willow, Chitalpa, Afghan Pine, London Pine, African Suman, and Brisbane Box.

**Utilities**

Any future public utilities serving the site would be designed and constructed in accordance with City code, standards, and requirements. Any new utilities to be installed would be required to be installed underground and would occur within the public right-of-way, as feasible. The Project does not currently anticipate constructing new utilities to serve the Project. Additionally, implementation of the Project may require the relocation of or replacement of existing utility and power poles adjacent to or on the Project site. These poles would be relocated adjacent or nearby their existing locations and redundant systems would temporarily be installed to prevent disruption of services.

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

**Wastewater Treatment** - SBMWD

**Hours of Operation**

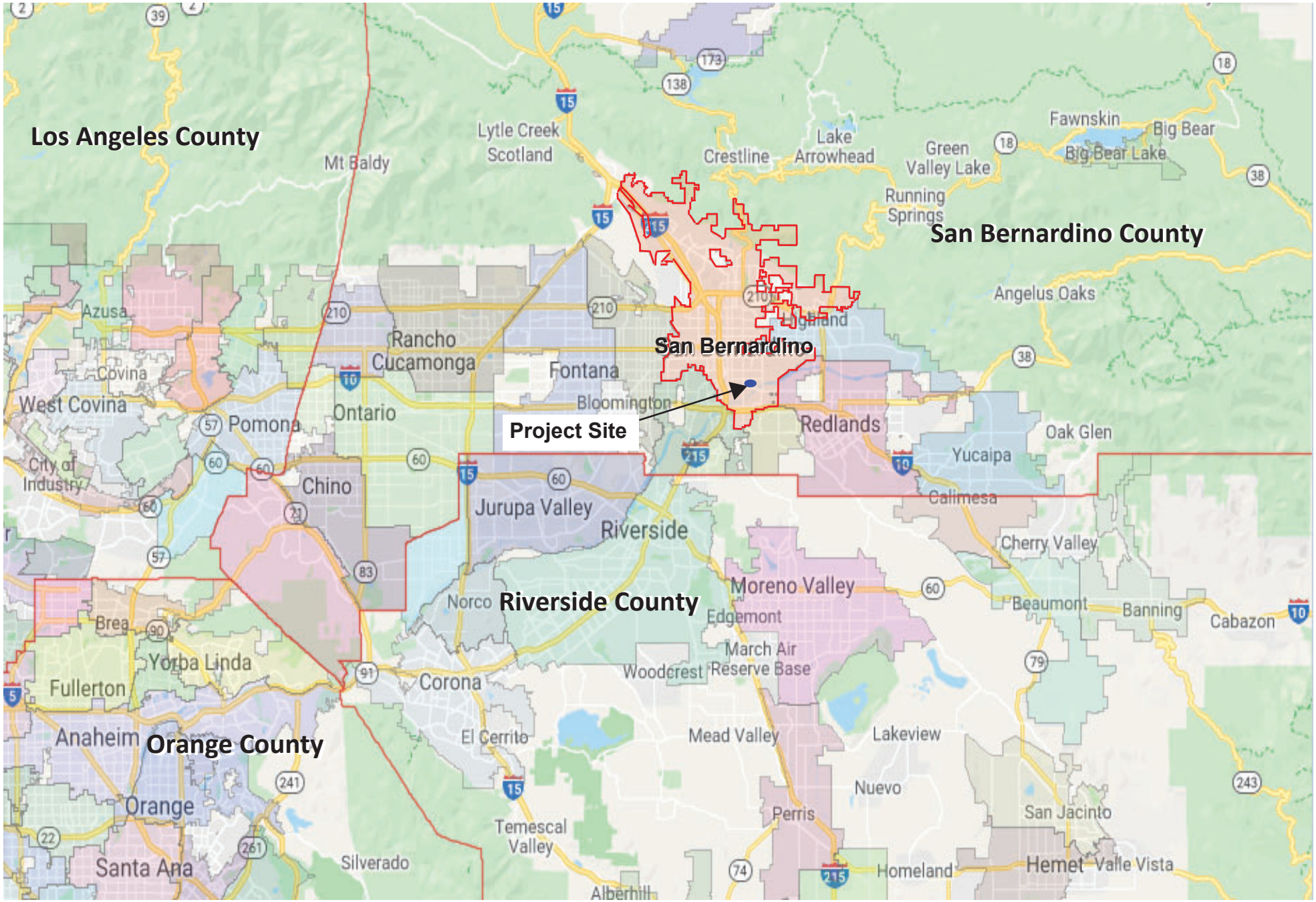
Tenant(s) of the facility have not been identified, so the precise nature of the facility operations cannot be determined at this time. Any future occupant would be required to adhere to the requirements of the pertinent City regulations. The hours of operation are assumed to be up to 7 days a week,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

## 2.7 Project Approvals

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

- City of San Bernardino Development Permit-D (DP-D) 22-17.
- City of San Bernardino SUB 22-10 (Tentative Parcel Map No. 20650).
- Santa Ana Regional Water Quality Control Board (RWQCB), National Pollutant Discharge Elimination System (NPDES) authorization.

Additional permits may be required upon review of construction documents. Other permits required for the Project may include but are not limited to the following: the issuance of encroachment permits for driveways, sidewalks, and utilities; security and parking area lighting; demolition permits; building permits; grading permits; tenant improvement permits; tree removal permit pursuant to §19.28.100; and permits for new utility connections.

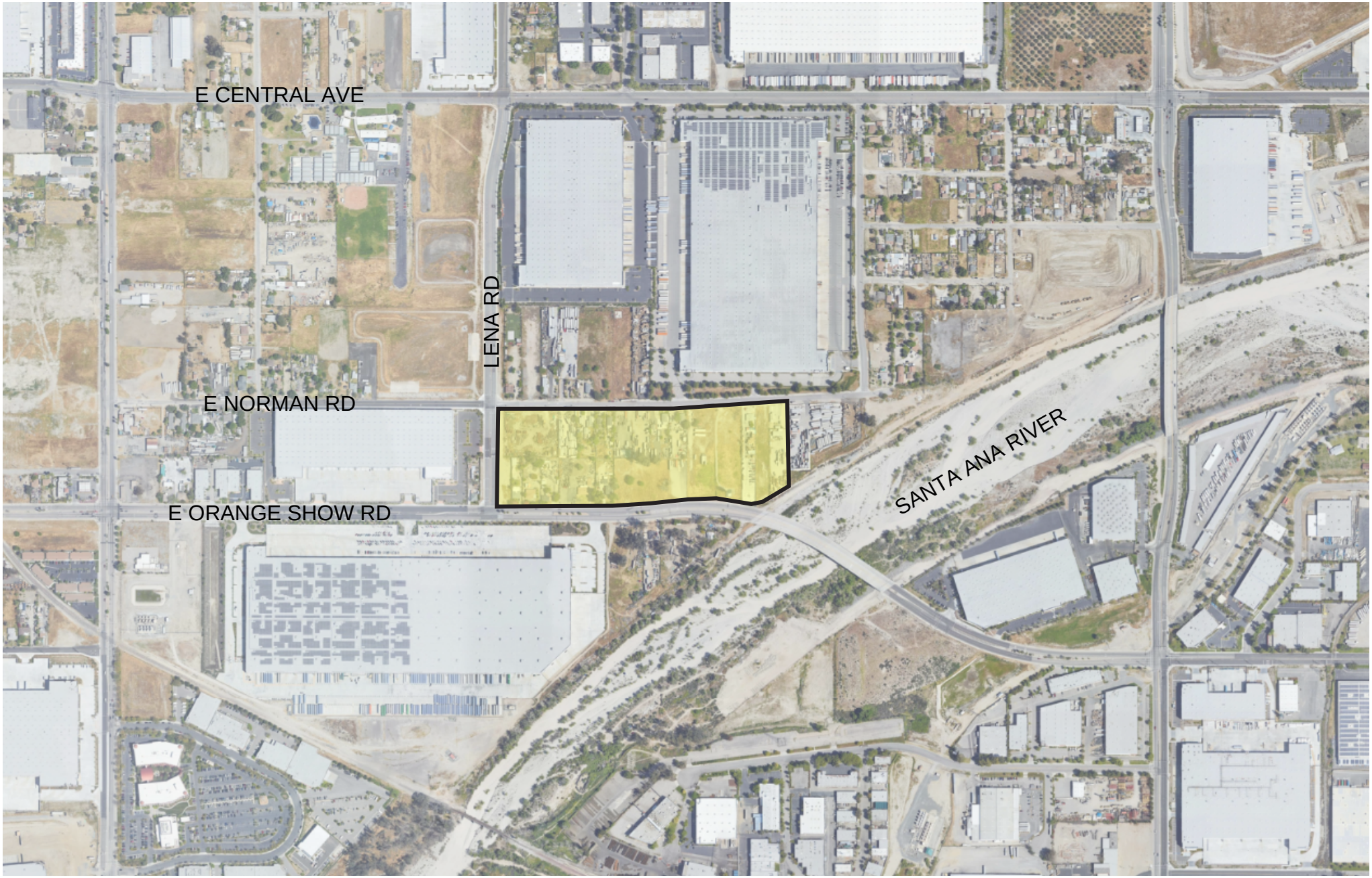



Source: Map data. 2021 Google. US Census Bureau, 2018

**EXHIBIT 1:** Regional Vicinity Map
*Alliance CA Gateway South Building 9 Project, City of San Bernardino*

Not to scale

Kimley»Horn

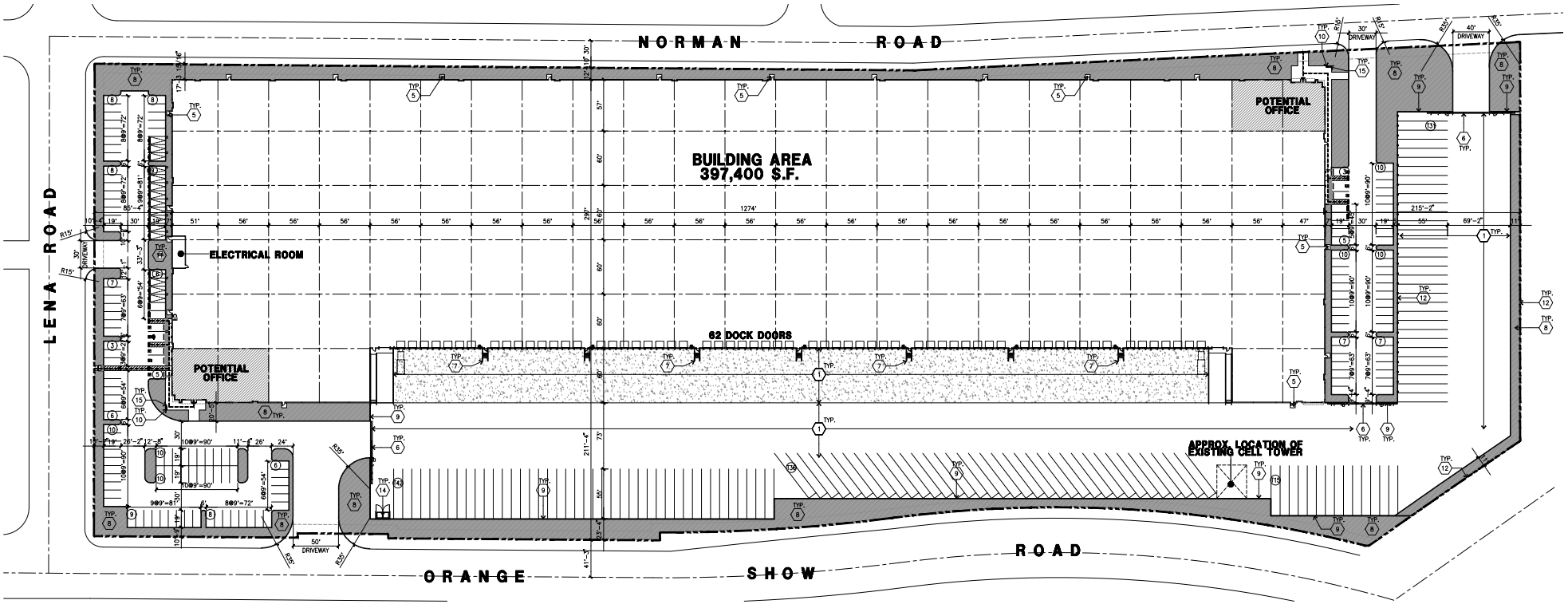



Project Location

**EXHIBIT 2:** Local Vicinity Map
*Alliance CA Gateway South Building 9 Project, City of San Bernardino*

Not to scale

Kimley»Horn




## PROJECT DATA

| | BUILDING 9 | |
|---|---|---|
| **SITE AREA** | | |
| In s.f. | **802,924** | s.f. |
| In acres | 18.43 | a.c. |
| **BUILDING AREA** | | |
| Office | 15,000 | s.f. |
| Warehouse | 382,400 | s.f. |
| TOTAL | **397,400** | s.f. |
| **COVERAGE** | 49.5% | |
| **AUTO PARKING REQUIRED** | | |
| 1 per 1,250 s.f. | 318 | stalls |
| **AUTO PARKING PROVIDED** | | |
| Standard Auto (9'x19') | 138 | stalls |
| ADA Parking (9' x 19') | 4 | stalls |
| ADA Van Parking (12' x 19') | 2 | stalls |
| Standard EV stall (9'x19') | 16 | stalls |
| Accessible EV stall (9'x19') | 1 | stalls |
| Van Accessible EV stall (12'x19') | 1 | stalls |
| Clean Air Vehicle (9'x19') | 3 | stalls |
| **TOTAL** | 165 | stalls |

| | | |
|---|---|---|
| **TRAILER PARKING PROVIDED** | | |
| Trailer (12' x 55') | 123 | stalls |
| **DOCK DOORS PROVIDED** | | |
| Dock Door | 62 | door |
| Grade Level Door | 2 | door |
| **TOTAL** | 64 | stalls |
| **TOTAL (Auto + Trailer + Dock Doors+Grade Le** | **352** | stalls |
| **MAXIMUM FLOOR AREA RATIO** | | |
| FAR - 0.75 | | |
| **ZONING ORDINANCE FOR CITY** | | |
| Zone - Industrial Light (IL) | | |
| **MAXIMUM BUILDING HEIGHT ALLOWED** | | |
| Height - 50' | | |
| **SETBACKS** | | |
| Orange Show Rd - 10' (to be verified) | | |
| Norman Rd - 10' | | |
| Lena Rd. - 20' | | |
| **LANDSCAPE REQUIREMENT** | | |
| In percentage - 15% of parking area | | |
| **NET LANDSCAPE PROVIDED** | | |
| Percentage - | 19.1% | |
| In s.f. | 77,497 | s.f. |

Source: HPA Architecture, September 7, 2022

**EXHIBIT 3:** Conceptual Site Plan

*Alliance CA Gateway South Building 9 Project, City of San Bernardino*

Not to scale

Kimley»Horn

# 3.0 INITIAL STUDY CHECKLIST

1. **Project title:**

   Alliance California Gateway South Building 9 (Alliance CA GWSB9)

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:**

   Elizabeth Mora-Rodriguez, Senior Planner
   909-384-7272

4. **Project location:**

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

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

   Industrial VI Enterprises, LLC
   901 Via Piemonte, Suite 175
   Ontario, CA 91764
   Jason Huber
   909-256-5911

6. **General plan designation:**

   Industrial Light (IL)

7. **Zoning:**

   Industrial Light (IL)

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

   The Project proposes the development of an approximately 397,400-SF speculative industrial warehouse building that includes 15,000 SF of office space and approximately 382,400 SF of warehouse area on approximately 9.12 acres of the total 18.43 net acres. The

Project includes a total of four (4) driveways. The Project would construct one (1) 40-foot driveway along E. Norman Road on the eastern portion of the Project site and one (1) 50-foot driveway along E. Orange Show Road on the western portion of the Project site. These driveways would primarily be used for truck traffic. Additionally, the Project would construct one (1) 30-foot driveway along E. Norman Road adjacent to the proposed 40-foot driveway and one (1) 30-foot driveway along Lena Road on the western portion of the Project site. These 30-foot driveways would primarily be used for automobiles. The required parking, per the City's Development Code (DC) is 318 stalls. The Project would provide a total of 352 parking spaces which includes 123 trailer stalls, 62 dock door parking spaces, and 165 standard auto parking spaces; refer to **Table 2:** *Project Summary* and **Exhibit 3:** *Conceptual Site Plan* for further Project details.

The Project site comprises 31 parcels. As shown in **Table 1**, all subject parcels have a General Plan land use designation of Industrial and zoning of Industrial Light (IL), as designated by the City's Development Code. As such, the Project is anticipated to be consistent with the existing land use and zoning. Ultimately, the Project would consolidate 31 parcels of land where the proposed warehouse and associated improvements are located into one (1) parcel through the approval of a Tentative Parcel Map (TPM).

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

The Project site is located within the General Plan land use designation of Industrial Light (IL) and zoning of Industrial Light (IL) and is generally surrounded by similar land uses and zoning designations to the north, east, south, and west. Currently, there are existing warehouse facilities to the north, south, and west. To the north lies E. Norman Road; to the south lies E. Orange Show Road; and to the west is Lena Road.

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

- City of San Bernardino Approval of Development Permit Type-D and Subdivision for a Tentative Parcel Map.
- City of San Bernardino Approval of Grading and Building Permits.
- South Coast Air Quality Management District (SCAQMD)
- Santa Ana RWQCB, NPDES authorization

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

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

On December 21, 2022, the City initiated tribal consultation with interested California Native American tribes consistent with AB 52. The City requested a consultation from the following tribes which have previously requested consultation: Gabrieleno Band of Mission Indians – Kizh Nation (GBMI), Yuhaaviatam of San Manuel Nation (formerly known as the San Manuel Band of Mission Indians) (YSMN), and Soboba Band of Luiseno Indians.

# ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED BY THE PROJECT

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

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

**DETERMINATION:**

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

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

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

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

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

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

**CERTIFICATION:**

Signature

April 25, 2023
Date

# EVALUATION OF ENVIRONMENTAL IMPACTS

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

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

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

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

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

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

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

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

# 4.0 ENVIRONMENTAL ANALYSIS

## 4.1 AESTHETICS

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

### Project Site

As noted in **Table 1** and **Table 2**, the Project comprises 31 parcels on approximately 18.43 acres, located at the southeast corner of the intersection of Lena Rd. and E. Norman Rd., and the site is bounded E. Norman Road, vacant parcels, a pallet yard, and commerce center warehouse to the north; E. Orange Show Road, vacant parcels; non-conforming single family residential uses, and the Santa Ana River to the south; Lena Road to the west with a warehouse beyond; and a shipping container and truck storage yard to the east; refer to **Exhibit 1** and **Exhibit 2**.

### Scenic Vistas

Under CEQA, a scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the public. The City of San Bernardino General Plan (General Plan) does not officially designate any scenic vistas near the Project site or in the City.[5]

[5] City of San Bernardino (2005). *General Plan, Chapter 12: Natural Resources and Conservation*. Available at https://www.sbcity.org/city_hall/community_economic_development/planning. Accessed July 25, 2022.

**Scenic Resources within Scenic Highways**

Scenic highways and routes are a unique component of the circulation system as they traverse areas of unusual scenic or aesthetic value. The portions of SR-330 that pass through the City are designated as Eligible State Scenic Highways – Not Officially Designated. Due to the designation as Eligible Scenic Highways, the provisions of the California Scenic Highways Program apply to these sections of the roadway in the City.[6] The purpose of the California Scenic Highways Program, established in 1963, is to "Preserve and protect scenic highway corridors from change which would diminish the aesthetic value of lands adjacent to highways." This program provides guidance for signage, aesthetics, grading, and screening to help maintain the scenic value of the roadway.

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

**No Impact.** Major scenic vistas that are visible from the Project site are the San Bernardino and San Gabriel Mountain Ranges, which offer the most prominent views in the general area. They are located approximately 6 miles north and 12 miles northwest of the Project site, respectively.

In its existing condition, the Project site does not block or hinder views of the San Bernardino National Forest or the San Gabriel Mountains. The proposed site contains existing non-conforming residential structures, storage areas for trucks and shipping containers/trailers, vehicle storage, and vacant lands. The Project would result in the demolition of existing structures and clearing all items currently stored on-site and the construction of a 397,400 SF industrial warehouse building on the site. The building would not exceed the maximum height allowance of 50 feet. Surrounding development consists of non-conforming residential structures to the north and south, warehouses to the west, north, and south and industrial parcels to the east. The Project is consistent with the zoning designation for this area.

The Project would not be located in an area designated as an official scenic vista, nor would it block the view of a scenic vista from an adjacent facility and would be required to comply with all City development and design standards, and therefore no impact would occur under CEQA and no mitigation is required.

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

**Less Than Significant Impact.** The Project site is not located near any State Designated Scenic Highways. The two nearest Eligible Scenic Highways are SR-330 and SR-38. SR-330, located approximately 5.77 miles northeast of the site, is eligible to be designated as a State Scenic Highway; however, it is not officially designated as such by the California Department of

[6] Caltrans (2019). *List of eligible and officially designated State Scenic Highways (XLSX)*. Available at https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways. Accessed July 25, 2022.

Transportation. Similarly, SR-38, located approximately 4.9 miles southeast of the site, is eligible to be designated as a State Scenic Highway; however, it is not officially designated as such by the California Department of Transportation.

There are no significant natural scenic resources on the site, including trees, rock outcroppings or historic buildings. The site is partially vacant and contains some sparse vegetation, miscellaneous trees, and storage yards for trucks and other vehicle storage. Based on aerial imagery, there are twelve residential structures on the Project site. According to the City General Plan, no houses historic in age (i.e., over 45 years old) were identified. The site does not contain on-site scenic resources, nor is it located near an official state scenic highway; therefore, no impact would occur under CEQA and no mitigation is required.

