



# MITIGATED NEGATIVE DECLARATION FOR THE INDUSTRIAL PARKWAY PROJECT

## Lead Agency:

City of San Bernadino  
Planning Department  
290 N D St.  
San Bernardino, CA 92401

## Project Applicant:

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## CEQA Consultant:

**ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.**

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April 2022

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# 1 INTRODUCTION

## 1.1 PURPOSE AND SCOPE

This document is an Initial Study and Mitigated Negative Declaration (IS/MND) prepared pursuant to the California Environmental Quality Act (CEQA) for the proposed Industrial Parkway Project, which involves a Development Code Amendment (DCA 21-03) (Zoning Map Amendment) to change the existing zoning designation of a parcel (APN 0266-041-40) from 3.94 acres of Commercial General (CG-1) to Industrial Heavy (IH); Subdivision (SUB 21-09) (Tentative Parcel Map No. 20430) to allow the consolidation of two parcels containing a total of approximately 11.07 acres into one parcel, and Development Permit Type-D (DP-D 21-15) to allow the development and establishment of a 52,160 square-foot (SF) tilt up truck terminal facility at the southwest corner of the Palm Avenue and the Industrial Parkway intersection (proposed Project, Project). This IS/MND has been prepared in accordance with CEQA, Public Resources Code Sections 21000 et seq., and the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines).

An initial study is conducted by a lead agency to determine if a project may have a significant effect on the environment. In accordance with CEQA Guidelines Section 15064, an environmental impact report (EIR) must be prepared if the initial study indicates that the proposed project under review may have a potentially significant impact on the environment. A negative declaration may be prepared instead, if the lead agency prepares a written statement describing the reasons why a proposed project would not have a significant effect on the environment, and, therefore, why it does not require the preparation of an EIR (State CEQA Guidelines Section 15371). According to State CEQA Guidelines Section 15070, a negative declaration shall be prepared for a project subject to CEQA when either:

- (a) The initial study shows there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or
- (b) The initial study identified potentially significant effects, but:
  - (1) Revisions in the project plans or proposals made by or agreed to by the applicant before a 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.

If revisions are adopted into the proposed project in accordance with the State CEQA Guidelines Section 15070(b), a mitigated negative declaration is prepared. This document includes such revisions in the form of mitigation measures. Therefore, this document is a Mitigated Negative Declaration and incorporates all of the elements of an Initial Study. Hereafter this document is referred to as an IS/MND.

This IS/MND incorporates by reference the City of San Bernardino General Plan EIR and the technical documents that relate to the proposed Project or provide additional information concerning the environmental setting of the proposed Project. The information within in this IS/MND is based on the following technical studies and/or planning documents:

- City of San Bernadino General Plan  
(<http://www.ci.san-bernardino.ca.us/pdf/DevSvc/General%20Plan%20Document.pdf>)
- City of San Bernardino General Plan EIR
- City of San Bernadino Municipal Code  
(<http://www.ci.san-bernardino.ca.us/civicax/filebank/blobdload.aspx?blobid=19233>)

- University District Specific Plan (UDSP)  
(<http://www.sbcity.org/pdf/DevSvcs/University%20Dist%20SP%2011-05.pdf>)
- Technical studies, personal communications, and web sites listed in Section 6, *References*

In addition to the websites listed above, all documents are available for review at the City of San Bernadino Planning Division, located at 290