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

**Less Than Significant Impact.** The Project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings because the Project proposes to construct an industrial warehouse building that would be consistent with the surrounding industrial development. Furthermore, the site is located within the Industrial Light (IL) Land Use and would be developed in a manner that is consistent with the City's zoning and General Plan, landscape, lighting, and architectural standards for similar uses, and therefore would not conflict with the applicable zoning and other regulations governing scenic quality.

**Short-term and Long-term Construction Visual Impacts**

Short-term construction impacts would include the demolition of the existing structures, typical heavy construction equipment and machinery (e.g., grading) and staging of the machinery. Construction equipment and activity would be screened using privacy fencing around the Project site's perimeter. Additionally, construction equipment would be staged within the Project site and covered from public views with perimeter privacy screens. No aesthetic resources would be destroyed as a result of construction activity. Construction impacts are temporary and would cease upon Project completion. No long-term visual impacts are anticipated from the implementation of the Project. Therefore, a less than significant impact regarding the visual character or quality of public views of the site would occur under CEQA and no mitigation is required.

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

**Less Than Significant Impact.** The City's Development Code Chapter 19.20 establishes lighting standards for the design, placement, and operation of the outdoor lighting.[7] The Development Code requires that all exterior lighting shall direct glare and reflections within the boundaries of the parcel and shall be directed downward and away from adjoining properties and public-right away.

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

The proposed industrial warehouse building would be constructed to meet the City's development standards and guidelines per the City's General Plan and Development Code and therefore, a less than significant impact would occur under CEQA and no mitigation is required.

[7] City of San Bernardino (2020). *Development Code Chapter 19.20 Property Development Standards*. Available at https://www.sbcity.org/city_hall/community_economic_development/development_code. Accessed on July 25, 2022.

## 4.2 AGRICULTURE AND FORESTRY RESOURCES

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

***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.** The Project site is partially vacant and partially disturbed with existing active industrial uses, non-conforming residential uses, and otherwise developed uses. The site is zoned as Industrial Light and is not zoned for agricultural uses. There are no agriculturally zoned parcels within the vicinity of the Project site. According to the California Department of Conservation's

Important Farmland Maps, the Project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as it is designated as Urban and Built-Up Land.[8] Therefore, no impact would occur under CEQA and no mitigation is required.

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

**No Impact.** As previously discussed, the Project site is designated as Urban and Built-Up Land and is not subject to a Williamson Act contract.[9] Williamson Act contracts are formed between a county or city and a landowner for the purpose of restricting specific parcels of land to agricultural or related open space uses.[10] Therefore, no impact would occur under CEQA and no mitigation is required.

***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))?***

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

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

**No Impact.** According to PRC § 12220(g), "Forest Land" is defined as land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.

According to PRC § 4526, "Timberland" is defined as land, other than land owned by the federal government and land designated by the State Board of Forestry and Fire Protection as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the State Board of Forestry and Fire Protection on a district basis.

According to GOV § 51104(g), "Timberland production zone" is defined as an area which has been zoned pursuant to §§ 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision (h).

[8] California Department of Conservation (2018). *San Bernardino County Important Farmland 2018: Sheet 2 of 2*. Available at https://filerequest.conservation.ca.gov/RequestFile/2841659. Accessed July 29, 2022.
[9] Ibid.
[10] California Department of Conservation (2019). *Williamson Act Contracts*. Available at https://www.conservation.ca.gov/dlrp/wa/Pages/contracts.aspx. Accessed on July 28, 2022.

As previously discussed, 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. Additionally, the Project does not propose the development of farmland, timberland, or timberland production uses and therefore, no impact would occur under CEQA and no mitigation is required.

## 4.3 AIR QUALITY

| ENVIRONMENTAL IMPACTS Issues | Potentially Significant Issues | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:** | | | | |
| a) Conflict with or obstruct implementation of the applicable air quality plan? | | | X | |
| b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? | | | X | |
| c) Expose sensitive receptors to substantial pollutant concentrations? | | | X | |
| d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people? | | | X | |

An Air Quality Impact Assessment (November 2022) and Health Risk Assessment (December 2022) have been prepared by Urban Crossroads. The reports are available in **Appendix A** and **Appendix B** respectively to this Admin Draft IS/MND and are used to answer the following CEQA thresholds.

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

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

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

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

It should be noted that the draft 2022 AQMP has been prepared by SCAQMD to address the EPA's strengthened ozone standard. The draft 2022 AQMP was released in August 2022 and public comment closed October 18,2022. The SCAQMD Governing Board adopted the draft 2022 AQMP at its December 2, 2022, meeting. The draft 2022 AQMP requires adoption by CARB before submittal to the EPA for final approval. Adoption by CARB is anticipated to occur sometime in 2023.

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

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

The violations that Consistency Criterion No. 1 refer to are the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). CAAQS and NAAQS violations would occur if regional or localized significance thresholds were exceeded.

As evaluated in the Air Quality Impact Assessment, the Project's localized and regional construction-source emissions would not exceed applicable regional significance threshold or the localized significant threshold (LST). As such, a less than significant impact is expected. Additionally, operational emissions would not exceed regional thresholds or LSTs; therefore, a less than significant impact would occur.

The 2016 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the SCAG, which develops regional growth

forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in City of San Bernardino General Plan is considered to be consistent with the AQMP.

Peak day emissions generated by construction activities are largely independent of land use assignments, but rather are a function of development scope and maximum area of disturbance. Irrespective of the site's land use designation, development of the site to its maximum potential would likely occur, with disturbance of the entire site occurring during construction activities. As such, when considering that no emissions thresholds would be exceeded, a less than significant impact would result.

The Project site is designated for Light Industrial uses. The light industrial uses include warehousing/distribution, assembly, light manufacturing, research and development, mini storage, and repair facilities conducted within enclosed structures as well as supporting retail and personal uses. The Project to consist of a single 397,400 SF warehouse building, which is consistent with the proposed uses allowed under the light industrial designation and therefore, the Project does not propose or require amendment of the site's underlying land use designation.

On the basis of the preceding discussion, the Project is determined to be consistent with the second criterion.

The Project would not result in or cause NAAQS or CAAQS violations. Additionally, the proposed Project is consistent with the land use and growth intensities reflected in the adopted General Plan. Furthermore, the Project would not exceed any applicable regional or local thresholds. As such, the Project is therefore considered to be consistent with the AQMP. A less than significant impact would occur.

***b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?***

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

**Construction Emissions**

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

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

Construction-generated emissions associated with the Project were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. Predicted maximum daily construction-generated emissions for the Project are summarized in **Table 3**.

Fugitive dust emissions may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the Project vicinity. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby. SCAQMD Rules 402 and 403 (prohibition of nuisances, watering of inactive and perimeter areas, track out requirements, etc.), are applicable to the Project. Standard Condition (SC) AQ-1 requires the implementation of Rules 402 and 403 dust control techniques to minimize $PM_{10}$ and $PM_{2.5}$ concentrations. While impacts would be considered less than significant, the Project would be subject to SCAQMD Rules for reducing fugitive dust, identified in SC AQ-1. SCAQMD Rule 1113 provides specifications on painting practices and regulates the ROG content of paint. As required by law, all architectural coatings for the Project structures would comply with SCAQMD Rule 1113; refer to SC AQ-2.

**Table 3: Construction-Related Emissions**

| Construction Year | Pounds per Day | | | | | |
|---|---|---|---|---|---|---|
| | Volatile Organic Compounds (VOC) | Nitrogen Oxide ($NO_X$) | Carbon Monoxide (CO) | Sulfur Dioxide ($SO_2$) | Coarse Particulate Matter ($PM_{10}$) | Fine Particulate Matter ($PM_{2.5}$) |
| Summer | | | | | | |
| 2023 | 36.90 | 54.10 | 74.00 | 0.09 | 6.09 | 3.49 |
| 2024 | 50.00 | 8.07 | 11.40 | 0.02 | 0.63 | 0.42 |
| Winter | | | | | | |
| 2023 | 4.13 | 31.20 | 37.60 | 0.05 | 4.23 | 2.18 |
| 2024 | 3.89 | 29.40 | 36.40 | 0.05 | 4.07 | 2.03 |
| Maximum Daily Emissions | 50.00 | 54.10 | 74.00 | 0.09 | 6.09 | 3.49 |
| *SCAQMD Threshold* | *75* | *100* | *550* | *150* | *150* | *55* |
| **Exceed SCAQMD Threshold?** | **No** | **No** | **No** | **No** | **No** | **No** |

Source: CalEEMod version 2020.1 Refer to Appendix A for model outputs.

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

SC AQ-1 and SC AQ-2. These standard conditions apply to all projects located within the SCAQMD's area.

### Operational Emissions

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

**Table 4: Operational Emissions**

| Source | Pounds per Day[1] | | | | | |
|---|---|---|---|---|---|---|
| | Volatile Organic Compounds (VOC) | Nitrogen Oxide ($NO_X$) | Carbon Monoxide (CO) | Sulfur Dioxide ($SO_2$) | Coarse Particulate Matter ($PM_{10}$) | Fine Particulate Matter ($PM_{2.5}$) |
| Summer | | | | | | |
| Mobile Source | 1.77 | 4.60 | 17.10 | 0.06 | 1.54 | 0.34 |
| Area Source | 12.40 | 0.15 | 17.30 | 0.00 | 0.02 | 0.03 |
| Energy Source | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| On-Site Cargo Handling Equipment | 0.12 | 0.38 | 16.44 | 0.00 | 0.03 | 0.03 |
| **Project Maximum Daily Emissions** | **14.29** | **5.13** | **50.84** | **0.06** | **1.59** | **0.40** |
| *Existing* | *3.06* | *9.33* | *9.86* | *0.06* | *1.14* | *0.38* |
| **Total Maximum Daily Emissions** | **11.23** | **-4.20** | **40.98** | **0.00** | **0.45** | **0.02** |
| *SCAQMD Regional Threshold* | *55* | *55* | *550* | *150* | *150* | *55* |
| **Threshold Exceeded?** | **No** | **No** | **No** | **No** | **No** | **No** |
| Winter | | | | | | |
| Mobile Source | 1.67 | 4.85 | 14.70 | 0.05 | 1.54 | 0.34 |
| Area Source | 9.56 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Energy Source | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| On-site Cargo Handling Equipment | 0.12 | 0.38 | 16.44 | 0.00 | 0.03 | 0.03 |
| **Project Maximum Daily Equipment** | **11.35** | **5.23** | **31.14** | **0.05** | **1.57** | **0.37** |
| *Existing* | *2.43* | *9.69* | *6.01* | *0.06* | *1.13* | *0.37* |
| **Total Maximum Daily Emissions** | **8.92** | **-4.46** | **25.13** | **-0.01** | **0.44** | **0.00** |
| *SCAQMD Regional Threshold* | *55* | *55* | *550* | *150* | *150* | *55* |
| **Threshold Exceeded?** | **No** | **No** | **No** | **No** | **No** | **No** |

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

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

- **Mobile Source**. Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air

quality impact may be of either regional or local concern. For example, ROG, $NO_X$, $PM_{10}$, and $PM_{2.5}$ are all pollutants of regional concern. $NO_X$ and ROG react with sunlight to form $O_3$, known as photochemical smog. Additionally, wind currents readily transport $PM_{10}$ and $PM_{2.5}$. However, Carbon Monoxide (CO) tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions are based on the trip generation within the Project's Traffic Impact Analysis (**Appendix K**) and were incorporated into CalEEMod as recommended by the SCAQMD.

- **Area Source Emissions**. Area source emissions would be generated due to on-site equipment, architectural coating, and landscaping that were previously not present on the site.
- **Energy Source Emissions**. Energy source emissions would be generated due to electricity and natural gas usage associated with the Project. Primary uses of electricity and natural gas by the Project would be for miscellaneous warehouse equipment, space heating and cooling, water heating, ventilation, lighting, appliances, and electronics.
- **On-site Equipment**. Operational off-road emissions would be generated by off-road equipment used during operational activities. For this project it was assumed that the warehouse would employ six forklifts for loading and unloading goods.

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

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

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

**Cumulative Construction Emissions**

The Project-specific evaluation of emissions presented in the preceding analysis demonstrates that proposed Project construction-source air pollutant emissions would not result in exceedances of regional thresholds. Therefore, Project construction-source emissions would be considered less than significant on a Project-specific and cumulative basis.

**Cumulative Operational Impacts**

The Project-specific evaluation of emissions presented in the preceding analysis demonstrates that proposed Project operation-source air pollutant emissions would not result in exceedances of regional thresholds. Therefore, proposed Project operation-source emissions would be considered less than significant on a project-specific and cumulative basis.

**Standard Conditions and Requirements:**

**SC AQ-1** Prior to the issuance of grading permits, the City Engineer shall confirm that the Grading Plan, Building Plans and Specifications require all construction contractors to comply with South Coast Air Quality Management District's (SCAQMD's) Rules 402 and 403 to minimize construction emissions of dust and particulates.

The measures include, but are not limited to, the following:

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

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

and approved by the City of San Bernardino prior to the issuance of building permits.

### *c) Expose sensitive receptors to substantial pollutant concentrations?*

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

#### *Localized Construction Impacts*

**Table 5** identifies the localized impacts at the nearest receptor location in the vicinity of the Project. Without mitigation, localized construction emissions would not exceed the applicable SCAQMD LSTs for emissions of any criterial pollutant.

**Table 5: Localized Significant of Construction Emissions**

| Construction Phase | Year | Scenario | Emissions (lbs/day) | | | |
|---|---|---|---|---|---|---|
| | | | $NO_x$ | CO | $PM_{10}$ | $PM_{2.5}$ |
| Demolition | 2023 | Summer | 28.20 | 71.60 | 2.40 | 1.64 |
| | | Winter | n/a | n/a | n/a | n/a |
| | | **Maximum Daily Emissions** | **28.20** | **71.60** | **2.40** | **1.64** |
| | | SCAQMD Localized Threshold | 118 | 667 | 11 | 5 |
| | | **Threshold Exceeded?** | **No** | **No** | **No** | **No** |
| Grading | 2023 | Summer | 53.80 | 42.50 | 5.65 | 3.39 |
| | | Winter | n/a | n/a | n/a | n/a |
| | | **Maximum Daily Emissions** | **53.80** | **42.50** | **5.65** | **3.39** |
| | | SCAQMD Localized Threshold | 287 | 1,875 | 38 | 10 |
| | | **Threshold Exceeded?** | **No** | **No** | **No** | **No** |
| Source: CalEEMod version 2020.4.0. Refer to Appendix A | | | | | | |

#### *Localized Operational Impacts*

As previously stated, the Project is located on approximately 18.43 acres. The LST Methodology provides look-up tables for sites with an area with daily disturbance of 5 acres or less. For projects that exceed 5 acres, the 5-acre LST look-up tables can be used as a screening tool to determine whether pollutants require additional detailed analysis. This approach is conservative as it assumes that all on-site emissions associated with the Project would occur within a concentrated 5-acre area. This screening method would therefore over-predict potential localized impacts,

because by assuming that on-site operational activities are occurring over a smaller area, the resulting concentrations of air pollutants are more highly concentrated once they reach the smaller site boundary than they would be for activities if they were spread out over a larger surface area. On a larger site, the same amount of air pollutants generated would disperse over a larger surface area and would result in a lower concentration once emissions reach the project-site boundary. As such, LSTs for a 5-acre site during operations are used as a screening tool to determine if further detailed analysis is required.

The LST analysis generally includes on-site sources. However, it should be noted that the CalEEMod outputs do not separate on-site and off-site emissions from mobile sources. As such, in an effort to establish a maximum potential impact scenario for analytic purposes, the emissions shown on **Table 6** represent all on-site Project-related stationary (area) sources and Project-related mobile sources. It should be noted that the longest on-site distance is roughly 0.75 mile for both trucks and passenger cars. Modeling based on these assumptions demonstrates that even within broad encompassing parameters, Project operational-source emissions would not exceed applicable LSTs.

**Table 6: Localized Significance of Operational Emissions**

| Activity | Emissions (lbs/day) | | | |
|---|---|---|---|---|
| | Nitrogen Oxide ($NO_X$) | Carbon Monoxide (CO) | Coarse Particulate Matter ($PM_{10}$) | Fine Particulate Matter ($PM_{2.5}$) |
| Summer | 1.90 | 38.60 | 0.18 | 0.09 |
| Winter | 1.82 | 21.61 | 0.16 | 0.06 |
| **Maximum Daily Emissions** | **1.90** | **38.60** | **0.18** | **0.09** |
| SCAQMD Localized Threshold | 270 | 1,746 | 10 | 3 |
| **Threshold Exceeded?** | **No** | **No** | **No** | **No** |

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

### Carbon Monoxide Hot Spots

The Project would not result in potentially adverse CO concentrations or "hot spots." Further, detailed modeling of Project-specific CO "hot spots" is not needed to reach this conclusion. An

adverse CO concentration, known as a "hot spot", would occur if an exceedance of the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur.

It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SCAB is now designated as attainment.

To establish a more accurate record of baseline CO concentrations affecting the SCAB, a CO "hot spot" analysis was conducted in 2003 for four busy intersections in Los Angeles at the peak morning and afternoon time periods. This "hot spot" analysis did not predict any violation of CO standards, refer to **Appendix A**.

**Construction Impacts**

The nearest land use with the greatest potential exposure to Project construction-source DPM emissions is located approximately 148 feet south of the Project site at an existing residence located at 755 E. Orange Show Road. At the maximally exposed individual receptor (MEIR), the maximum incremental cancer risk attributable to Project construction-source DPM emissions is estimated at 5.74 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable threshold of 1.0. As such, the Project would not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction activity. All other receptors during construction activity would experience less risk than what is identified for this location as they are located further away.

**Operational Impacts**

Residential Exposure Scenario:

At the MEIR, the maximum incremental cancer risk attributable to Project operational-source DPM emissions is estimated at 0.59 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled residential receptors are exposed to lesser concentrations and are located at a greater distance from the Project site and primary truck route than the MEIR analyzed herein, and TACs generally dissipates with distance from the source, all other residential receptors in the vicinity of the Project site would be exposed to less emissions and therefore less risk than the MEIR identified

herein. As such, the Project would not cause a significant human health or cancer risk to nearby residences.

Worker Exposure Scenario:

The worker receptor land use with the greatest potential exposure to Project operational -source DPM emissions is the adjacent potential worker receptor to the east of the Project site. At the maximally exposed individual worker (MEIW), the maximum incremental cancer risk impact is 0.09 in one million which is less than the SCAQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled worker receptors are located at a greater distance than the MEIW analyzed herein, and DPM dissipates with distance from the source, all other worker receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIW identified herein. As such, the Project would not cause a significant human health or cancer risk to adjacent workers.

School Child Exposure Scenario:

Proximity to sources of toxics is critical to determining the impact. In traffic-related studies, the additional non-cancer health risk attributable to proximity was seen within 1,000 feet and was strongest within 300 feet. California freeway studies show about a 70-percent drop-off in particulate pollution levels at 500 feet. Based on CARB and SCAQMD emissions and modeling analyses, an 80-percent drop-off in pollutant concentrations is expected at approximately 1,000 feet from a distribution center.

The 1,000-foot evaluation distance is supported by research-based findings concerning TAC emission dispersion rates from roadways and large sources showing that emissions diminish substantially between 500 and 1,000 feet from emission sources.

A one-quarter mile radius, or 1,320 feet, is commonly utilized for identifying sensitive receptors, such as schools, that may be impacted by a proposed project. This radius is more robust than, and therefore provides a more health protective scenario for evaluation than the 1,000-foot impact radius identified above.

There are no schools within a quarter mile of the Project site. The nearest school is Victoria Elementary School, which is located approximately 5,030 feet (approximately one mile) southeast of the Project site. Because there is no reasonable potential that TAC emissions would cause significant health impacts at distances of more than a quarter mile from the air pollution source, there would be no significant impacts that would occur to any schools in the vicinity of the Project. Therefore, impacts related to health risk from the Project would be less than significant.

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

**Less than Significant Impact.** The potential for the Project to generate objectionable odors has also been considered. Land uses generally associated with odor complaints include agricultural uses, wastewater treatment plans, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities.

The Project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with current solid waste regulations. The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors and other emissions (such as those leading to odors) associated with construction and operations activities of the proposed Project would be less than significant and no mitigation is required.

## 4.4 BIOLOGICAL RESOURCES

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

The following is based on information in the Biological Resources Technical Report (BTR) prepared by Cadre Environmental (Cadre, August 2022). The BTR can be found in **Appendix C** of this Initial Study. The Project would be expected to comply with existing regulations, including, but not limited to the Endangered Species Act, the Federal Water Pollution Control Act of 1972, the Migratory Bird Treaty Act of 1918 (MBTA), the California Endangered Species Act, California Fish and Game Code (FGC), Native Plant Protection Act, and the Porter-Cologne Water Quality Control Act of 1987.

A reconnaissance survey of the Project site was conducted by Ruben Ramirez of Cadre Environmental (USFWS Permit 780566-14) on May 23 and August 29, 2022, in order to characterize and identify potential sensitive plant and wildlife habitats that may be located on the Project site. Habitat assessments were conducted for, but not limited to, the following target species/groups: Delhi sands flower loving fly (*Rhaphiomidas terminatus abdominalis*), coastal California gnatcatcher (*Polioptila californica californica*), burrowing owl (*Athene cunicularia*), southwestern willow flycatcher (*Empidonax trailii extimus*), least Bell's vireo (*Vireo bellii pusillus*), San Bernardino kangaroo rat (*Dipodomys merriami parvus*), common and sensitive bat species, and sensitive plants.

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

**No Impact**. The Project would not have a substantial adverse effect, either directly or through habitat modifications, on any plant or wildlife species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Service (USFWS). No native undisturbed suitable habitat, soils, or sensitive plant/wildlife species observations were documented or expected to occur within the Project site. No federal or state permits are required. The Project site is characterized as developed and heavily disturbed and is primarily surrounded by existing high traffic roads and commercial/non-conforming residential developments.

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

**No Impact.** No riparian, sensitive undisturbed native/natural habitats were documented within the Project site. The Project site is characterized as developed, heavily disturbed with scattered ornamental trees and palms, no natural undisturbed habitats occur onsite, and the property is primarily surrounded by existing industrial development, residential homesites, and high traffic roads. The adjacent reach of the Santa Ana River located southeast of the Project site would not be directly impacted as a result of Project initiation as discussed in the following sections. Therefore, no mitigation is required or proposed.

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

**No Impact.** No wetlands or jurisdictional resources regulated by the U.S. Army Corps of Engineers (USACE), CDFW, or RWQCB were documented within the Project Site. The adjacent reach of the Santa Ana River located southeast of the Project Site would not be directly or indirectly impacted as a result of Project initiation as discussed in the following sections. Therefore, no mitigation is required or proposed.

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

**Less than Significant with Mitigation Incorporated.** The Project is developed, heavily disturbed, primarily surrounded by existing high traffic roads and industrial development and does not represent a wildlife movement corridor or route between open space habitats. The adjacent reach of the Santa Ana River (wildlife movement corridor) located southeast of the Project site would not be directly impacted as a result of the Project because the river is beyond the Project limits of disturbance.

The onsite disturbed habitat represents low potential habitat for common ground nesting bird species such as killdeer (*Charadrius vociferus*). However, the numerous ornamental trees provide suitable nesting habitat for both birds and raptors. Nesting birds are protected under the MBTA which provides protection for nesting birds that are both residents and migrants whether or not they are considered sensitive by resource agencies. The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed under 50 Code of Federal Regulation (CFR) 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). The direct or indirect injury or death of a migratory bird, due to construction activities such as nest abandonment, nestling abandonment, or forced fledging would be considered illegal under federal law. Implementation of mitigation measure (MM) BIO-1 would ensure impacts to potential nesting birds and raptors on site to be less than significant.

**Mitigation Measure**

**MM BIO-1** To avoid impacts to nesting birds within or adjacent to the Project Site and to comply with the CDFG Codes 3503 & 3513, initial grubbing should occur between the non-nesting (or non-breeding) season for ground nesting birds (generally, September 1st to January 31st). If this avoidance schedule is not feasible, the alternative is to carry out such activities under the supervision of a qualified biologist. This shall entail the following:

A qualified biologist shall conduct a pre-construction nesting bird survey no more than 14 days prior to initiating ground disturbance activities. The survey will consist of full coverage of the proposed disturbance limits, determined by the biologist and taking into account the species nesting in the area and the habitat present. If no active nests are found, no additional measures are required.

If "occupied" nests are found, their locations shall be mapped, species documented, and, to the degree feasible, the status of the nest (e.g., incubation of eggs, feeding of young, near fledging) recorded. The biologist shall establish a no-disturbance buffer around each active nest. The buffer area will be determined by the biologist based on the species present, surrounding habitat, and type of construction activities proposed in the area. No construction or ground disturbance activities shall be conducted within the buffer until the biologist has determined the nest is no longer active and has informed the construction supervisor that activities may resume.

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

**Less than Significant Impact**. The SBMC §19.28.100 requires a tree removal permit for anyone who wants to remove five or more trees within a 36-month period. Section 19.28.100 mandates the replacement of removed trees on a 1:1 basis. An arborist survey and report could be requested to evaluate existing trees prior to the issuance of a tree removal permit. The Project site contains various trees throughout the site and would require a tree removal permit pursuant to §19.28.100. The applicant has applied for a tree removal permit. The Project would landscape the parking areas of the Project site, along the building perimeter on the north, east, and west sides of the building, and along the roadway frontages along Orange Show Road, Lena Road, and Norman Road. Specifically, the Project would, as part of the landscaping plan, plant a total of 167 trees.

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

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

**No Impact**. The Project site is not located within or adjacent to a Conservation Program Area. Therefore, implementation of the Project would not result in a conflict with the provisions of an adopted habitat conservation plan and no impact would occur. Also, the Project site is not located within or adjacent to the adopted "Draft West Valley Habitat Conservation Plan" for the Delhi Sands flower-loving fly (*Rhaphiomidas terminates abdominalis*; DSF). Therefore, no mitigation is required or proposed.

## 4.5 CULTURAL RESOURCES

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

A Cultural Resources Assessment has been prepared by BCR Consulting LLC. (BCR) (BCR Consulting LLC, December 2022). The report can be found in **Appendix D** of this Admin Draft IS/MND. The report and research were completed pursuant to CEQA, the PRC §21082, §21083.2, and §21084 and CCR Title 14, Chapter 3, Article 5, §15064.5.

### Methodology

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

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

**Field Investigation**. An intensive-level cultural resources field survey of the Project site was conducted on June 17, 2022 and October 12, 2022. The survey was conducted by walking parallel transects spaced approximately 15 meters apart across 100 percent of the Project site, where

accessible. Cultural resources were recorded on DPR 523 forms. Ground visibility averaged approximately 50 percent within Project boundaries. Digital photographs were taken at various points within the Project site. These included overviews as well as detail photographs of all cultural resources. Cultural resources were recorded per the California OHP Instructions for Recording Historical Resources in the field.

**Results**

**Records Search**. Data from the SCCIC revealed that 10 previous cultural resources studies have taken place, and five cultural resources have been recorded within one half-mile of the Project site. Of the 10 previous studies, none have previously assessed the Project site, and no cultural resources have been previously recorded within its boundaries.

The records search is summarized as follows in **Table 7:** *Cultural Resources and Reports Recorded within One Half-Mile of the Project Site*:

**Table 7: Cultural Resources and Reports Recorded within One Half-Mile of the Project Site**

| USGS 7.5 Min Quadrangle | Cultural Resources within 1-miles of the Project Site | Studies within 1 Miles |
|---|---|---|
| *San Bernardino South, California* (1980) | P-36-6103: Historic-Period Railroad<br>P-36-6847: Historic-Period Railroad<br>P-36-7168: Historic-Period Gage Canal<br>P-36-17813: Historic-Period Residence<br>P-36-29448: Historic-Period Refuse Scatter | SB-331, 1133, 1134, 1808, 2260, 2784, 3009, 3228, 3286, 6331 |
| Source: BCR (2022). *Cultural Resources Assessment*. Refer to **Appendix D** in this Admin Draft IS/MND. | | |

**Additional Research**

Additional research was performed for the Project site to provide the following context for the subject property (see also Field Survey Results, below). The following addresses represent existing structures on-site that were the subject of the additional research.

- 24993 and 695 East Norman Road
- 24551 East Norman Road
- 861 and 867 East Norman Road
- 807 East Norman Road
- 787 East Norman Road
- 715 East Norman Road
- 707 East Norman Road
- 706 East Orange Show Road
- 684 East Orange Show Road
- 668 East Orange Show Road
- 652 East Orange Show Road
- 646 East Orange Show Road and 24432 Pioneer Road

Each of the above listed properties showed signs of replacements and alteration of the original buildings/materials, in some cases, the modifications were documented. Research has shown

that the individual owners and residents were ordinary working people that did not contribute significantly to United States, California, or local history. For detailed information about each property refer to the Cultural Resources Report available in **Appendix D**.

**Field Survey**

During the field survey Mr. Shepetuk and Mr. Brentner carefully inspected the Project site and identified 12 properties containing historic-period buildings. Each of these resources is described below. No other cultural resources of any kind were identified. Overall surface visibility was approximately 50 percent. Sediments, where visible, included highly disturbed silty sand with some gravels. Vegetation includes ornamental trees and bushes, landscaped lawns, and some seasonal grasses.

**24993 and 695 East Norman Road.** The subject property is a residential property and contains three single-family residences that are historic in age (i.e., over 45 years old). Residence 1 is located on the northeastern portion of the subject property and is 1,062 square feet. The residence features wood frame construction, and a single-story floor plan and was built circa 1922. The house was constructed in the era of "Modern Houses", but changes make it difficult to connect with a particular architectural style. It exhibits elements of Minimal Traditional-style architecture although it pre-dates that style. It is fronted by a small yard and features a hipped roof with composite shingles and small front porch. Residence 2 is located to the west of residence 1 and is 753 square feet. The Post-War Minimal-Style residence exhibits wood frame construction, a front-gabled roof with composite shingles, and stucco siding. Residence 3 is 572 square feet, and is located to the southwest of residence 1 and exhibits wood frame construction, a front-gabled roof with composite shingles, and stucco siding. The doors and windows on all buildings have been replaced, but no permit records were available for these modifications, or the construction of residences 2 and 3. The original siding on residence 1 has been covered in stucco.

**24551 East Norman Road.** The subject property is a single-family residence that is historic in age (i.e., over 45 years old). Residence 1 is located on the northwestern portion of the subject property. The Post-War Minimal-style residence features wood frame construction, and a single-story floor plan and was built in 1956. It is fronted by a small lawn with ornamental trees enclosed within a wrought iron fence. It contains a front-gabled roof and small front porch with composition roofing. The building is in good condition. The original windows and doors have been replaced.

**861 and 867 East Norman Road.** The subject property is a residential property and contains a 1,040 square foot single-family residence that is historic in age (i.e., over 45 years old). The residence is located on the northwestern portion of the subject property. The Post-War Minimal-style residence features wood frame construction, hipped roof, and a single-story floor plan and was built circa 1952. It has a small front porch, and is fronted by a small yard. The original

windows and front door have been replaced. The roof is topped with composite shingles, and the outer walls have been resurfaced with stucco.

**807 East Norman Road.** The subject property is a residential property occupied by American Tow Group and contains a 662 square foot single-family residence that is historic in age (i.e., over 45 years old). The residence is located on the northeastern portion of the subject property. The Post-War Minimal-style residence features wood frame construction, a single-story floor plan and was built circa 1960. It is fronted by a small yard that has been leveled and paved. It features a hipped roof topped with newer composite shingles. The outer walls have been re-surfaced with light-colored stucco, and all windows and the front door have been replaced.

**787 East Norman Road.** The subject property is a residential property containing a 1,032 square foot single-family residence that is historic in age (i.e., over 45 years old). The residence is located on the northeastern portion of the subject property. The Post-War Minimal-style residence features wood frame construction, and a single-story floor plan and was built circa 1944. While construction was completed before the end of World War II the architectural characteristics fit with this style. The residence is fronted by a small yard and flanked by trees to the east and west. It contains a front-gabled roof and small front porch, and stucco on the outer walls which is not original. The roofing materials are composite, and the windows have all been replaced.

**715 East Norman Road.** The subject property is a residential property containing a 973 square foot single-family residence that is historic in age (i.e., over 45 years old). The residence is located on the northern portion of the subject property. The building displays elements of the Craftsman style, but since its construction has been modified beyond recognition. It features wood frame construction, and a single-story floor plan and was built in 1922. It is fronted by a small yard with small trees obstructing much of the front façade from view. It features a front-gabled roof with composite shingles, a small covered front porch, and stucco siding. The building is in poor condition; the windows and doors are missing. The rear of the house features an unpermitted addition which is visible from aerial photographs beginning in 2002, also in poor condition.

**707 East Norman Road.** The subject property is a residential property containing an 896 square foot single-family residence that is historic in age (i.e., over 45 years old). The residence is located on the northern portion of the subject property. The Post-War Minimal-style residence features wood frame construction, and a single-story floor plan and was built in 1946. It is fronted by a small, enclosed porch structure and a small yard that has been covered with paving tiles. It features a front-gabled roof and stucco outer walls. Vinyl windows have since been added and the building is topped by composite roofing materials. The roof's eaves which provide moderate overhang are in poor condition.

**706 East Orange Show Road.** The subject property is occupied by a 1,285 square-foot single-family residence that is historic in age (i.e., over 45 years old). It is located on the southeastern portion of the subject property. The Post-War Minimal style residence features wood frame

construction, and a single-story floor plan and was built in 1956. It is fronted by a small yard and tree on the southwestern corner. It features a cross-gabled roof topped with composite shingles. Alterations include the shingles, vinyl window frames, and stone accents and stucco on the facades.

**684 East Orange Show Road.** The subject property contains a 1,850 square foot single-family residence that is historic in age (i.e., over 45 years old). The residence is located on the southern portion of the subject property. The Post-War Minimal-style residence features wood frame construction, and a single-story floor plan and was built circa 1967. It is fronted by a small yard and front porch. The residence features a hipped roof with composite shingles, and stucco siding. A concrete masonry unit wall is situated perpendicular to the house and connects to the façade. All doors and windows are missing from the building. To the rear of the residence is a detached garage of the same architectural style and built with the same materials. Both buildings are in poor condition.

**668 East Orange Show Road.** The subject property is occupied by an 804 square foot single-family residential home. The Post-War Minimal style residence features wood frame construction, and a single-story floor plan and was built in 1955. It is fronted by a small yard, concrete walkway, and trees. It features a cross-hipped roof, and stucco siding on the outer walls. The property is enclosed by a short chain-link fence to the west, a tall chain link fence to the east and a metal gate to the south. The roofing was replaced with composite shingles in 2001.

**652 East Orange Show Road.** The subject property is occupied by a 1,222 square foot single-family residence. The Post-War Minimal style residence features wood frame construction, and a single-story floor plan and was built in 1957. It is fronted by a small yard. It contains a hipped, composite roof which is not original, and corrugated roofing to the east used as a carport. The property is enclosed by a tall wooden fence on the west, a chain link fence to the east and a metal gate on the south. The windows and doors have been removed.

**646 East Orange Show Road and 24432 Pioneer Road**. The subject property contains a single-family residence that is historic in age (i.e., over 45 years old). A large porch addition and tree obscure much of the main façade, but the layout is consistent with a Post-War Minimal architectural style. It features wood frame construction, and a single-story floor plan and was built in 1959. It contains a front-gabled roof (which appears to be part of the porch addition) and composition shingles. The original windows have been replaced with vinyl windows. The building is in good condition.

**Significance Criteria**

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

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

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

**Significant Evaluations**. During the field survey, 12 properties containing historic-period buildings were identified. CEQA calls for the evaluation and recordation of historic and archaeological resources. The criteria for determining the significance of impacts to cultural resources are based on Section 15064.5 of the CEQA Guidelines and Guidelines for the Nomination of Properties to the CRHR. Properties eligible for listing in the CRHR and subject to review under CEQA are those meeting the criteria for listing in the CRHR, or designation under a local ordinance. None of the properties identified during the field survey met any of the four CRHR criteria; and therefore, are not recommended historic resources under CEQA.

**BCR Report Conclusion**

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

- The proposed project is changed to include areas that have not been subject to this cultural resource assessment;
- cultural materials are encountered during project activities.

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

**Less than Significant Impact with Mitigation Incorporated**. Data from the SCCIC revealed that 10 previous cultural resources studies have taken place, and 5 cultural resources have been recorded within one mile of the Project site. Of the 10 previous studies, none have previously assessed the Project site, and no cultural resources have been previously recorded within its boundaries. Each of these resources date to the historic period and includes a railroad, a canal, a residence, and refuse. None of the previously recorded cultural resources are located in the Project area. Additionally, 12 existing residences that are historic in age (i.e., over 45 years old) were identified during the field survey conducted by BCR. However, none of the existing residential structures met the four criteria for listing under the CRHR. As such, they are not recommended historical resources under CEQA Guidelines §15064.5. Additionally, the Project site has been heavily disturbed with existing developments and the likelihood of encountering archaeological resources are heavily minimized, further the Project would comply with all federal, state, and local requirements and standards related to the unanticipated find of archaeological resources. Therefore, the Project would not cause a substantial adverse change in the significance of a historical resource and a less than significant impact would occur. However, as a result of Tribal Consultation conducted by the City, the Yuhaaviatam of San Manuel Nation requested the following mitigation measures to be incorporated (refer to Section 4.18, Tribal Cultural Resources), as such impacts would be less than significant with mitigation incorporated.

**Mitigation Measures**

**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 archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed within **MM TCR-4**, regarding any pre-contact and/or historic-era finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

**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 archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to YSMN for review and comment, as detailed within **MM TCR-4**. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

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

**Less Than Significant Impact with Mitigation Incorporated.** No formal cemeteries are in or near the Project area. Most Native American human remains are found in association with prehistoric archaeological sites. As discussed previously, the Project site is not proximate to identified archaeological resources. It is unlikely that ground-disturbing activities associated with the construction of the Project would exceed depths of previous disturbance. However, subsurface construction activities associated with the Project, such as trenching and grading, could potentially damage or destroy previously undiscovered human remains. Pursuant to State of California Health and Safety Code provisions (notably §7050.5-7055), should any human remains be uncovered, all construction activities must cease, and the County Coroner be immediately contacted. The following Standard Condition would be carried out during Project construction.

**Standard Condition**

If human remains or funerary objects are encountered during the undertaking, State Health and Safety Code §7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC §5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC.

As a result of Tribal Consultation conducted by the City, the Yuhaaviatam of San Manuel Nation requested the following mitigation measures to be incorporated (refer to Section 4.18, Tribal Cultural Resources), as such impacts would be less than significant with mitigation incorporated.

**Mitigation Measures**

**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 State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

## 4.6 ENERGY

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

An Energy Assessment was prepared by Kimley-Horn derived from air quality modeling completed by Urban Crossroads. The Energy Assessment can be found in **Appendix E** of this Admin Draft IS/MND.

***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 consumption associated with the proposed Project is summarized in **Table 8:** *Project and Countywide Energy Consumption*. As shown in **Table 8**, the Project's increase in electricity usage would constitute approximately 0.020 percent of typical annual electricity usage in the County. The Project would not require natural gas. Construction-related on- and off-road automotive fuel consumption (i.e., fuel consumed during construction) would constitute approximately 0.021 percent of diesel and approximately 0.002 percent of gasoline consumption within the County. During operations, on-road automotive fuel consumption (i.e., fuel consumed from operational vehicle trips to and from the Project site) would constitute approximately 0.014 of diesel and approximately 0.005 percent of gasoline consumption Countywide.

**Construction-Related Energy**

During construction, the Project would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during grading, paving, and building construction. Fuel energy consumed during construction would be temporary in nature and would not represent a significant demand on energy resources. Some incidental energy conservation would occur during construction through

compliance with State requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest EPA and CARB engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction.

**Table 8: Project and Countywide Energy Consumption**

| Energy Type | Project Annual Energy Consumption | San Bernardino County Annual Energy Consumption[1,2] | Percentage Increase Countywide |
|---|---|---|---|
| **Operational Electricity** | | | |
| Electricity Consumption | 3,142,073 kWh | 15,968,515,536 kWh | 0.020% |
| **Automotive Fuel Consumption[3]** | | | |
| Project Construction[4,5] | | | |
| Diesel | 57,670 gallons | 276,240,500 gallons | 0.021% |
| Gasoline | 20,733 gallons | 867,249,800 gallons | 0.002% |
| Project Operations | | | |
| Diesel | 38,416 gallons | 276,240,500 gallons | 0.014% |
| Gasoline | 46,887 gallons | 867,249,800 gallons | 0.005% |

Notes:
1. The Project's consumption of electricity and natural gas is compared with the total consumption in San Bernardino County in 2020.
2. The Project's consumption of automotive fuel is compared with the countywide fuel consumption (projected) in 2022.
3. Countywide fuel consumption is from the California Air Resources Board EMFAC2021 model.
4. Construction fuel consumption is based equipment and load factors from California Emissions Estimator Model (CalEEMod version 2022.1).
5. The estimated construction fuel consumption is based on the Project's construction equipment list timing/phasing, and hours of duration for construction equipment, as well as vendor, hauling, and construction worker trips.

Substantial reductions in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than non-recycled materials. The incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. It is reasonable to assume that production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest in minimizing the cost of doing business.

As indicated in **Table 8**, the overall diesel fuel consumption during construction of the Project would be 57,670 gallons and gasoline consumption would be 20,733 gallons, which would constitute nominal percentages (0.021 percent and 0.002 percent, respectively) of fuel use in the County. As such, Project construction would have a minimal effect on the local and regional energy supplies. It is noted that construction fuel use is temporary and would cease upon completion of construction activities. There are no unusual Project characteristics that would

necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or State. Therefore, construction fuel consumption would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. A less than significant impact would occur in this regard.

**Operational Energy**

Energy Demand

*Transportation Energy Demand.* Pursuant to the Federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration (NTSA) is responsible for establishing additional vehicle standards and for revising existing standards. Compliance with Federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. **Table 8** provides an estimate of the daily fuel consumed by vehicles traveling to and from the Project site. As indicated in **Table 8**, Project operations are estimated to consume approximately 38,416 gallons of diesel fuel and 46,887 gallons of gasoline fuel per year, which would constitute 0.014 percent and 0.005 percent, respectively, of Countywide automotive fuel consumption. The Project would not result in any unusual characteristics that would result in excessive long-term operational fuel consumption. Fuel consumption associated with vehicle trips generated by the Project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

*Building Energy Demand.* Operations of the proposed Project would require approximately 3,142,073 kWh of electricity per year and would not require natural gas. The proposed Project would be required to comply with Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of the Title 24 standards significantly reduces energy usage. Furthermore, the electricity provider, Southern California Edison (SCE), is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 60 percent of total procurement by 2030. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat. The increase in reliance of such energy resources further ensures projects will not result in the waste of the finite energy resources.

As indicated in **Table 8**, operational energy consumption would constitute approximately 0.020 percent of Countywide electricity consumption. The Project would adhere to all Federal, State, and local requirements for energy efficiency, including the Title 24 standards. As such, the Project would not result in the inefficient, wasteful, or unnecessary consumption of building energy.

Conclusion. As shown in **Table 8**, the increase in electricity and automotive fuel consumption over existing conditions is minimal (less than one percent). For the reasons described above, the Project would not place a substantial demand on regional energy supply or require significant additional capacity, or significantly increase peak and base period electricity demand. Thus, the Project would not cause a wasteful, inefficient, and unnecessary consumption of energy during Project construction, operation, and/or maintenance, or preempt future energy development or future energy conservation.

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

**Less than Significant Impact**. Title 24 of the CCR contains energy efficiency standards for residential and non-residential buildings based on a state mandate to reduce California's energy demand. Specifically, Title 24 addresses a number of energy efficiency measures that impact energy used for lighting, water heating, heating, and air conditioning, including the energy impact of the building envelope such as windows, doors, skylights, wall/floor/ceiling assemblies, attics, and roofs.

Part 6 of Title 24 specifically establishes energy efficiency standards for residential and nonresidential buildings constructed in the State of California in order to reduce energy demand and consumption. The Project would comply with Title 24, Part 6 per state regulations. In accordance with Title 24 Part 6, the Project would have: (a) sensor based lighting controls— for fixtures located near windows, the lighting would be adjusted by taking advantage of available natural light; and, (b) efficient process equipment—improved technology offers significant savings through more efficient processing equipment.

Title 24, Part 11, contains voluntary and mandatory energy measures that are applicable to the Project under the California Green Building Standards Code. As discussed above, the Project would result in an increased demand for electricity and petroleum. In accordance with Title 24 Part 11 mandatory compliance, the Applicant would have (a) 50 percent of its construction and demolition waste diverted from landfills; (b) mandatory inspections of energy systems to ensure optimal working efficiency; (c) low pollutant emitting exterior and interior finish materials, such as paints, carpets, vinyl flooring and particle boards; and (d) a 20 percent reduction in indoor water use. In addition, the Project would not require natural gas to operate. Compliance with all of these mandatory measures would decrease the consumption of electricity, natural gas, and petroleum.

The San Bernardino County Regional Greenhouse Gas Reduction Plan (RGHGRP) establishes a series of energy efficiency related goals intended to reduce greenhouse gas (GHG) emissions based on the Assembly Bill (AB) 32 Scoping Plan. Those applicable to the Project are Renewables Portfolio Standard for Building Energy Use, AB 1109 Energy Efficiency Standards for Lighting, Electricity Energy Efficiency, and Commercial Energy Efficiency Requirements.

The Project would not conflict with any of the federal, state, or local plans for renewable energy and energy efficiency. Because the Project would comply with Parts 6 and 11 of Title 24 and with RGHGRP measures, no conflict with existing energy standards and regulations would occur. Therefore, impacts associated with renewable energy or energy efficiency plans would be considered less than significant.

## 4.7 GEOLOGY AND SOILS

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

The following is based on the information in the General Plan, the Cultural Resources Assessment, prepared by BCR Consulting LLC (December 2022) (**Appendix D**), and the Phase I Environmental Site Assessment Gateway South Building 9, prepared by Geosyntec Consultants, Inc. (September 2022) (**Appendix F**).

### Seismicity and Seismic Hazards

As shown Figure S-3, *Alquist-Priolo Study Zones*, of the General Plan, the City of San Bernardino is traversed by major earthquake fault lines and flood channels, which must be considered in new developments and design standards.[11] The Project is in the southern California region, which is prone to ground shaking. The Project would be constructed in conformance with the 2022 California Building Code (CBC) standards which includes design standards that would lessen the effect of seismic ground shaking.

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

### Earthquake-Induced Liquefaction, Surface Rupture Potential, and Settlement

According to Chapter 10: Safety Element of the General Plan, liquefaction is a process whereby strong earthquake shaking causes sediment layers that are saturated with groundwater to lose strength and behave as a fluid. This subsurface process can lead to ground failure that, in turn, can result in property damage and structural failure. Groundwater saturation of sediments is required in order for earthquake-induced liquefaction to occur. Groundwater depth shallower than ten feet to the surface is considered to have the highest liquefaction susceptibility. Groundwater 10 to 30 feet below the surface is considered to have a moderately high to moderate susceptibility. Groundwater 30 to 50 feet deep can create a moderate to low susceptibility to liquefaction. Figure S-5 of the City's General Plan shows that the Project site is located within an area of moderately high to moderate liquefaction susceptibility (MHM).[12]

[11] City of San Bernardino (2005). *General Plan, Chapter 10: Safety Element - Figure S-3 Alquist-Priolo Study Zones.* Available at https://www.sbcity.org/city_hall/community_economic_development/planning. Accessed August 1, 2022.

[12] City of San Bernardino (2005). *General Plan, Chapter 10: Safety Element - Figure S-5 Liquefaction Susceptibility.* Available at https://www.sbcity.org/city_hall/community_economic_development/planning. Accessed August 1, 2022.

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

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

**Less than Significant Impact**. As previously discussed, the City is located between several active fault zones including the San Andreas Fault, the San Jacinto Fault, and the Loma Linda Fault. From the review of Figure S-3, *Alquist-Priolo Study Zones*, the Project site is not located within an Alquist-Priolo Earthquake Fault Zone and is approximately 1.5 miles northeast of the San Jacinto Fault system. Therefore, the possibility of significant fault rupture on the site is considered to be low. However, due to the Project's location, all structures are subject to adherence to all applicable regulations in the CBC that is approved at the time of development. With adherence to the current CBC at the time of design and development, the latest California seismic design requirements would be included in the design of the proposed warehouse building and inspected by the City during construction, therefore impacts would be less than significant.

***ii) Strong seismic ground shaking?***

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

***iii) Seismic-related ground failure, including liquefaction?***

**Less than Significant Impact**. According to the City's General Plan, Figure S-5, *Liquefaction Susceptibility*, the Project site is in a general area designated as HMH. GP Policy The Project would be required to be in conformance with the latest CBC seismic design parameters, and SBMC §15.08 Liquefaction, applied at the building permit application and plan check phase of the Project. Continuing advances in engineering design and CBC standards over the past decade have greatly reduced the potential for collapse in an earthquake of most of our new buildings. The CBC provides procedures for earthquake resistant structural design that includes considerations for on-site soil conditions, occupancy, and the configuration of the structure including the structural system and height. Structures for human occupancy must be designed to meet or exceed the latest CBC standards for earthquake resistance. Furthermore, all grading and fill placement activities would be completed in accordance with the CBC requirements and the City grading code. Following these requirements, the

proposed structure would be designed to resist structural collapse and thereby provide reasonable protection from serious injury, catastrophic property damage, and loss of life or death. With adherence to the latest CBC and the SBMC, impacts would be less than significant.

#### *iv) Landslides?*

**No Impact.** The Project site is relatively flat and is not within an area susceptible to landslides as shown in figure S-7, *Slope Stability and Major Landslides,* of the General Plan.[13] Therefore, there would be no impact from landslides on the Project site.

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

**Less than Significant Impact.** According to Geosyntec Phase I ESA, the Environmental Data Resources, Inc. (EDR) identified the Project site's soils largely as Tujunga gravelly loam sand and the region is characterized by southwest sloping alluvial plains underlain by Quaternary alluvium. This alluvium consists of thick, discontinuous, unconsolidated sediments resulting from alluvial fan and fluvial deposition. Onsite grading would consequently expose soils to erosion by wind and water.[14]

The following General Plan policies are required measures that the Project would implement which would reduce the impacts of potential runoff and erosion that could occur on-site:

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

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

- Increase permeable areas, utilize pervious materials, install filtration controls (including grass-lined swales and gravel beds), and divert flow to these permeable areas to allow more percolation of runoff into the ground;
- Replanting and hydroseeding of native vegetation to reduce slope erosion, filter runoff, and provide habitat;
- Use of porous pavement systems with an underlying stone reservoir in parking areas;

[13] City of San Bernardino (2005). *General Plan, Chapter 10: Safety Element - Figure S-7 Slope Stability and Major Landslides.* Available at https://www.sbcity.org/city_hall/community_economic_development/planning. Accessed August 1, 2022.
[14] Geosyntec Consultants (September 2022). *Phase I environmental Site Assessment Gateway South Building 9* (**Appendix F**).

- Use natural drainage, detention ponds, or infiltration pits to collect and filter runoff;
- Prevent rainfall from entering material and waste storage areas and pollution-laden surfaces; and
- Require new development and significant redevelopment to utilize site preparation, grading, and other BMPs that provide erosion and sediment control to prevent construction-related contaminants from leaving the site and polluting waterways.

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

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

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

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

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

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

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

**Less than Significant Impact**. As previously discussed in Threshold 7 a(iii) above, the Project site is located within an area identified as MHM.[15] As shown in Figure S-6 of the General Plan, the Project site is located within an area of potential ground subsidence which can be caused by natural geologic processes or by human activity such as subsurface mining or pumping of groundwater or oil.[16] However, subsidence resulting from groundwater withdrawal has not been reported in the region since the SBMWD launched the groundwater recharge program. As discussed in Threshold 7a(iv) above, the Project site is relatively flat and is not located within an area susceptible to landslides. Nevertheless, the Project would be required to be in conformance with the most recently published CBC and City regulations. Additionally, a site-specific geotechnical investigation would be completed to inform Project design to best mitigate any risk of liquefaction within building foundation design. Furthermore, conformance with standard engineering practices and design criteria would reduce the effects of unstable soils to a less than significant level.

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

**Less than Significant Impact**. When certain soil types are exposed to water, mainly those with moderate to high clay content, they can deform and either shrink or swell, depending on their particular physical characteristics. Such soils can expose overlying buildings to differential settlement and other structural damage. According to Phase I ESA, the EDR identified Project site's soils largely as Tujunga gravelly loam sand which have high infiltration and low runoff rates which has low shrink-swell or expansion characteristics.[17] Furthermore, the Project would be required to be in conformance with the most recently published CBC. Conformance with standard engineering practices and design criteria, such as modified foundations or over-excavation and soil modification, would reduce the potential for substantial risks to life or property as a result of the soil types located on the Project site. Therefore, impacts would be less than significant.

[15] City of San Bernardino (2005). *General Plan*, *Chapter 10: Safety Element - Figure S-5 Liquefaction Susceptibility.* Available at https://www.sbcity.org/city_hall/community_economic_development/planning. Accessed August 1, 2022.

[16] City of San Bernardino (2005). *General Plan*, *Chapter 10: Safety Element - Figure S-6 Potential Subsidence Areas.* Available at https://www.sbcity.org/city_hall/community_economic_development/planning. Accessed August 1, 2022.

[17] United States Department of Agriculture (USDA) Natural Resources Conservation Service (March 2017). *Official Soil Series Description.* Available at https://soilseries.sc.egov.usda.gov/OSD_Docs/T/TUJUNGA.html. Accessed December 2022.

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

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

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

**Less than Significant Impact with Mitigation Incorporated.** Paleontological resources are considered nonrenewable scientific resources because once destroyed, they cannot be replaced. As such, paleontological resources are afforded protection under various federal, state, and local laws and regulations. BCR Consulting assess whether or not the Project area has the potential to contain significant fossil resources at the subsurface, and determines the geology and stratigraphy of the area. Geologic units are considered to be "sensitive" for paleontological resources if they are known to contain significant fossils anywhere in their extent. Therefore, a search of pertinent local and regional museum repositories for paleontological localities within and nearby the Project area is necessary to determine whether or not fossil localities have been previously discovered within a particular rock unit. For this Project, BCR performed a records search with the Western Science Center (WSC). The WSC determined that the geologic units underlying the Project area are mapped as Quaternary alluvium dating to the Pliocene-Holocene and are potentially fossiliferous. Quaternary alluvial units are considered to be of high paleontological sensitivity. Although the WSC does not have localities within the Project area but does have numerous localities within similarly mapped alluvial sediments throughout the region. Pleistocene alluvium in southern California are documented and known to contain abundant fossil recourses including those associated with Columbian mammoth, Pacific mastodon, sabretooth cat, ancient horse, and many other Pleistocene megafauna. Any fossils discovered from the Project area would be scientifically significant. Therefore, the WSC recommended that a paleontological resource mitigation plan be put in place to monitor, salvage, and curate any recovered fossils associated with the Project area.[18]

Ground disturbing activities in the Project area are unlikely to yield any paleontological resources because younger Quaternary deposits are void of fossils and near-surface alluvium is usually too young to contain fossils, and therefore possesses low sensitivity. While the presence of any fossil material is unlikely, if excavation activity disturbs deeper sediment dating to the earliest parts of

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

the Holocene or Late Pleistocene periods, the material would 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. In addition, the Project area has undergone significant surficial disturbance. With the implementation of **MM GEO-1** impacts to paleontological resources would be less than significant.

**Mitigation Measure**

**MM GEO-1** In the event an unanticipated fossil discovery is made during the course of Project development, in accordance with Society of Vertebrate Paleontology (SVP) 2010 guidelines, a qualified professional Paleontologist should be retained in order to examine the find and to determine if further paleontological resources mitigation is warranted. The Paleontologist monitoring mass grading for the Project shall be empowered to temporarily halt or redirect construction activities to ensure avoidance of adverse impacts to paleontological resources. During monitoring, samples shall be collected and processed to recover microvertebrate fossils. Processing shall include wet screen washing and microscopic examination of the residual materials to identify small vertebrate remains. Upon encountering a large deposit of bone, salvage of all bone in the area shall be conducted in accordance with modern paleontological techniques.

## 4.8 GREENHOUSE GAS EMISSIONS

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

A Greenhouse Gas Analysis (November 2022) has been prepared by Urban Crossroads. This study was used as a resource in completing this section. The report is available in **Appendix G** to this Admin Draft IS/MND.

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

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

GHGs are global pollutants, unlike criteria air pollutants and TACs, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to

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

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

**Less Than Significant Impact.**

**Construction Emissions**

The Project would result in direct emissions of $CO_2$, $N_2O$, and $CH_4$ from construction equipment and the transport of materials and construction workers to and from the Project site. The GHG emissions only occur during temporary construction activities and would cease once construction is complete. The total GHG emissions generated during all phases of construction were combined and are shown in **Table 9:** *Amortized Annual Construction Emissions*.

**Table 9: Amortized Annual Construction Emissions**

| Year | Emissions (MT/yr) | | | | |
|---|---|---|---|---|---|
| | $CO_2$ | $CH_4$ | $N_2O$ | Refrigerants | Total $CO_2e$ |
| 2022 | 531.80 | 0.03 | 0.01 | 0.31 | 538.70 |
| 2024 | 225.50 | 0.00 | 0.00 | 0.16 | 229.31 |
| Total GHG Emissions | 757.30 | 0.03 | 0.01 | 0.47 | 768.01 |
| Amortized Construction Emissions | 25.24 | 1.00E-03 | 3.33E-04 | 0.02 | 25.60 |

Source: CalEEMod version 2020.4.0. Refer to Appendix G.
Note: The emissions for each emission type are converted to $CO_2e$ using the respective molecules global warming potential before calculation of the total $CO_2e$ for each year.

As shown, the Project would result in the generation of approximately 768 $MTCO_2e$ over the course of construction. Construction GHG emissions are typically summed and amortized over the lifetime of the Project (assumed to be 30 years), then added to the operational emissions. The amortized Project construction emissions would be 25.60 $MTCO_2e$ per year. Once construction is complete, the generation of these GHG emissions would cease.

**Operational Emissions**

Operational or long-term emissions occur over the life of the Project. GHG emissions would result from direct emissions such as Project generated vehicular traffic, on-site combustion of natural gas, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to

convey water to, and wastewater from the Project, the emissions associated with solid waste generated from the Project, and any fugitive refrigerants from air conditioning or refrigerators.

Total GHG emissions associated with the Project are summarized in **Table 10:** *Project Greenhouse Gas Emissions*. **Table 10** shows that the Project would generate decrease of 26.63 $MTCO_2e$ annually from both construction and operations of the Project. It should be noted that the existing development emissions were subtracted from the Project GHG emissions to determine the new emissions from the Project.

**Table 10: Project Greenhouse Gas Emissions**

| Emissions Source | $CO_2$ | $CH_4$ | $N_2O$ | Refrigerants | Total $CO_2e$ |
|---|---|---|---|---|---|
| Amortized Construction Emissions | 25.24 | 1.00E-03 | 3.33E-04 | 0.02 | 25.60 |
| Mobile Source | 694.00 | 0.05 | 0.07 | 1.05 | 717.00 |
| Area Source | 8.06 | 0.00 | 0.00 | 0.00 | 8.29 |
| Energy Source | 305.00 | 0.03 | 0.00 | 0.00 | 307.00 |
| Waste | 129.00 | 3.00 | 0.07 | 0.00 | 226.00 |
| Refrigerants | 0.00 | 0.00 | 0.00 | 67.10 | 67.10 |
| Cargo Handling Equipment | 0.00 | 0.00 | 0.00 | 0.00 | 47.38 |
| **Total $CO_2e$** | **1,515.37** | | | | |
| *Existing* | *1,542.00* | | | | |
| **Total Net $CO_2e$ (All Sources)** | **-26.63** | | | | |

Source: CalEEMod version 2020.4.0. Refer to Appendix G.
Note: The emissions for each emission type are converted to $CO_2e$ using the respective molecules global warming potential before calculation of the total $CO_2e$ for each year.

A numerical threshold for determining the significance of GHG emissions in the SCAB has not been established by the SCAQMD for Projects where it is not the lead agency. As an interim threshold based on guidance provided in the California Air Pollution Control Officers Association (CAPCOA) *CEQA and Climate Change* handbook, the City has opted to use a non-zero threshold approach based on Approach 2 of the handbook. Threshold 2.5 (Unit-Based Thresholds Based on Market Capture) establishes a numerical threshold based on capture of approximately 90 percent of emissions from future development. The latest threshold developed by SCAQMD using this method is 3,000 $MTCO_2e$/yr for all projects.

The Project would result in a net decrease of approximately 26.63 $MTCO_2e$/yr. As such, the Project would not exceed the SCAQMD's recommended numeric threshold of 3,000 $MTCO_2e$/yr. As such, project-related emissions would not have a potential significant direct or indirect impact on GHG and climate change. Impacts would be less than significant, and no mitigation is necessary.

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

**Less Than Significant Impact.**

**SB 32/2017 Scoping Plan Consistency**

The *2017 Scoping Plan* Update reflects the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. **Table 11** summarizes the Project's consistency with the *2017 Scoping Plan*. As summarized, the Project would not conflict with any of the provisions of the Scoping Plan and in fact supports seven of the action categories.

**Table 11: 2017 Scoping Plan Consistency Summary**

| Scoping Plan Measure | Implementing Regulations | Project Consistency |
|---|---|---|
| **Implement SB 350 by 2030** | | |
| Increase the Renewables Portfolio Standard to 50% of retail sales by 2030 and ensure grid reliability. | CPUC, CEC, CARB | **Consistent.** The Project would use energy from SCE. SCE has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources. The Project would not interfere with or obstruct SCE energy source diversification efforts. |
| Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030. | | **Consistent.** The Project would be designed and constructed to implement the energy efficiency measures for new light industrial developments and would include several measures designed to reduce energy consumption. The Project would not interfere with or obstruct policies or strategies to establish annual targets for statewide energy efficiency savings and demand reduction. |
| Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in Integrated Resource Planning (IRP) to meet GHG emissions reductions planning targets in the IRP process. Load-serving entities and publicly- owned utilities meet GHG emissions reductions planning targets through a combination of measures as described in IRPs. | | **Consistent.** The Project would be designed and constructed to implement energy efficiency measures acting to reduce electricity consumption. The Project includes energy efficient lighting and fixtures that meet the current Title 24 Standards. Further, the Project proposes contemporary industrial facilities that would incorporate energy efficient boilers, heaters, and air conditioning systems. |
| **Implement Mobile Source Strategy (Cleaner Technology and Fuels)** | | |
| At least 1.5 million zero emission and plug-in hybrid light-duty electric vehicles by 2025. | CARB, California State Transportation Agency (CalSTA), Strategic Growth Council (SGC), California Department of Transportation | **Consistent.** This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty electric vehicle 2025 targets. |
| At least 4.2 million zero emission and plug-in hybrid | | **Consistent.** This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with |

| Scoping Plan Measure | Implementing Regulations | Project Consistency |
|---|---|---|
| light-duty electric vehicles by 2030. | (Caltrans), CEC, OPR, Local Agencies | CARB zero emission and plug-in hybrid light-duty electric vehicle 2030 targets. |
| Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations. | | **Consistent.** This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations. |
| Medium- and Heavy-Duty GHG Phase 2. | | **Consistent.** This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to implement Medium- and Heavy-Duty GHG Phase 2. |
| Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20% of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100 % of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-$NO_X$ standard. | | **Consistent.** This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts improve transit-source emissions. |
| Last Mile Delivery: New regulation that would result in the use of low NOX or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5 % of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10% in 2025 and remaining flat through 2030. | | **Consistent.** This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to improve last mile delivery emissions. |
| Further reduce VMT through continued implementation of SB 375 and regional Sustainable Communities Strategies; forthcoming statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but | | **Consistent.** The Project implements Transportation Demand Measures (TDMs) that would act to reduce VMT. |

| Scoping Plan Measure | Implementing Regulations | Project Consistency |
|---|---|---|
| included in the document "Potential VMT Reduction Strategies for Discussion." | | |
| Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets). | CARB | **Consistent.** This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets). |
| **By 2019, adjust performance measures used to select and design transportation facilities.** | | |
| Harmonize project performance with emissions reductions and increase competitiveness of transit and active transportation modes (e.g. via guideline documents, funding programs, project selection, etc.). | CalSTA, SGC, OPR, CARB, Governor's Office of Business and Economic Development (GO-Biz), California Infrastructure and Economic Development Bank (IBank), Department of Finance (DOF), California Transportation Commission (CTC), Caltrans | **Consistent.** The Project would not obstruct or interfere with agency efforts to harmonize transportation facility project performance with emissions reductions and increase competitiveness of transit and active transportation modes. |
| By 2019, develop pricing policies to support low-GHG transportation (e.g. low-emission vehicle zones for heavy duty, road user, parking pricing, transit discounts). | CalSTA, Caltrans, CTC, OPR, SGC, CARB | **Consistent.** The Project would not obstruct or interfere with agency efforts to develop pricing policies to support low-GHG transportation. |
| **Implement California Sustainable Freight Action Plan** | | |
| Improve freight system efficiency | CalSTA, CalEPA, CNRA, CARB, Caltrans, CEC, GO-Biz | **Consistent.** This measure would apply to all trucks accessing the Project site, this may include existing trucks or new trucks that are part of the statewide goods movement sector. The Project would not obstruct or interfere with agency efforts to Improve freight system efficiency. |
| Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030. | | **Consistent.** The Project would not obstruct or interfere with agency efforts to deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030. |
| Adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18% | CARB | **Consistent.** When adopted, this measure would apply to all fuel purchased and used by the Project in the state. The Project would not obstruct or interfere with agency efforts to adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18 percent. |

| Scoping Plan Measure | Implementing Regulations | Project Consistency |
|---|---|---|
| **Implement the Short-Lived climate Pollutant Strategy (SLPS) by 2030.** | | |
| 40% reduction in methane and hydrofluorocarbon emissions below 2013 levels. | CARB, CalRecycle, CDFA, SWRCB, Local Air Districts | **Consistent.** The Project would be required to comply with this measure and reduce any Project-source SLPS emissions accordingly. The Project would not obstruct or interfere agency efforts to reduce SLPS emissions. |
| 50% reduction in black carbon emissions below 2013 levels. | | |
| By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383. | CARB, CalRecycle, CDFA SWRCB, Local Air Districts | **Consistent.** The Project would implement waste reduction and recycling measures consistent with State and County requirements. The Project would not obstruct or interfere agency efforts to support organic waste landfill reduction goals in the SLCP and SB 1383. |
| Implement the post-2020 Cap-and-Trade Program with declining annual caps. | CARB | **Consistent.** The Project would be required to comply with any applicable Cap-and-Trade Program provisions. The Project would not obstruct or interfere agency efforts to implement the post-2020 Cap-and-Trade Program. |
| **By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink.** | | |
| Protect land from conversion through conservation easements and other incentives. | CNRA, Departments Within CDFA, CalEPA, CARB | **Consistent.** The Project site is designated for industrial uses. The Project does not propose land conversion. The Project would not obstruct or interfere agency efforts to protect land from conversion through conservation easements and other incentives. |
| Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity | | **Consistent.** The Project site is currently developed but the property does not comprise an area that would effectively provide for carbon sequestration. The Project would not obstruct or interfere agency efforts to increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity. |
| Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments | | **Consistent.** Where appropriate, Project designs would incorporate wood or wood products. The Project would not obstruct or interfere agency efforts to encourage use of wood and agricultural products to increase the amount of carbon stored in the natural and built environments. |
| Establish scenario projections to serve as the foundation for the Implementation Plan | | **Consistent.** The Project would not obstruct or interfere agency efforts to establish scenario projections to serve as the foundation for the Implementation Plan. |
| Establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018 | CARB | **Consistent.** The Project would not obstruct or interfere agency efforts to establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018. |
| Implement Forest Carbon Plan | CNRA, California Department of Forestry and Fire Protection | **Consistent.** The Project would not obstruct or interfere agency efforts to implement the Forest Carbon Plan. |

| Scoping Plan Measure | Implementing Regulations | Project Consistency |
|---|---|---|
| | (CAL FIRE), CalEPA and Departments within | |
| Identify and expand funding and financing mechanisms to support GHG reductions across all sectors. | State Agencies & Local Agencies | **Consistent.** The Project would not obstruct or interfere agency efforts to identify and expand funding and financing mechanisms to support GHG reductions across all sectors. |

As shown above, the Project would not conflict with any of the 2017 Scoping Plan elements as any regulations adopted would apply directly or indirectly to the Project. Further, recent studies show that the State's existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40 percent below 1990 levels by 2030.

**County GHG Development Review Process Consistency**

The Project will generate a net decrease of 26.63 MTCO2e/yr; the proposed Project would not exceed the screening threshold of 3,000 MTCO2e/yr. The Project is thus considered to have a less than significant individual and cumulatively considerable impact on GHG emissions.

**2022 Scoping Plan Consistency**

The Project would not impede the State's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. The Project would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan. Some of the current transportation sector policies the Project will comply with (through vehicle manufacturer compliance) include: Advanced Clean Cars II, Advanced Clean Trucks, Advanced Clean Fleets, Zero Emission Forklifts, the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation, carbon pricing through the Cap-and-Trade Program, and the Low Carbon Fuel Standard. The Project would not be inconsistent with the 2022 Scoping Plan.

**SCAG's 2020-2045 RTP/SCS Consistency**

The 2020-2045 RTP/SCS, developed with input from local governments, including the City of San Bernardino, establishes GHG emissions goals for automobiles and light-duty trucks for 2035, 2045 and establishes an overall GHG target for the region consistent with both the statewide GHG-reduction targets for the post-2020 statewide GHG reduction goals. The 2020-2045 RTP/SCS is a long-range visioning plan to encourage and promote the safe and efficient management, operation, and development of a regional intermodal transportation system that, when linked with appropriate land use planning, will serve the mobility needs of goods and people. Future investments seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices. The RTP/SCS is an important planning document for the region,

allowing project sponsors to qualify for federal funding. In addition, the RTP/SCS is supported by a combination of transportation and land use strategies that help the region achieve state GHG emission reduction goals and federal CAA requirements, preserve open space areas, improve public health and roadway safety, support the vital goods movement industry, and use resources more efficiently.

**Table 12:** *SCAG Connect Socal Consistency Analysis* provides an evaluation of the of the Project consistency with the 2020-2045 RTP/SCS goals. Additionally, while VMT associated with heavy duty trucks involved in goods movement is generally outside the realm of the RTP/SCS, which primarily focuses on VMT associated with passenger vehicles, the 2020-2045 RTP/SCS includes the following goods-movement strategies that could benefit the Project from a regional and macro-scale level:

- **Clean Freight Corridor System/East-West Freight Corridor**. Establishing a freight corridor system to connect the San Pedro Ports and industrial cluster areas in Los Angeles and the Inland Empire.
- **Truck Bottleneck Relief Strategy**. Working to relieve the top 57 truck bottlenecks. Examples of bottleneck relief strategies include ramp metering, extension of merging lanes, ramp and interchange improvements, capacity improvements and auxiliary lane additions.
- **Truck Climbing Lanes**. Installing dedicated truck climbing lanes along key corridors to enable other vehicles to move at a faster pace, thereby reducing congestion.
- **Goods Movement Environmental Strategy and Technology Advancement Plan**. Reducing environmental impacts by supporting the deployment of commercially available low-emission trucks and advancing technologies to implement a zero- and near zero-emission freight system.

**Table 12: SCAG Connect Socal Consistency Analysis**

| Connect SoCal Goal Number | Goal Statement | Consistency |
|---|---|---|
| 1 | Encourage regional economic prosperity and global competitiveness. | **No Conflict.** This policy would be implemented by cities and the counties within the SCAG region as part of comprehensive local and regional planning efforts. The City of Beaumont is identified as priority growth areas for job centers in the region under the Connect SoCal Plan. The Project Applicant proposes to develop the Project site with industrial and commercial buildings that are designed to meet contemporary industry standards and operational characteristics, that can accommodate a wide variety of users and are economically competitive with similar industrial buildings in the local area and region. The Project would assist the City to meet its economic goal for fiscal strength and stability through business investment and employment generation. New job opportunities generated by the Project would improve the jobs to housing balance within the City. Accordingly, the Project would not impede the economic development in the City of Beaumont or the region. |
| 2 | Improve mobility, accessibility, reliability, and travel safety for people and goods. | **No Conflict.** The Project site is located in proximity to the San Bernardino International Airport. As such, development of the site with the Project would efficiently facilitate the movement of goods.<br><br>Additionally, the Project is situated astride the regional transportation network which connects the Ports of Long Beach and Los Angeles, both major gateways for international trade, to the Inland Empire and the Western United States. The Project is located in proximity to Interstate 215 (I-215) and Interstate 10 (I-10), access to the regional transportation system is provided from East Orange Show Road and South Tippecanoe Avenue.<br><br>Due to the Project site's proximity to I-215 and I-10, trucks accessing the Project site would efficiently reach the State highway system to facilitate the movement of goods throughout the region. |
| 3 | Enhance the preservation, security, and resilience of the regional transportation system. | **No Conflict.** This policy would be implemented by cities and the counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system. Additionally, this policy provides guidance to City staff to monitor the transportation network and to continue to coordinate with other agencies as appropriate. The implementation of the Project would have no adverse effect on such planning or maintenance efforts. |
| 4 | Increase person and goods movement and | **No Conflict.** The Project involves the development of a 397,400-sf high-cube transload and short-term warehouse |

| Connect SoCal Goal Number | Goal Statement | Consistency |
|---|---|---|
| | travel choices within the transportation system. | building. The Project would increase permanent jobs within the area. By providing job opportunities in a housing-rich area and industrial uses in close proximity to the regional transportation network; the Project increases person, goods movement, and travel choices within the transportation system. |
| 5 | Reduce GHG emissions and improve air quality. | **No Conflict.** An analysis of the Project's environmental impacts is provided throughout this study. As identified herein, the proposed Project generate a net decrease in GHG emissions when compared to the existing use GHG emissions.<br>Moreover, the City of San Bernardino is identified as one of the priority growth areas for job centers in the region under the Connect SoCal Plan. When growth is concentrated in Job Centers, the length of vehicle trips for residents can be reduced; thereby reducing GHG emissions and improving air quality. |
| 6 | Support healthy and equitable communities. | **No Conflict.** This policy pertains to health and equitable communities, and these issues are addressed through goals and policies outlined in the Beaumont General Plan. Relevant to the Project, the proposed building design would support the health of occupants and users by using non-toxic building materials and finishes, and by using windows and design features to maximize natural light and ventilation. |
| 7 | Adapt to changing climate and support an integrated regional development pattern and transportation network. | **No Conflict.** Connect SoCal indicates that since the adoption of the 2016 RTP/SCS, there have been significant drivers of change in the goods movement industry including emerging and new technologies, more complex supply chain strategies, evolving consumer demands and shifts in trade policies. E-commerce continues to be one of the most influential factors shaping goods movement. As previously identified, the Project involves the development of a Project site, historically vacant and undeveloped, with industrial and commercial buildings that would diversity the City's economy and bring employment opportunities closer to the local workforce. Co-locating jobs near housing improves the jobs to housing balance within the City and reduces GHG emissions caused by long commutes and contributes to integrated development patterns. Further, the Project site is located adjacent to an area surrounded by industrial development in the City, which is in close proximity to key freeway infrastructure, thereby reducing travel distances. Development of the Project in western San Bernardino County, also would shorten the distance that goods need to travel between a logistics facility to their final destinations ("last mile" transit times). |
| 8 | Leverage new transportation technologies and data-driven solutions that | **No Conflict.** Connect SoCal indicates that the advancement of automation is expected to have considerable impacts throughout regional supply chains. Notably, warehouses, such as those proposed with the Project, are increasingly integrating automation to improve operational efficiencies in response to |

| Connect SoCal Goal Number | Goal Statement | Consistency |
|---|---|---|
| | result in more efficient travel. | the surge in direct-to-consumer e-commerce. Additionally, continued developments and demonstrations of automated truck technologies will alter the goods movement environment with far-reaching impacts ranging from employment to highway safety. The Project would meet contemporary industry standards and operational characteristics relative to transportation technologies and data-driven solutions. |
| 9 | Encourage development of diverse housing types in areas that are supported by multiple transportation options. | **No Conflict.** The implementation of the Project would result in the development of the Project site with industrial uses. Implementation of the Project would not interfere with the City's ability to encourage the development of diverse housing types that are supported by multiple transportation options in other parts of the City, as appropriate. |
| 10 | Promote conservation of natural and agricultural lands and restoration of habitats. | **No Conflict.** The proposed Project consists of the redevelopment of the existing trailer parking lot into a 397,400-sf high-cube transload and short-term warehouse building. As such, the Project site does not support agricultural uses. Therefore, implementation of the Project would not interfere with the City's ability to promote the conservation of natural and agricultural lands and the restoration of habitats. |

Implementing SCAG's RTP/SCS will greatly reduce the regional GHG emissions from transportation, helping to achieve statewide emission reduction targets. As shown, the proposed Project would be consistent with and would not conflict with the stated goals of the RTP/SCS; therefore, the proposed Project would not interfere with SCAG's ability to achieve the region's year post-2020 mobile source GHG reduction targets outlined in the RTP/SCS, and it can be assumed that regional mobile emissions will decrease in line with the goals of the RTP/SCS.

The Project would not have the potential to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

## 4.9 HAZARDS AND HAZARDOUS MATERIALS

| ENVIRONMENTAL IMPACTS<br>Issues | Potentially Significant Issues | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:** | | | | |
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | | | X | |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | | | X | |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | | | | X |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | | | | X |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? | | | X | |
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | | | X | |
| g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? | | | | X |

The scope of discussion and findings herein are based in part of the following studies:

- Mobile Source Health Risk Assessment – Gateway South 9 Warehouse prepared by Urban Crossroads in December 2022. (**Appendix B**)
- Phase I Environmental Site Assessment (ESA) prepared by Geosyntec Consultants, Inc. on September 09, 2022. (**Appendix F**)

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

**Less than Significant Impact.** The transport of hazardous waste and material, including transport via highway is regulated by both the EPA and the U.S. Department of Transportation (DOT). The Resource Conservation and Recovery Act (RCRA) ensures the safe management and cleanup of solid and hazardous waste, and programs that encourage source reduction beneficial reuse. The EPA controls hazardous waste regulations, guidance, and policies under this act. The Project proposes the development of a 397,400 SF warehouse building and does not propose a building that would require the routine transport or use of hazardous materials during operation. Potentially hazardous and toxic materials such as solvents, paint products, lubricants, fuels, and cleaning products may be transported, used and/or stored on-site during construction. The transport, use, and storage of hazardous materials during the construction and operation of the site would be conducted and kept in accordance with all applicable State, local and Federal regulations. Further, the potential use of these materials would only occur through the construction of the Project and would be short-term. Compliance with all applicable laws and regulations would reduce the potential impact associated with the routine transport, use, storage, or disposal of hazardous materials to a less than significant level under CEQA and no mitigation is required.

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

**Less than Significant Impact**. As discussed, the Project site encompasses 31 parcels, totaling 18.43 acres. Currently, the lot contains non-conforming residential structures, trucks and vehicle storage areas, shipping containers/trailers, and vacant land. A portion of the site contains sparse onsite vegetation, dirt, and miscellaneous trees. The demolition of existing structures could cause the release of potentially hazardous building materials during demolition activities, and expose construction workers, the public, or the environment. The level of potential impact is dependent upon the age, construction, and building materials in each building and the protocols employed for demolition. According to the Phase I Environmental Site Assessment (ESA), it was determined that there were no recognized environmental conditions (RECs), no controlled RECs, and no historical RECs present on site, including asbestos containing materials and/or lead based paints. Additionally, the Phase I ESA determined that the impacts due to existing structure uses, such as the on-site automotive operations or the historical agricultural land uses, were found to be de minimis and would not present a threat to human health or the environment.

The Phase I ESA notes that areas of the Project site are currently used for truck/trailer, vehicle, and construction-related equipment storage. Periodic maintenance of vehicles and equipment are performed in three areas of the Project site, including the existing Geerlings Equipment

Rental at 867 Norman Road and two vehicle maintenance/storage yards. Small quantities of hazardous materials were used in these areas. Staining was observed on unpaved surfaces at multiple locations, evidence of mishandling of hazardous materials containers, abandoned fuel tanks from trucks, and general poor housekeeping indicated the potential for discharge of hazardous materials to the ground and subsurface.

Geosyntec performed a limited Phase II ESA at the Site on July 8, 2022, and August 5, 2022, to evaluate the potential impacts at the Site due to improper hazardous materials use and storage and undocumented fill dirt. Soil vapor samples were collected throughout equipment storage and hazardous materials storage areas. Soil vapor concentrations did not exceed Department of Toxic Substances Control (DTSC) Screening Levels for commercial/industrial ambient air.

One soil sample collected at 867 Norman Road exceeded the commercial/industrial risk level for total petroleum hydrocarbons in the diesel range (TPH diesel). The TPH diesel concentration in the soil sample collected warranted a "hot spot" removal, which occurred on August 5, 2022. Confirmation soil samples collected following the excavation detected that TPH diesel levels were below the commercial screening level.

Historical Site documents and aerial photographs indicated that the majority of the Site was used for agricultural purposes from sometime prior to 1938 until sometime prior to 1959. Based on the timeframe of the agricultural activities, it is possible that pesticides or herbicides were used on-Site; however, no evidence of pesticide/herbicide usage was found as part of the Phase I ESA. Therefore, this the historical agricultural uses do not present any conditions found to be a REC but is rather a de minimis condition.

As stated above, both the U.S. EPA and the DOT regulate the transport of hazardous waste and material, including transport via highway. The U.S. EPA controls hazardous waste regulations, guidance, and policies under the RCRA to ensure the safe management and cleanup of solid and hazardous waste, and programs that encourage source reduction beneficial reuse. The DOT regulates the transportation of hazardous materials through enforcement of the Hazardous Materials Transportation Act (HMTA) to protect against the risks to life, property, and the environment that are inherent in the transportation of hazardous material in intrastate, interstate, and foreign commerce.[19] The HMTA includes requirements for container design and labeling, as well as for hazardous transporters. The established regulations are intended to track and manage the safe interstate transportation of hazardous materials and waste. Additionally, State and local agencies enforce the application of these acts and coordinate safety and mitigation responses in the case that accidents involving hazardous materials occur.

[19] Office of Health, Safety and Security (1975). *Hazardous Material Transportation Act.* Available at: https://www.osha.gov/trucking-industry/transporting-hazardous-materials. Accessed August 2, 2022.

Adherence to existing regulations would reduce the potential for hazardous building materials to impact the environment or the public. Therefore, as already required by applicable regulations and laws, proposed redevelopment of older existing facilities would be required to adhere to appropriate identification and abatement procedures by certified contractors who employ practices that limit the exposure of hazardous building materials, where present, including asbestos containing materials and lead based paints. As no RECs were found in Phase I ESA's conclusion and Phase II ESA determined that there were no Constituents of Concern (COCs) in soil, no significant impacts were found, and a less than significant impact would occur due to Project implementation. No mitigation is necessary.

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

**No Impact.** The Project site is located at the southeast corner of the intersection of E. Norman Road and Lena Road, there is no existing school within one-quarter mile of the Project site. In addition, there is no school proposed within one-quarter mile of the site. The nearest school is Soar Charter Academy located at 198 W Mill Street, San Bernardino, CA, 92408 and is not on a truck route to the site. Therefore, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. As such, no impact would occur under CEQA, and no mitigation is required.

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

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

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

**Less than Significant Impact.** The Project site is located within the SBIA Influence Area, as identified in the City of San Bernardino's General Plan.[20] The SBIA is located approximately one mile northeast of the Project site. The Project would adhere with permitted uses and building height restrictions as stated by the Development Code and General Plan to ensure that the

[20] City of San Bernardino (2005). *General Plan Chapter 2: Land Use – Figure LU-4 - San Bernardino International Airport Planning Boundaries, Page 2-47*. Available at https://www.sbcity.org/city_hall/community_economic_development/planning. Accessed August 2, 2022.

building height does not impact airspace. The proposed height of the Project would not exceed the 50-foot maximum height allowed in the IL zone. The Project would be consistent with the general land use of the area and there would be no conflicts between SBIA aircraft activities and the Project. Therefore, a less than significant impact would occur under CEQA, and no mitigation is required.

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

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

The minimum right-of-way widths on the City streets would be maintained during construction and operations, which would continue to ensure evacuation routes are accessible. The Project design would also be reviewed by the City and SBCFD. As such, all applicable design and safety requirements in the California Building and Fire Codes during construction activities would be incorporated. All driveways available on the Project site would be a minimum of 30-feet wide per the SBCFD standards for fire lanes. The Project would incorporate all applicable design and safety requirements and would not impact the implementation of the EMP, therefore impacts would be less than significant under CEQA and no mitigation is required.

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

**No Impact**. According to the City's General Plan, the Project site is not mapped in an area at risk for fire. The Extreme Fire Hazard Area are located at the northern portion of the City towards the San Bernardino Mountains. The nearest Moderate Fire Hazard Area (MFHA) and Extreme Fire Hazard Area (EFHA) are located about 5 miles north and northeast, respectively.[21] CALFIRE does not locate the Project site near a Very High, High, or Moderate Fire Hazard Severity Zone.[22] As such, the Project would not expose people or structures to a risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas. Therefore, no impact would occur under CEQA and no mitigation is required.

[21] City of San Bernardino (2005). *General Plan* Chapter *10: Safety – Figure S-9 Fire Hazard Areas*, *Page 10-43*. Available at https://www.sbcity.org/city_hall/community_economic_development/planning. Accessed August 2, 2022.
[22] CALFIRE (2020). *Fire Hazard Severity Zones Viewer*. Available at https://egis.fire.ca.gov/FHSZ/. Accessed on August 2, 2022.

## 4.10 HYDROLOGY AND WATER QUALITY

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

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

### Water Providers

The San Bernardino Valley Water Management District (SBVWMD) prepared the 2020 Integrated Regional Urban Water Management Plan (IRUWMP) which is a tool that provides a summary of anticipated supplies and demands for the years 2020 to 2045. This document was prepared for various agencies within the SBVMWD area, including the SBMWD.

### Groundwater

The SBMWD provides domestic water to the City and parts of unincorporated San Bernardino County. Water is provided for single-family, multiple-family, commercial, light industrial, governmental, and landscaping purposes. Groundwater currently supplies 100 percent of SBMWD's total supply, and SBMWD will continue to rely on groundwater as its preferred source of supply. The Bunker Hill Basin is the primary source of groundwater supply for the SBMWD. 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.[23]

### Flooding

According to FEMA Flood Insurance Rate Map (FIRM) Panel 06071C8684J, 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.[24]

### Domestic Water

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

### Hydrology

The Project would be designed to accommodate the 100-year storm event per the City's design guidelines. Under existing conditions, the Project site generally drains southerly and southeasterly to E. Orange Show Road and the Santa Ana River. Under the developed conditions, the Project site would consist of one drainage area. Stormwater would be intercepted with on-site stormwater infrastructure and conveyed to an underground detention basin. This retention basin would slow the release of stormwater and allow infiltration of water into the ground. In the event of a storm event that surpasses the abilities for the underground detention basin to

[23] City of San Bernardino (2005). *General Plan Chapter 9: Utilities – Water Transmission, Distribution, Storage, and Treatment, Page 9-10. Available* at https://www.sbcity.org/city_hall/community_economic_development/planning. Accessed August 2, 2022.

[24] FEMA (2020). *FEMA Flood Map Service Center: Search by Address*. Available at https://msc.fema.gov/portal/search?AddressQuery=turlock%2C%20ca#searchresultsanchor. Accessed June 2, 2022.

detain stormwater, overflows would be directed via stormwater conveyance infrastructure to the Santa Ana River. This information is provided within the WQMP available in **Appendix I**.

**Sewer System Infrastructure**

The Project would connect to the City's existing sewer system. There is an existing 12-inch VCP sewer main along E. Orange Show Road. On August 25, 2022, SBMWD provided will serve letters to the Project Applicant indicating its ability to serve the Project site for both sewer collection services and water supply services.

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

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

**Demolition and Construction**

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

As part of the Project, improvement along S. Lena Road, E. Norman Road, and E. Orange Show Road would include, but not limited to, street rehabilitation, driveway construction, curb/gutter and sidewalk construction where applicable, and utility work, such as the relocation of utility poles within the existing public right-of-way. These roadway improvements may include the reconstruction of existing stormwater infrastructure within the impact roadways.

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

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

**Operations**

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

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

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

**Less than Significant Impact.** The SBMWD obtains its water supply from the Bunker Hill Groundwater Basin. The Project's potable water supply would be served by the SBVMWD; refer to Section 19, Utilities and Service Systems, Response 19(b), which notes the anticipated domestic water use from the Project. The SBVMWD has an entitlement to 102,600 AFY of SWP water that is used for both direct deliveries to treatment plants and artificial recharge of the Yucaipa groundwater basins. Additionally, as noted above, SBMWD has provided will serve letters to the Project Applicant indicating their ability to serve the Project. The Project includes

construction and operation of a warehouse facility, which would increase the impervious surface area of the site. However, as previously noted, the Project site would drain to catch basins and roof drains would be conveyed throughout the Project site to the proposed underground stormwater detention basin. Additionally, surface flows on the outside perimeter of the Project site that are not directed into the Project site would sheet flow into the adjacent roadways and be intercepted by curb and gutter and other existing stormwater infrastructure within the public right of way. No significant impacts are anticipated with respect to groundwater recharge or groundwater management.

The "Infiltration BMP Feasibility" section of the PWQMP identifies that the infiltration basin does not pose a significant risk for groundwater, nor would it increase the risk of geotechnical hazards.[25] As such, the Project would not significantly impact groundwater recharge, because the proposed infiltration basin would adequately recharge groundwater and therefore a less than significant impact would occur under CEQA and no mitigation is required.

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

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

**Less Than Significant Impact.** The site does not include any streams or rivers which could be altered by the Project. The proposed on-site basins would limit the release of stormwater from the site; thereby minimizing the potential for substantial erosion or siltation to occur on-site or off-site. Additionally, the Project would comply with Policy 9.4.10 (NPDES), Policy 9.4.11 (BMPs), and *BMP Inspection and Maintenance,* as referenced in Section 7, Geology and Soils, Response 7(b). Therefore, impacts would be less than significant under CEQA and no mitigation is required.

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

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

[25] Thienes Engineering, Inc., (September 6, 2022). *Preliminary Water Quality Management Plan (PWQMP) for Hillwood Gateway South Building 9 Between Norman Road & Orange Show Road, East of Lena Road, San Bernardino, CA 92408*.

Under existing conditions, the Project site has one drainage area with no existing impervious area.[26] As noted, all water from the Project would either drain to catch basins, be intercepted by roof and area drains and conveyed to a proposed underground stormwater detention basin, stormwater overflows would be directed to the Santa Ana River.

When comparing the required low impact development (LID) design capture volume (DCV) (74,947 c.f.) for the Project and the onsite retention with LID infiltration BMP volume required to meet HCOC requirements, the proposed infiltration basin (75,011 c.f.) would exceed the minimum requirements.[27] Although the proposed development would result in an increase in runoff discharged, when compared to the existing site conditions, the Project's LID BMP would minimize the potential for flooding to occur on-site or off-site. Therefore, impacts would be less than significant under CEQA and no mitigation is required.

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

***iv) Impede or redirect flood flows?***

**Less Than Significant Impact.** Under the developed conditions, stormwater flows would be collected on-site and retained in an underground retention basin where stormwater would be infiltrated into the water table. During storm events where stormwater volumes exceed the capacity of the underground retention basin, overflow would be directed into the Santa Ana River via underground stormwater infrastructure. Under the existing conditions, stormwater flows generally sheet flow into the City's stormwater infrastructure system or into the Santa Ana River. When compared to the existing site conditions, the development of the Project would increase impervious areas and onsite runoff volume. However, with the incorporation of the LID BMP, as noted in Response (c)(ii) above and in Appendix J, the Project would fully mitigate stormwater runoff such that runoff water would not exceed that of existing conditions and is not otherwise anticipated to exceed the capacity of downstream drainage facilities or impede or redirect flood flows. As discussed in Response (a) and (c)(ii) above, the proposed onsite catch basins, and retention and operational BMPs would reduce impacts to less than significant for stormwater runoff water quality pursuant to the FWQMP and SBMC requirements.

[26] Ibid.

[27] Thienes Engineering, Inc. (September 6, 2022). *Preliminary Water Quality Management Plan (PWQMP) for Hillwood Gateway South Building 9 Between Norman Road & Orange Show Road, East of Lena Road, San Bernardino, CA 92408; Form 4.3-9 Conformance Summary and Alternative Compliance Volume Estimate, Page 4-23*.

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

**Less than Significant Impact.** The Project site is located approximately 70 miles inland from the Pacific Ocean. Given the distance from the coast, the potential for the Project site to be inundated by a large, catastrophic tsunami is extremely low. The nearest lake or other large water body is the Poorman's Reservoir, approximately 8.5 miles south of the Project site. Given the distance from this reservoir, there is no potential for seiche to impact the Project site. No steep slopes are in the Project vicinity; therefore, the risk of mudflow is insignificant. Additionally, as previously noted in Section 2.3, Existing Conditions, FEMA identifies the Project site as a Zone X.[28] As such, a less than significant impact would occur.

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

**Less than Significant Impact.** The Project's potable water supply would be served by the SBMWD. The SBMWD obtains its water supply from the Bunker Hill Groundwater Basin. The Project does not include any uses which involve potable groundwater wells. Furthermore, the Bunker Hill Basin is not currently listed as a critically over-drafted basin or a medium or high priority basin under the State's Sustainable Groundwater Management Act (SGMA).[29] Bunker Hill has a surface area of approximately 89,600 acres and a groundwater storage capacity of 5,976,000 acre-feet. As discussed above in Response 10(b), the Project's water demand is not anticipated to result in significant groundwater impacts. Also as discussed in Response 10(a) above, the Project is anticipated to result in less than significant water quality impacts, either during construction or operation.

[28] FEMA (2020). *FEMA Flood Map Service Center: Search by Address*. Available at https://msc.fema.gov/portal/search?AddressQuery=turlock%2C%20ca#searchresultsanchor. Accessed June 2, 2022.
[29] Department of Water Resources (2022). *SGMA PORTAL*. Available at: https://sgma.water.ca.gov/portal/gsa/all. Accessed December 8, 2022.

## 4.11 LAND USE AND PLANNING

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

The Project site currently consists of 31 parcels. As shown in Table 1, all subject parcels have a General Plan land use designation of Industrial Light (IL) and zoning of Industrial Light (IL), as designated by the City's Zoning Code. The Project proposes the development of a 397,400-square-foot speculative industrial warehouse building, which would be consistent with the designated Industrial Light land use designation and zoning. As such, the Project is anticipated to be consistent with the existing land use and zoning.

### *a) Physically divide an established community?*

**No Impact.** The existing 18.43-acre site contains non-conforming single-family residential structures, truck and materials storage yards, a rig welding company, a towing service, and vacant undeveloped lands with sparse vegetation; refer to **Exhibit 3:** *Aerial View*. The proposed development would be consistent with the site and its surrounding's existing land use designations and zoning. Additionally, the Project would consolidate the existing 31 parcels into one via a tentative parcel map. There are no pathways that traverse the site. The existing roadway configuration would be not altered. The proposed development would match existing warehouses to the north and west and would not physically divide an established community. As such, the Project would not physically divide an establish community, and no impact would occur.

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

**Less Than Significant Impact.** The proposed Project would be consistent with the General Plan Land Use Designation and Zoning according to the City of San Bernardino's General Plan. It would not conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project. The zoning of Industrial Light (IL) is intended for a light industrial use, such as warehousing/distribution, light manufacturing, assembly, research and development, repair facilities, as well as supporting retail and personal uses. As such, the Project meets the applicable land use goals. See **Table 13:** *General Plan Land Use Goal and Policy Consistency Analysis*. Additionally, the Project would be consistent with and would not conflict with the stated goals of

the RTP/SCS; therefore, the proposed Project would not interfere with SCAG's ability to achieve the region's year post-2020 mobile source GHG reduction targets outlined in the RTP/SCS, and it can be assumed that regional mobile emissions will decrease in line with the goals of the RTP/SCS; refer to **Table 12**

**Table 13: General Plan Land Use Goal and Policy Consistency Analysis**

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

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

## 4.12 MINERAL RESOURCES

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

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

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

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

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

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

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

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

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

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

According to Figure NRC-3, *Mineral Resource Zones* of the General Plan much of the City of San Bernardino is classified as MRZ-1 and MRZ-2.[30] MRZ-2 areas indicate the existence of a construction aggregate deposit that meets certain State criteria for value and marketability based solely on geologic factors. The Project site is located in an area designated as MRZ-2, indicating the site would contain mineral deposits of high importance[31]. However, based on the California Data Basin for Mineral Resources, which receives data from the California Geological Survey, the Project area is not designated as containing mineral resources.[32] Additionally, the Project site zoning of Industrial Light does not allow for mineral extraction uses. Furthermore, the City GP outlines policies to conserve areas identified as containing significant mineral deposits for potential future use.

In addition, surrounding properties are not recognized with the City's Industrial Extractive (IE) designation, which designates land for mineral extraction. Therefore, implementation of the Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state, impacts would be less than significant. No mitigation is required.

[30] City of San Bernardino (2005). *General Plan Chapter 12: Natural Resources and Conservation – Figure NRC-3 Mineral Resource Zones.* Available at https://www.sbcity.org/city_hall/community_economic_development/planning. Accessed on December 8, 2022.

[31] Department of Conservation Map Server. (October 2020). NR-4 Mineral Resources. Available at https://www.arcgis.com/apps/webappviewer/index.html?id=9948b9bc78f147fd9ea193c2ce758081. Accessed on February 9, 2023.

[32] California Mineral Resources (2011). *California Mineral Resources Map Viewer*. Available at https://databasin.org/maps/new#datasets=f2985196ca6b45cf8f2ad604beb95b34. Accessed on December 8, 2022.

## 4.13 NOISE

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

A Noise and Vibrational Analysis has been prepared by Urban Crossroads dated December 2022. The study was used in completing this section. The report is available as **Appendix J** to this Admin Draft IS/MND.

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

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

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

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

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

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

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

### *Existing Noise Environment*

Numerous areas of the City are impacted by noise. Many residences are located near industrial areas or adjacent to busy streets or rail lines.

The Citizens of San Bernardino are concerned about the effects of noise on their health and serenity and of the need to provide the range of uses needed to maintain a high quality of life.

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

Several major transportation routes traverse the City of San Bernardino: State Routes 18, 30, 330, and 66, as well as Interstates 10 and 215. These routes are subject to federal funding and, as such, are under the purview of the Federal Highway Administration (FHWA), which has its own noise standards. These noise standards are based on $L_{eq}$ and $L_{10}$ values. The FHWA design noise level standards are included in Table N-1of the City of San Bernardino General Plan Noise Element.[33]

### *Mobile Sources*

The predominant mobile noise source in the Project area is the traffic noise along E. Norman Road, E. Orange Show Road, and Lena Road. According to the FHWA National Transportation Map, the Project is located within the 50-55 dBA noise contour.[34]

### *Stationary Sources*

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

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

[33] City of San Bernardino (2005). *General Plan, Table N-1, Page 14-2.* Available at https://www.sbcity.org/city_hall/community_economic_development/planning. Accessed December 6, 2022.

[34] Federal Highway Administration (ND). *National Transportation Noise Map*. https://www.bts.gov/geospatial/national-transportation-noise-map. Accessed December 6, 2022.

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

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

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

**Less Than Significant Impact**

For the purposes of this Project, Urban Crossroads, as part of their Noise and Vibrational Analysis, identified four receiver locations (R1, R2, R3, and R4) for discussing noise levels at certain points around the Project site. These locations are located as close as 148 feet from the southern Project boundary to 1,190 feet west of the Project site. A map showing the locations of these receiver locations is available within the Noise and Vibrational Analysis in **Appendix J**.

**Construction**

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

Construction activities would include site preparation, demolition, 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 14:** *Typical Construction Noise Levels*.

**Table 14: Typical Construction Noise Levels**

| Equipment | Typical Noise Level (dBA) at 50 feet from Source |
|---|---|
| Air Compressor | 80 |
| Backhoe | 80 |
| Compactor | 82 |
| Concrete Mixer | 85 |
| Concrete Pump | 82 |
| Concrete Vibrator | 76 |
| Crane, Derrick | 88 |
| Crane, Mobile | 83 |
| Dozer | 85 |
| Generator | 82 |
| Grader | 85 |
| Impact Wrench | 85 |
| Jack Hammer | 88 |
| Loader | 80 |
| Paver | 85 |
| Pile-driver (Impact) | 101 |
| Pile-driver (Sonic) | 95 |
| Pneumatic Tool | 85 |
| Pump | 77 |
| Roller | 85 |
| Saw | 76 |
| Scraper | 85 |
| Shovel | 82 |
| Truck | 84 |
| $dBA_2$ = estimated noise level at receptor; $dBA_1$ = reference noise level; $d_1$ = reference distance; $d_2$ = receptor location distance | |
| Notes:<br>1. Calculated using the inverse square law formula for sound attenuation: $dBA_2 = dBA_1+20Log(d_1/d_2)$ | |
| Source: Federal Transit Administration (2018). *Transit Noise and Vibration Impact Assessment Manual.* Available at https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf. | |

The noise levels calculated in **Table 15:** *Project Construction Noise Levels*, show the exterior construction noise without accounting for attenuation from existing physical barriers which have been estimated using the Computer Aided Noise Abatement (CadnaA) Model. Following FTA methodology, all equipment is assumed to operate at the center of the Project site because equipment would operate throughout the site and not a fixed location for extended periods of time. These assumptions represent a worst-case noise scenario as construction activities would routinely be spread throughout the construction site further away from noise sensitive receptors.

**Table 15: Project Construction Noise Levels**

| Receiver Location | Construction Nose Levels ($L_{eq}$) | | | | | | |
|---|---|---|---|---|---|---|---|
| | Demolition | Site Preparation | Grading | Building Construction | Paving | Architectural Coating | Highest Levels |
| R1 | 59.2 | 56.2 | 59.2 | 57.2 | 59.2 | 53.2 | 59.2 |
| R2 | 53.5 | 50.5 | 53.5 | 51.5 | 53.5 | 47.5 | 53.5 |
| R3 | 66.6 | 63.6 | 66.6 | 64.6 | 66.6 | 60.6 | 66.6 |
| R4 | 49.3 | 46.3 | 49.3 | 47.3 | 49.3 | 43.3 | 49.9 |
| *Construction Noise Level Threshold* | | | | | | | *80* |
| **Exceeds Threshold?** | | | | | | | **No** |
| Note: For detailed locations of sensitive receptors, refer to the Noise and Vibrational Analysis in Appendix J of this IS/MND. | | | | | | | |

As shown in **Table 15**, exterior noise levels during Project construction would range between 49.9 dBA and 66.6 dBA and would not exceed the FTA's construction noise threshold of 80 dBA at the nearest off-site uses. In addition, construction equipment would operate throughout the Project site and the associated noise levels would not occur at a fixed location for extended periods of time. Further, the City of San Bernardino has set restrictions to control noise impacts from construction activities. SBMC § 8.54.070 states that no person shall be engaged or employed, or cause any person to be engaged or employed, in any work of construction, erection, alteration, repair, addition, movement, demolition, or improvement to any building or structure except within the hours of 7:00 a.m. and 8:00 p.m. Compliance with the SBMC would further minimize potential impacts from construction noise, as construction would be limited to daytime hours on weekdays and Saturdays. Therefore, construction noise impacts would be less than significant.

### Operations

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

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

To estimate the Project operational noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels expected with the development of the proposed Project. These reference noise measurements are provided in the Noise and Vibrational Analysis in **Appendix J**. It is important to note that the following projected noise levels assume the worst-case noise environment with the loading dock activity, roof-top air

conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements all operating at the same time. These sources of noise activity would likely vary throughout the day.

***Truck and Loading Dock Noise***

The reference loading dock activities are intended to describe the typical operational noise source levels associated with the Project. This includes truck idling, deliveries, backup alarms, unloading/loading, docking including a combination of tractor trailer semi-trucks, two-axle delivery trucks, and background forklift operations. At a uniform reference distance of 50 feet, Urban Crossroads collected a reference noise level of 62.8 dBA $L_{eq}$. The loading dock activity noise level measurement was taken over a fifteen-minute period and represents multiple noise sources taken from the center of activity. The reference noise level measurement includes employees unloading a docked truck container included the squeaking of the truck's shocks when weight was removed from the truck, employees playing music over a radio, as well as a forklift horn and backup alarm. In addition, during the noise level measurement a truck entered the loading dock area and proceeded to reverse and dock in a nearby loading bay, adding truck engine, idling, air brakes noise, in addition to on-going idling of an already docked truck. Loading dock activity is estimated during all the daytime, evening, and nighttime hours.

***Mechanical Equipment***

The noise level measurements describe a single mechanical roof-top air conditioning unit. The reference noise level represents a Lennox SCA120 series 10-ton model packaged air conditioning unit. At the uniform reference distance of 50 feet, the reference noise levels are 57.2 dBA $L_{eq}$. Based on the typical operating conditions observed over a four-day measurement period, the roof-top air conditioning units are estimated to operate for and average 39 minutes per hour during the daytime hours, and 28 minutes per hour during the nighttime hours. These operating conditions reflect peak summer cooling requirements with measured temperatures approaching 96 degrees Fahrenheit (°F) with average daytime temperatures of 82°F. For this noise analysis, the air conditioning units are expected to be located on the roof of the Project building.

***Trash Enclosure Activity***

To describe the noise levels associated with a trash enclosure activity, Urban Crossroads collected a reference noise level measurement at an existing trash enclosure containing two dumpster bins. The trash enclosure noise levels describe metal gates opening and closing, metal scraping against concrete floor sounds, dumpster movement on metal wheels, and trash dropping into the metal dumpster. The reference noise levels describe trash enclosure noise activities when trash is dropped into an empty metal dumpster, as would occur at the Project site. The measured reference noise level at the uniform 50-foot reference distance is 57.3 dBA $L_{eq}$ for the trash

enclosure activity. The reference noise level describes the expected noise source activities associated with the trash enclosures for the Project's proposed building.

***Parking Noise***

To describe the on-site parking lot activity, a long-term 29-hour reference noise level measurement was collected in the center of activity within the staff parking lot of an Amazon warehouse distribution center. At 50 feet from the center of activity, the parking lot produced a reference noise level of 52.6 dBA $L_{eq}$. Parking activities are expected to take place during the full hour (60 minutes) throughout the daytime and evening hours. The parking lot noise levels are mainly due cars pulling in and out of parking spaces in combination with car doors opening and closing.

***Off-Site Traffic Noise***

The truck movements reference noise level measurement was collected over a period of 1 hour and 28 minutes and represents multiple heavy trucks entering and exiting the outdoor loading dock area producing a reference noise level of 59.8 dBA $L_{eq}$ at 50 feet. The noise sources included at this measurement location account for trucks entering and existing the Project driveways and maneuvering in and out of the outdoor loading dock activity area.

***Operational Noise Levels***

Using the reference noise levels to represent the proposed Project operations that include loading dock activity, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements, Urban Crossroads, Inc. calculated the operational source noise levels that are expected to be generated at the Project site and the Project-related noise level increases that would be experienced at each of the sensitive receiver locations. **Table 16**: *Project Operational Noise Levels* shows the Project operational noise levels. Project operational noise levels during the daytime hours of 7:00 a.m. to 10:00 p.m are expected to range from 31.9 to 47.5 dBA $L_{eq}$. Project operational noise levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. are expected to range from 31.8 to 47.5 dBA $L_{eq}$. Operational noise levels would be below the threshold of 65 dBA $L_{eq}$. Further, the increases to noise from the existing ambient conditions would be less than the increase criteria as detailed in the Noise and Vibrational Analysis. Impacts would be less than significant, and no mitigation is required.

**Table 16: Project Operational Noise Levels**

| Operational Noise Levels by Receiver Location (dBA $L_{eq}$) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Noise Source** | **Daytime** | | | | **Nighttime** | | | |
| | **R1** | **R2** | **R3** | **R4** | **R1** | **R2** | **R3** | **R4** |
| Loading Dock Activity | 39.0 | 32.3 | 42.7 | 18.7 | 39.0 | 32.3 | 42.7 | 18.7 |
| Roof-top Air Conditioning Units | 30.0 | 26.0 | 29.2 | 21.1 | 27.6 | 23.6 | 26.8 | 18.7 |
| Trash Enclosure Activity | 9.8 | 6.4 | 20.5 | 0.9 | 5.8 | 2.4 | 16.6 | 0.0 |
| Parking Lot Vehicle Movements | 30.5 | 25.5 | 30.6 | 15.4 | 30.5 | 25.5 | 30.6 | 15.4 |
| Truck Movements | 46.7 | 40.9 | 42.1 | 31.2 | 46.7 | 40.9 | 42.1 | 31.5 |
| **Total (All Noise Sources)** | **47.5** | **41.7** | **45.7** | **31.9** | **47.5** | **41.6** | **45.6** | **31.8** |
| *Noise Level Standards* | *65* | *65* | *65* | *65* | *65* | *65* | *65* | *65* |
| **Exceeds Thresholds?** | **No** | **No** | **No** | **No** | **No** | **No** | **No** | **No** |

As the Project would not exceed construction or operational noise standards, impacts would be less than significant, and no mitigation is required.

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

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

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Ground vibration levels associated with various types of construction equipment are summarized on **Table 17**: *Vibration Source Levels for Construction Equipment*. Based on the representative vibration levels presented for various construction equipment types, it is possible to estimate the potential for human response (annoyance) and building damage using the following vibration assessment methods defined by the FTA.

**Table 17: Vibration Source Levels for Construction Equipment**

| Equipment | PPV (in/sec) at 25 feet |
|---|---|
| Small bulldozer | 0.003 |
| Jackhammer | 0.035 |
| Loaded Trucks | 0.076 |
| Large Bulldozer | 0.089 |
| Vibratory Roller | 0.21 |

**Table 18:** *Vibration Source Levels for Construction Equipment* presents the expected Project related vibration levels at the nearby receiver locations. At distances ranging from 148 to 1,190 feet from Project construction activities, construction vibration velocity levels are estimated to range from 0.001 to 0.015 in/sec peak particle velocity (PPV). Based on maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec) as identified in Table 19 of the *Caltrans Transportation Construction Vibration Guidance Manual*, the typical Project construction vibration levels would fall below the building damage thresholds at all the noise sensitive receiver locations. Therefore, the Project-related vibration impacts are considered less than significant during typical construction activities at the Project site.

**Table 18: Vibration Source Levels for Construction Equipment**

| Location | Distance to Construction Activity (Feet) | Typical Construction Vibration Levels PPV (in/sec) | | | | | | Thresholds PPV (in/sec) | Thresholds Exceeded? |
|---|---|---|---|---|---|---|---|---|---|
| | | Small Bulldozer | Jackhammer | Loaded Trucks | Large Bulldozer | Vibratory Roller | Highest Vibration Level | | |
| R1 | 493 | 0.000 | 0.000 | 0.001 | 0.001 | 0.002 | 0.002 | 0.3 | No |
| R2 | 1033 | 0.000 | 0.000 | 0.000 | 0.000 | 0.001 | 0.001 | 0.3 | No |
| R3 | 148 | 0.000 | 0.002 | 0.005 | 0.006 | 0.015 | 0.015 | 0.3 | No |
| R4 | 1,190 | 0.000 | 0.000 | 0.000 | 0.000 | 0.001 | 0.001 | 0.3 | No |

Moreover, the vibration levels reported at the sensitive receiver locations are unlikely to be sustained during the entire construction period but would occur rather only during the times that heavy construction equipment is operating adjacent to the Project site perimeter.

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

**Less Than Significant Impact.** The closest airport is the San Bernardino International Airport and it is located approximately 1.2 miles east of the Project site. The Project site is located outside of the 65 dBA CNEL noise level contour boundary of the airport.[35] No exterior or interior noise mitigation is required to satisfy the policies in the SBGP or SBMC. Further, standard building construction typically provides up to 25 dBA CNEL of attenuation, which would reduce the interior noise levels within the building at the Project site to satisfy the City's 45 dBA CNEL interior noise level standard. A less than significant impact would occur in this regard.

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

## 4.14 POPULATION AND HOUSING

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

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

**Less Than Significant Impact.** The Project involves the development of a new warehouse facility and does not include the construction of new homes or the extension of roads. The construction of the Project would also create short-term construction jobs. These short-term positions are anticipated to be filled by workers who, for the most part, reside in the within the City or nearby communities; therefore, construction of the Project would not generate a permanent increase in population within the Project area. At this time, the tenant/occupant is unknown; and therefore, the exact number of employees is also unknown. Based on Translution's Traffic Impact Analysis (**Appendix K**), the Project is anticipated to employ approximately 260 workers.[36] It is expected that the Project would provide new employment opportunities to existing local residents and/or would absorb workers from the regional labor force and would not attract new workers into the region. As such, impacts would be less than significant under CEQA and no mitigation measures are required.

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

**Less Than Significant Impact.** As previously mentioned, the Project site consists of a mix of vacant, residential, a rig welding company, a towing service, a storage for heavy construction equipment, and storage truck trailers/containers. The existing non-conforming single-family

[36] Translutions Inc., (2022). *Gateway South 9 Warehouse Traffic Impact Analysis.*

residential structures located on the Project site would be removed as a result of the warehouse development.

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

The Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. However, the City and surrounding communities have adequate available housing to accommodate the voluntarily displaced residents, in addition to housing assistance programs administered by the County of San Bernardino and City of San Bernardino. As a result, the construction of replacement housing would not be necessary, and impacts would be considered less than significant under CEQA and no mitigation is required.

## 4.15 PUBLIC SERVICES

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

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

***i) Fire protection?***

**Less than Significant Impact.** The San Bernardino County Fire Department (SBCFD) provides fire protection services to the City. The nearest station to the Project site is San Bernardino County Fire Station #231, located at 450 E Vanderbilt Way, San Bernardino, CA 92408, about 0.9 miles south of the Project site at a linear distance and 1.4 miles at road miles distance. The second nearest fire station is located at 602 S. Tippecanoe Ave, San Bernardino, CA 92408, which is approximately 0.9 miles northeast of the site from a linear distance and 1.3 miles at road miles distance. Any fire emergency would be supported by other City stations as well as fire stations in other cities via mutual aid agreements. In any case, vegetation fires would be supported by California Department of Forestry and the U.S. Forest Service.

Because of the nature of the existing site, compared to the Project, it is anticipated that the Project would generate fewer calls or need for fire protection services than what is currently provided to the site. It is assumed that the existing structures on site do not have built in fire suppression systems as they are primarily non-conforming residential structures. The Project would install fire suppression systems in accordance with the City Code and Building and Safety standards. Additionally, with Project implementation, fewer structures would exist on the subject property, and would reduce the number of potential sites or callers that would require service from fire protection services. Further, the Project would be constructed to meet the current 2022 CBC requirements and the 2022 California Fire Code. The Project is subject to fire suppression development impact fees and other standards and conditions required by the City and SBCFD. Fire protection ingress and egress would be available via all driveways. A standard condition of approval for the Project would include compliance with the requirements of the SBCFD and the payment of standard City development impact fees, which include a fee for fire service impacts. The Project is not expected to result in activities that create unusual fire protection needs. Impacts on fire services are anticipated to be less than significant under CEQA and no mitigation is required.

#### *ii) Police protection?*

**Less than Significant Impact.** The San Bernardino Police Department (SBPD) has 225 sworn officers and 150 non-sworn employees. The proposed Project site is located in the Southern District portion of the San Bernardino Police Department.[37] The closest police station is located at 710 North D Street, San Bernardino, CA 92410, about 2.44-miles northeast of the Project site at a linear distance and 3.3 miles at road mile distance. The Project is in an urbanized area and would be required to adhere to all standards and conditions required by the City and the SBPD, including the payment of impact fees. Additionally, adherence to conditions and standards identified by the City and the SBPD are required of all development within the City. The Project is not anticipated to substantially increase the need for police protection, and it is not anticipated to require or result in the construction of new or physically altered law enforcement facilities. Prior to the issuance of building permits, the Applicant is required to comply with the provisions of the City of San Bernardino's Development Impact Fee Ordinance (SBMC, Chapter 3.27), which requires a fee payment that the City applies to the funding of public facilities, including law enforcement facilities, vehicles, and equipment. Additionally, the Project is not expected to result in any unique or more extensive crime problems that cannot be handled with the existing level of police resources, particularly given the current site uses. No new or expanded police facilities would need to be constructed as a result of the Project. Therefore, impacts on police protection

[37] City of San Bernardino Police Department (2022). *Patrol District Map*. Available at https://www.ci.san-bernardino.ca.us/city_hall/police_department/policing_district_commands. Accessed July 26, 2022.

resources from implementation of the Project are considered less than significant under CEQA an no mitigation is required.

### *iii) Schools?*

**No Impact.** The Project site is located within the San Bernardino City Unified School District[38] (SBCUSD). The Project would not introduce any uses that would induce population growth that would require access to public school facilities. The Project would be subject to pay all applicable local school district impact fees and the State has determined that payment of these fees is deemed sufficient to offset any potential impacts from the Project. Thus, the Project would not generate a substantial increase in elementary, middle, or high school population. Therefore, there would be no impacts on school services.

### *iv) Parks?*

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

### *v) Other public facilities?*

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

[38] City of San Bernardino (2022). *San Bernardino City Unified School District – School Boundaries*. Available at: https://www.sbcusd.com/school_boundariesv. Accessed July 26, 2022.

## 4.16 RECREATION

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

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

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

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

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

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

## 4.17 TRANSPORTATION

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

A Traffic Impact Analysis (TIA) (December 2022) has been prepared by Translutions, Inc. This report is available in **Appendix K** in this Draft IS/MND and are used to answer the following CEQA Thresholds.

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

**Less Than Significant Impact.** The Project is anticipated to generate vehicular and truck traffic from construction activities lasting through the duration of the opening year 2024. It is also anticipated that vehicular, bicycle, transit, pedestrian traffic, and truck traffic would be generated from operation activities. According to the discussion above and shown in **Table 19:** *Project Generated VMT*, the associated Project traffic would not cause any significant impacts, as such, no mitigation measures are warranted. Furthermore, pursuant to SB 743, operational level of service is no longer a significant impact under CEQA.

As part of the TIA, intersections and roadway segments were analyzed for their operational impacts. It should be noted that under Senate Bill 743, level of service (LOS) is no longer a basis for the determination of significant of transportation impacts under CEQA, as such, this analysis is provided for information purposes only. The TIA identified that Lena Road and Orange Show Road operate at deficient LOS under existing conditions, however a traffic signal is planned to be installed at the intersection of Lena Road and Orange Show Road prior to opening year (2024) conditions. Therefore, a traffic signal at Lena Road and Orange Show Road has been included in

the opening year (2024) scenarios. With the implementation of the traffic signal, all intersections are forecast to operate at satisfactory LOS under opening year (2024) conditions.

The Project does not otherwise conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. As noted in Section 2.0 of this IS/MND, the Project is consistent with the existing General Plan Land Use and Zoning District. Project construction or operations would not disrupt existing transit routes, bus stops, or future bicycle facilities because no road closures are anticipated. The Project would have a less than significant impact and no mitigation measures are necessary.

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

**Less Than Significant Impact.**

**Scope of the Transportation Evaluation and New CEQA Requirements**

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

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

As of July 1, 2020, all lead agencies, including the City of San Bernardino, were required to implement the new SB 743 CEQA mandates and to analyze a project's transportation impacts using VMT. Intersection level of service (LOS) is no longer considered as a basis for CEQA significance but rather relies on an operational analysis. These operational analyses are the basis for recommending improvements to intersection controls, lane management, and other appurtenant traffic systems. These improvements are not considered mitigation and are operational enhancements. However, within the City of San Bernardino, intersection LOS is still considered in the City's General Plan Circulation Element. These intersection LOS ratings have no bearing on the CEQA significance and thresholds applied to the impacts evaluated.

The reason for these changes, in short, is to acknowledge that traditional operational or engineering solutions to traffic congestion that focus on accommodating the automobile – such

as roadway widening – lead to unintended consequences. Inefficient land use, more VMT, exacerbated air pollutant and GHG emissions and secondary effects of constructing roadway projects are part of the rationale behind SB 743. The State has therefore taken a bold step to pivot away from automobile-centered land planning, and to promote planning decisions and other trip reduction measures intended to reduce reliance on individual automobile trips in the course of daily living.

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

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

**Analysis Scenarios and Methodology**

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

- Existing conditions
- Opening Year (2024) Base Conditions
- Opening Year (2024) Base plus Other Project Conditions
- Opening Year (2024) Base plus Other Projects plus Project Conditions.

***Trip Generation***

According to the Traffic Impact Analysis, the Project would generate approximately 557 daily trips. These daily trips would consist of passenger vehicles, 2-axle trucks, 3-axle trucks, and 4+ axle trucks. Passenger vehicles would account for approximately 469 daily trips with 24 trips in

the AM peak hour and 36 trips in the PM peak hour. Trucks would account for approximately 88 daily truck trips with 8 trips in the AM peak hour and 4 trips in the PM peak hour.

***Vehicle Miles Traveled (VMT) Analysis***

Based on the City guidelines, there are three types of screening criteria that lead agencies can apply to screen projects from a project-level VMT assessment. These screening steps include Transit Priority Area Screening, Low VMT Area Screening, and Project Type Screening. The Project does not screen out from any of the steps mentioned above and therefore, a complete VMT analysis and forecasting through the San Bernardino Transportation Analysis Model (SBTAM) model was conducted to determine if the Project may have a significant VMT impact. The VMT analysis included below analyzes the Project-generated VMT and Project effect on VMT consistent with the City guidelines using the following scenarios:

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

***CEQA VMT Impact Thresholds***

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

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

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

***Project Generated VMT***

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

***Baseline Conditions***

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

***Baseline Plus Project Conditions***

The baseline plus Project conditions was derived from a SBTAM model run by adding the Project related Socio-Economic Data (SED), which is based on SCAG's employee forecast data to Traffic Analysis Zone (TAZ) 53806201 and moving the baseline no Project SED data to an adjacent TAZ. The Project was coded using a service population of 260. The Project generated VMT was extracted from the model using the origin-destination trip matrix. **Table 19:** *Project Generated VMT* shows the baseline plus Project VMT per service population. As shown in **Table 19**, the baseline plus Project VMT per service population is 24.9 miles. Based on the City thresholds, a Project would have a significant VMT impact if the baseline plus Project generated VMT per service population exceeds the City's General Plan Buildout VMT per service population of 31.6 miles. The baseline plus Project VMT per service population is 24.9 miles, which is less than the City's General Plan Buildout VMT per service population of 31.6 miles, therefore, the Project does not have an VMT impact under baseline plus Project conditions.

**Table 19: Project Generated VMT**

| Baseline | Project |
|---|---|
| Population | - |
| Employment | 260 |
| Service Population | 206 |
| Homebased Work (HBW) VMT* | 4,410 |
| OD VMT* | 6,469 |
| HBW VMT per employee | 17.0 |
| OD VMT per service population | 24.9 |
| City Threshold** | 31.6 |
| Impact Less Than Significant? | Yes |
| **2040** | **Project** |
| Population | - |
| Employment | 260 |
| Service Population | 260 |
| Homebased Work (HBW) VMT* | 4,346 |
| OD VMT* | 7,166 |
| HBW VMT per employee | 16.7 |
| OD VMT per service population | 27.6 |
| City Threshold** | 31.6 |
| Impact Less Than Significant? | Yes |

Notes:
*Derived from a SBTAM model run by adding Project related SED, based on SCAG's employee forecast data.
**Obtained from SBCTA SB743 screening tool. Available at https://sbcta.maps.arcgis.com/apps/webappviewer/index.html?id=779a71bc659041ad995cd48d9ef4052b
Source: Translutions, Inc., (2022). *Gateway South 9 Warehouse Traffic Impact Analysis, Table K*. Refer to **Appendix K**.

*Year 2040 Conditions*

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

*Year 2040 Plus Project Conditions*

The year 2040 plus Project conditions was derived from a SBTAM model run by adding the Project related SED, which is based on SCAG's employee forecast data to TAZ 53806201 and moving the year 2040 no Project SED data to an adjacent TAZ. The Project was coded using a service population of 260. The Project generated VMT was extracted from the model using the origin-destination trip matrix. **Table 19** shows the year 2040 plus Project VMT per service population. As shown in **Table 19** of the TIA, the year 2040 plus Project VMT per service population is 27.6 miles. The year 2040 VMT per service population for the City is 31.6 miles. Based on the City

thresholds, a Project would have a significant VMT impact if the year 2040 plus Project generated VMT per service population exceeds the City's General Plan Buildout VMT per service population. The year 2040 plus Project VMT per service population is 27.6 miles, which is less than the City's General Plan Buildout VMT per service population of 31.6 miles, and therefore, the Project does not have an VMT impact under year 2040 plus Project conditions.

***Project Effect on VMT***

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

***Baseline Plus Project Conditions***

As shown in Table 20, the baseline plus Project VMT per service population is 10.976 miles. The baseline no Project VMT per service population for the City is 11.017 miles. Based on the City thresholds, a Project would have a significant VMT impact if the baseline VMT per service population within the City increases under the plus Project condition compared to the no Project condition. The baseline plus Project VMT per service population does not increase when compared to the no Project condition, therefore, the Project does not have an VMT impact under baseline plus Project conditions.

***Year 2040 Plus Project Conditions***

**Table 20:** *Project Effect on VMT* below shows the year 2040 plus Project VMT per service population. As shown in **Table 20**, the year 2040 plus Project VMT per service population is 12.379 miles. The year 2040 no Project VMT per service population for the City is 12.385 miles. Based on the City thresholds, a Project would have a significant VMT impact if the year 2040 VMT per service population within the City increases under the plus Project condition compared to the no Project condition. The year 2040 plus Project VMT per service population does not increase when compared to the no Project condition, therefore, the Project does not have an VMT impact under year 2040 plus Project conditions.

**Table 20: Project Effect on VMT**

| | With Project | Without Project | Difference |
|---|---|---|---|
| **Baseline** | | | |
| Roadway VMT | 3,555,963 | 3,566,315 | - |
| Service Population | 323,982 | 323,722 | - |
| **VMT per Service Population** | **10.976** | **11.017** | **-0.041** |
| **Year 2040** | | | |
| Roadway VMT | 4,665,050 | 4,664,057 | - |
| Service Population | 376,857 | 376,597 | - |
| **VMT per Service Population** | **12.379** | **12.385** | **-0.006** |

Source: Translutions, Inc., (2022). *Gateway South 9 Warehouse Traffic Impact Analysis, Table L*. Refer to **Appendix K**.

### Conclusion

The Project proposes the construction of approximately 397,400 square feet of warehousing uses on approximately 18.43 acres. The Project generated VMT would be below the City's guidelines for VMT Additionally, the Project's effect on VMT would be less than the existing land uses effects on VMT are. As such, impacts would be less than significant.

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

**No Impact.** The Project includes a total of four (4) driveways. The Project would construct one (1) 40-foot driveway along E. Norman Road on the eastern portion of the Project side and one (1) 50-foot driveway along E. Orange Show Road on the western portion of the Project site. These 40- and 50-foot driveways would primarily be used for truck traffic. Additionally, the Project would construct one (1) 30-foot driveway along E. Norman Road adjacent to the proposed 40-foot driveway and one (1) 30-foot driveway along Lena Road on the western portion of the Project site. These 30-foot driveways would primarily be used for automobiles. The Project would be consistent with the existing land use designation and zoning and would comply with all provisions of the City's Development Code, including those related to driveway design and standards. The Project would not increase hazards due to a geometric design feature, such as sharp curves or dangerous intersections, or incompatible uses. Therefore, no impact would occur.

***d) Result in inadequate emergency access?***

**Less Than Significant Impact.** As noted in Section 17(c) above, on-site drive aisle widths would be at a minimum 30-foot wide and ranging to be at most 50-feet wide. These driveways would meet the standard minimum driveway widths as identified in the City Development Code. Additionally, as a standard City practice, if road closures (complete or partial) are necessary, the

Police and Fire Departments would be notified of the construction schedule and any required detours would allow emergency vehicles to use alternate routes for emergency response. Additionally, effective, July 1, 2017, fire protection and emergency medical response services in the City are provided by the SBCFD. The SBCFD would review the proposed Project and would provide comments regarding fire and emergency access. The proposed Project would comply with the SBCFD requirements. The impact on emergency access from Project implementation would be less than significant.

## 4.18 TRIBAL CULTURAL RESOURCES

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

On December 21, 2022, the City initiated tribal consultation with interested California Native American tribes consistent with AB 52. The City requested a consultation from the following tribes which have previously requested consultation: Gabrieleno Band of Mission Indians – Kizh Nation (GBMI), Yuhaaviatam of San Manuel Nation (formerly known as the San Manuel Band of Mission Indians) (YSMN), and Soboba Band of Luiseno Indians. The City received responses from GBMI and YSMN. Soboba did not respond to the City's request for consultation.

GBMI responded to the City's request to initiate consultation on January 3, 2023, the City held a consultation meeting with GBMI on March 30, 2023. Following this meeting, GBMI provided mitigation measures to be included and are represented as **MMs TCR-1** through **TCR-3**. YSMN did not request a specific consultation meeting and provided two identical letters to the City, one on January 11, 2023, and one on January 20, 2023. These letters indicated YSMN had no concerns with the project as planned and requested that mitigation measures be added to this MND for both cultural resources and tribal cultural resources in the event of inadvertent finds during ground disturbing activities. As such, **MM CUL-1**, **MM CUL-2**, in Section 4.5, Cultural Resources,

and **MMs TCR-4** and **TCR-5** were incorporated into this MND. The City sent letters to the consulting Tribe(s) on April 17, 2023, officially concluding Tribal consultation.

In addition, as previously mentioned in **Section 5,** *Cultural Resources*, under Native American Outreach, BCR contacted the NAHC, as part of the cultural resource assessment, for a review of the sacred lands file (SLF). The objective of the SLF search was to determine if the NAHC had any knowledge of Native American cultural resources (e.g., traditional use or gathering area, place of religious or sacred activity, etc.) within the immediate vicinity of the Project area. The NAHC responded on June 23, 2022, stating that the SLF was completed with positive results (see Appendix C to the IS/MND, **Appendix D**). However, upon consultation with YSMN, YSMN indicated that they are not aware of any tribal cultural resources on the property. Mitigations resulting from consultation previously mentioned, and as described below, are included to prevent impacts to tribal cultural resources unexpectedly encountered on-site, if applicable.

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

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

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

As noted above, the City commenced tribal notification in accordance with AB 52 on December 21, 2022. Tribal consultation was concluded on April 17, 2023. The following mitigation measures will be applied, and impacts will be less than significant.

**Mitigation Measures**

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

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

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

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

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

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

**MM TCR-2 Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)**

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

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

**MM TCR-3 Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects**

A. Native American human remains are defined in PRC 5097.98(d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statue.
B. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resources Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.
C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).
D. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.
E. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

**Tribal Cultural Resources Mitigation Measures for the Yuhaaviatam of San Manuel Nation (formerly known as the San Manuel Band of Mission Indians)**

**MM TCR-4** The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed in **MM CUL-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 archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents YSMN for the remainder of the project, should YSMN elect to place a monitor on-site.

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

## 4.19 UTILITIES AND SERVICE SYSTEMS

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

### Water and Wastewater

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

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

Sewer services are provided to the Project site by the San Bernardino Public Works Department and water services are provided by the SBMWD.[39] 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 EVWD. SBMWD owns and operates the San Bernardino Water Reclamation Plant (SBWRP), this treatment plant treats residential and industrial wastewater generated in the City, the City of Loma Linda, and EVWD.

**Urban Water Management Plan**

The California Water Code requires urban water suppliers within the State of California to prepare and adopt Urban Water Management Plans (UWMPs) that must satisfy the requirements of the Urban Water Management Planning Act (UWMP Act) of 1983. An UWMP is a planning tool that generally guides the actions of urban water suppliers. The 2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan (IRUWMP) covers various water purveyors, including the SBMWD. This plan is a tool that provides a summary of anticipated water supply reliability and sets a new standard for integrated water resources planning and reporting in California. The IRUWMP evaluates whether supplies will be sufficient to meet demands during normal and average years, a single dry year, and multiple dry years.

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

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

- **Sewer System Infrastructure:** The Project would be required to connect to the City's existing sewer lines. The sewer main that would serve the Project is located in E. Orange Show Road, slightly west of Lena Road. During construction, the Project would stub out to the existing sewer infrastructure to provide sanitary sewer services to the Project site.
- **Domestic Water:** Per SBMWD, there is an existing 12-inch DIP in the Lower Zone of Lena Road, and another existing 12-inch DIP in E. Norman Road (Sub-Lower Zone). A fire

[39] City of San Bernardino (2005). *General Plan, Chapter 9: Utilities, Sewerage Service Area Boundaries; Figure U-1 Water Service Area Boundaries, Figure U-*2. Available at https://cdn5-hosted.civiclive.com/UserFiles/Servers/Server_17442462/File/Government/Department/Community%20&%20Economic%20Development/Planning/Complete%20General%20Plan%20Compressed.pdf. Accessed on August 9, 2022.

connection would also need to be installed to service the site with the existing fire hydrants located along Lena Road and E. Norman Road.

- **Natural Gas:** Natural gas service is provided by the SoCal Gas.
- **Electrical:** SCE maintains power poles and overhead distribution facilities that serve the Project site and its existing uses. The City of San Bernardino Building and Safety Division requires all disturbed or impacted overhead facilities to be undergrounded across the Project site frontage. Electrical service would be maintained throughout the undergrounding process such that there would be no service interruptions. As such, SCE should be contacted early in the development process to avoid any impacts to the development schedule.
- **Telecommunications:** AT&T maintains aerial facilities along the Project site and would provide the Project with telecommunication services. Any future connections would be required to be installed underground. Telecommunication services are provided to existing uses on-site, and it is not the intent of the Project to extend telecommunication services.
- **Cable/internet:** Spectrum maintains facilities near the Project site which would be able to provide the Project with cable/internet services. These facilities would need to be installed underground.

The utility improvements noted above would be within the Project site, or within existing adjacent streets or public rights-of-way. Construction impacts of utility installation would be temporary and are not anticipated to result in significant environmental impacts as they would be within currently paved and/or developed areas and public rights-of-way. Additionally, as part of the Project a traffic control plan would be developed, as required by the City of San Bernardino Municipal Code, to ensure that traffic control devices are properly installed on-site to maintain emergency access and all direction of travel on impacted roadways during construction activities.

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

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

**Less Than Significant Impact.** SBMWD provides domestic water utility coverage for the City, unincorporated areas of San Bernardino County, and the City of Loma Linda. Single-family, multi-

family, commercial, light industrial, governmental, and landscaping uses are all provided water utility coverage.

Groundwater is supplied from the Bunker Hill Basin as the primary source of water supply for SBMWD and pump additional groundwater to meet total demands in dry years. As a result, SBMWD's total groundwater supplies are not reduced in dry years, as such, 2020 is considered the base year for all year types. SBMWD does not anticipate any shortage due to single or multiple dry years. SBMWD's water supply is comprised entirely of local groundwater, drinking water and other non-potable water, and in 2020, the actual volume of water supply was 42,182 acre-feet. The basin is replenished by the local precipitation and streamflow from rain and snowmelt from the San Bernardino Mountains. Other sources of water supply include the State Water Project (SWP), the Santa Ana River, Mill Creek, and Lytle Creek.

**Normal Water Year**

The Normal/Average water year is a year in the historical sequence that most closely represents median runoff levels and patterns. Normal year conditions represent the water supplies a supplier considers available during normal conditions. **Table 21:** *Normal Year Supply and Demand Comparison (AF),* demonstrates that SBMWD anticipates adequate supplies for years 2025 to 2045 under normal conditions. The single-dry year is generally the lowest annual runoff for a water source in the record.

**Table 21: Normal Year Supply and Demand Comparison (AF)**

| Totals | 2025 | 2030 | 2035 | 2040 | 2045 |
|---|---|---|---|---|---|
| Supply Totals | 48,585 | 49,976 | 51,368 | 52,485 | 53,603 |
| Demand Totals | 42,248 | 43,458 | 44,667 | 45,639 | 46,661 |
| Difference | 6,337 | 6,519 | 6,700 | 6,846 | 6,992 |

Source: Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan (2020). *San Bernardino Valley Regional Urban Water Management Plan, Page 8-18*. Available at https://www.sbvmwd.com/reports/-folder-1120. Accessed August 9, 2022.

***Single Dry Year***

The single-dry year may differ for various sources. The single dry year is recommended to be the year that represents the lowest water supply available. **Table 22:** *Single Dry Year Supply and Demand Comparison (AF)* displays SBMWD's project supply and demand totals for water. The local groundwater basins that SBMWD uses to produce water has adequate supply/storage for a dry year. SBMWD projects that it will be able to meet 100 percent of demands in a single dry year through 2045. SBMWD's supplies are 100 percent reliable during single dry years. **Table 22** demonstrates that the SBMWD anticipates adequate supplies for years 2025 to 2045 under single-dry year conditions.

**Table 22: Single Dry Year Supply and Demand Comparison (AF)**

| Totals | 2025 | 2030 | 2035 | 2040 | 2045 |
|---|---|---|---|---|---|
| Supply Totals | 53,444 | 54,974 | 56,504 | 57,734 | 58,963 |
| Demand Totals | 46,473 | 47,803 | 49,134 | 50,203 | 51,272 |
| Difference | 6,971 | 7,171 | 7,370 | 7,530 | 7,691 |

Source: Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan (2020). *San Bernardino Valley Regional Urban Water Management Plan, Page 8-22*. Available at https://www.sbvmwd.com/reports/-folder-1120. Accessed August 9, 2022.

### *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 23:** *Multiple Dry Years Supply and Demands Comparison (AF)*, demands are assumed to be 10 percent greater in the first year of a multiple-dry year than during an average year. The local groundwater basins SWMWD produces water from have storage for use in dry years so SBMWD can produce the volume of water needed to meet 100 percent of demands in multiple dry years. SBMWD's supplies are 100 percent reliable during multiple dry years. 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 23: Multiple Dry Years Supply and Demands Comparison (AF)**

| Year | Totals | 2025 | 2030 | 2035 | 2040 | 2045 |
|---|---|---|---|---|---|---|
| First Year | Supply Totals | 53,444 | 54,974 | 56,504 | 57,734 | 58,963 |
| | Demand Totals | 46,473 | 47,803 | 49,134 | 50,203 | 51,272 |
| | Difference | 6,971 | 7,171 | 7,370 | 7,530 | 7,691 |
| Second Year | Supply Totals | 53,444 | 54,974 | 56,504 | 57,734 | 58,963 |
| | Demand Totals | 46,473 | 47,803 | 49,134 | 50,203 | 51,272 |
| | Difference | 6,971 | 7,171 | 7,370 | 7,530 | 7,691 |
| Third Year | Supply Totals | 53,444 | 54,974 | 56,504 | 57,734 | 58,963 |
| | Demand Totals | 46,473 | 47,803 | 49,134 | 50,203 | 51,272 |
| | Difference | 6,971 | 7,171 | 7,370 | 7,530 | 7,691 |
| Fourth Year | Supply Totals | 53,444 | 54,974 | 56,504 | 57,734 | 58,963 |
| | Demand Totals | 46,473 | 47,803 | 49,134 | 50,203 | 51,272 |
| | Difference | 6,971 | 7,171 | 7,370 | 7,530 | 7,691 |
| Fifth Year | Supply Totals | 53,444 | 54,974 | 56,504 | 57,734 | 58,963 |
| | Demand Totals | 46,473 | 47,803 | 49,134 | 50,203 | 51,272 |
| | Difference | 6,971 | 7,171 | 7,370 | 7,530 | 7,691 |

Source: Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan (2020). *San Bernardino Valley Regional Urban Water Management Plan, Page 8-23*. Available at https://www.sbvmwd.com/reports/-folder-1120. Accessed August 9, 2022.

As shown on **Table 23**, SBMWD anticipates adequate supplies for years 2025 to 2045 under multiple-dry year conditions based on current land use projections. As noted above, SBMWD anticipates adequate water supplies to serve its customers through the current 2045 horizon

year. Therefore, impacts are considered less than significant under CEQA and no mitigation is required.

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

**Less than Significant Impact**. The wastewater treatment provider for most of the City of San Bernardino is the SBVMWD, in addition to being the provider for the Project site. The SBWRP is owned and operated by SBVMWD. As such, SBWRP treats residential and industrial wastewater generated by the City of San Bernardino, City of Loma Linda, and the EVWD.

The wastewater collection system owned and operated by the SBVMWD conveys wastewater via approximately 467 miles of gravity mains, a mile of force mains, and 15 lift stations. Currently, an average wastewater flow rate of approximately 21 million gallons per day (MGD) is conveyed by the SBVMWD collection system, with approximately 12.8 MGD being generated within the SBMWD service area in 2020. The collection system also conveys the flows of two satellite agencies (Loma Linda - 2.2 MGD and EVWD – 6 MGD) to the Water Reclamation Plant (WRP) and the Rapid Infiltration and Extraction (RIX) Facility for treatment.

Sewer collection systems within SBVMWD's service area are not operated by the SBVMWD, but rather are operated by various agencies, including the County of San Bernardino, City of San Bernardino, City of Loma Linda, and EVWD. Collected wastewater is treated at WRP to a secondary treatment level. WRP has a current capacity of 33 MGD or 36,948 AFY, but current average annual flow is approximately 29,000 AFY. In accordance with these studies, **Table 24:** *Current and Projected Wastewater Collection and Treatment*, shows existing and anticipated wastewater collection and treatment at the San Bernardino WRP.

**Table 24: Current and Projected Wastewater Collection and Treatment**

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

Source: San Bernardino Municipal Water Department (2015). *Water Facilities Master Plan Report, Page 5-5*. Available at https://www.sbmwd.org/DocumentCenter/View/683/Section-5-PDF. Accessed August 9, 2022.

SBVMWD forecasts adequate capacity to treat wastewater in the upcoming years. The Project would generate a negligible quantity of wastewater, compared to the existing onsite uses. Existing infrastructure is adequate to convey wastewater without requiring the expansion of the facilities. In addition, the Project would pay applicable connection fees and monthly charges which offset the need for incremental wastewater conveyance and treatment system

improvements. Based on this, the Project would have a less than significant impact on the SBVMWD's ability to collect or treat the Project's waste stream under CEQA and no mitigation is required.

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

**Less than Significant Impact.** The City of San Bernardino Refuse and Recycling Division provides collection services to residential and commercial customers for refuse, recyclables, and green waste. Solid waste from demolition and construction would be collected and sent to the East Valley Transfer and Recycling Materials Recovery Facility, located at 1150 and 1250 S. Tippecanoe Avenue, 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 maximum permitted throughput of 7,500 tons/day and a remaining capacity of 61,219,377 cubic yards and a maximum capacity of 101,300,000 cubic yards.[40] CalRecycle estimates waste generation rates for different land uses. The industrial section waste generation rate for warehouse is estimated at approximately 13.82lb/employee/day.[41] Under this assumption, the Project would generate approximately 3,593.2 lbs/day (13.82 lbs x 260 employees), or 1.7966 tons per day). This represents a nominal percentage of the landfill's daily permitted capacity. Therefore, impacts would be less than significant under CEQA and no mitigation is required.

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

**Less than Significant Impact.** Solid waste disposal services must follow federal, State, and local statutes and regulations related to the collection of solid waste. The Project is an approximately 397,400 SF speculative industrial warehouse building which would not involve the production or handling of any acutely toxic or otherwise hazardous materials. Additionally, the Project would provide a trash enclosure per City Standard Plan 508 Refuse Enclosures on the southwest portion of the site. The Project would be required to comply with SBMC §8.24.100, which contains provisions for the City's Construction and Demolition Debris Recycling Program. As such, impacts would be less than significant.

[40] CalRecycle (2022). *SWIS Facility/site Activity Details*. Available at https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1880?siteID=2662. Accessed December 9, 2022.
[41] CalRecycle (2022). *Estimated Solid Waste Generation Rates*. Available at https://www2.calrecycle.ca.gov/wastecharacterization/general/rates. Accessed December 9, 2022.

## 4.20 WILDFIRE

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

### Wildfire Hazard

CAL FIRE's Fire Hazard Severity Zone (FHSZ) map viewer demonstrates the Project site is located in lands classified as a Local Responsibility Area (LRA). Per law, only lands classified as Very High Fire Hazard Severity are identified within LRAs. The Project site is not located in classified Very High FHSZs. The nearest lands classified as Very High FHSZs are approximately 2.35 miles southwest of the Project site. The nearest Very High FHSZs are located in Wildland-Urban Interface (WUI) areas which are at high risk or catastrophic wildfire and can cause ecological disruption and result in the loss of life and property. The remainder of the City, surrounding the Project site, is urbanized and generally built out with established commercial, residential, and industrial development.[42]

[42] City of San Bernardino (2018). Emergency Operations Plan (EOP). Available at https://www.sbcounty.gov/uploads/SBCFire/documents/OES/2018_EOP_Update.pdf. Accessed August 15, 2022

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

**Less Than Significant Impact.** According to the City of San Bernardino General Plan, Figure S-9, the Project site is not located near or in an EFHA or a MFHA.[43] The nearest EFHA and MFHA areas are located about 5 miles north and northeast of the Project site, respectively. The City of San Bernardino's Emergency Operation Plan (EOP) addresses the City's response to emergency situations regarding natural disasters, technological incidents, and national security emergencies. The San Bernardino County Sheriff is the lead agency responsible for evacuation planning. The EOP identifies components of the City's emergency management organization within the Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS). The EOP describes the duties of the federal, state, and county entities for protecting life and property and overall well-being, and coordinates response roles which must be defined by these organizations to facilitate the ability to respond to any given incident, therefore, the EOP meets the requirements of NIMS for the purpose of emergency management and the proposed Project would not impair an adopted emergency response plan or emergency evacuation plan, and a less than significant impact would occur under CEQA and no mitigation is required.

***a) 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.** According to the City of San Bernardino's General Plan, the Project is not located within the City Designated High Wind Area.[44] As stated in the City's General Plan, the areas north of SR 210 along the foothills are mainly susceptible to high wind and fire hazards. The Project site is approximately 5 miles southwest of the foothill areas.

The Project site is located on a relatively flat slope with elevations varying between approximately 1,031 to 1,044 feet above mean sea level (amsl). The Project site is not prone to wildland fires or to wind hazards, and therefore the Project occupants would not be directly exposed to pollutant concentrations from a wildfire or uncontrolled spread of a wildfire, and a less than significant impact would occur under CEQA and no mitigation is required

[43] City of San Bernardino (2005). *General Plan Chapter 10: Safety – Figure S-9 – Fire Hazard Areas, Page 10-43*. Available at https://www.sbcity.org/city_hall/community_economic_development/planning. Accessed on August 26, 2022.
[44] City of San Bernardino (2005). *General Plan Chapter 10: Safety – Figure S-8 – Wind Hazards, Page 10-37*. Available at https://www.sbcity.org/city_hall/community_economic_development/planning. Accessed on August 26, 2022.

***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?***

**Less Than Significant Impact.** The Project would include a total of four driveways being constructed: one 40-foot and one 30-foot driveway along E Norman Road, one 50-foot driveway along E. Orange Show Road, and one 30-foot driveway along Lena Road. The 40- and 50-foot driveways would primarily be used for truck traffic, while the 30-foot driveways would primarily be used for automobiles.

The Project would adhere to the California Fire Code, and any applicable Building Codes. Construction and operation of the Project would not significantly exacerbate fire risk that may result in temporary or ongoing impacts to the environment. All Project components (including infrastructure, etc.) would be within the boundaries of the Project site, and impacts associated with the development of the Project within this footprint area are analyzed throughout this document.

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

***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?***

**Less Than Significant Impact**. As noted in the City's General Plan, the Project is not located in an EFHA or MFHA. There are no natural drainage courses located on-site. The Project site is relatively flat with elevations between approximately 1,031 to 1,044 feet amsl, and the Project is not located in a landslide-prone zone.[45] Therefore, a less than significant impact would occur under CEQA and no mitigation is required.

[45] City of San Bernardino (2005). *General Plan Chapter 10: Safety – Figure S-7 – Slope Stability and Major Landslides, Page 10-32*. Available at https://www.sbcity.org/city_hall/community_economic_development/planning. Accessed on August 26, 2022.

## 4.21 MANDATORY FINDINGS OF SIGNIFICANCE

| ENVIRONMENTAL IMPACTS<br>Issues | Potentially Significant Issues | Potentially Significant Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **21. MANDATORY FINDINGS OF SIGNIFICANCE. Does the project:** | | | | |
| a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | | X | | |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | | | X | |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | | | X | |

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

**Less Than Significant Impact with Mitigation Incorporated.** All impacts to the environment, including impacts to fish and wildlife habitats, fish and wildlife populations, plant and animal communities, rare and endangered plants and animals, and historical and pre-historical resources were evaluated as part of this Admin Draft IS/MND. Throughout this Admin Draft IS/MND, where impacts were determined to be potentially significant, mitigation measures have been proposed to reduce those impacts to less than significant levels. The Project site is surrounded by existing development. The Project site contains nonconforming single-family residential structures, truck and materials storage yards, a rig welding company, and vacant land

undeveloped lands with sparse vegetation. The current conditions of the Project site do not substantially support plant or animal communities in the Project area. Accordingly, with incorporation of the mitigation measures recommended throughout this IS/MND (MM BIO-1 and MM GEO-1), the Project would not substantially degrade the quality of the environment and impacts would be less than significant.

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

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

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

**Less Than Significant Impact.** The Project's potential to result in environmental effects that could adversely affect human beings, either directly or indirectly, has been discussed throughout this Admin Draft IS/MND. Construction and operation of the Project would not involve any activities that would result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly, and therefore a less than significant impact would occur in this regard.

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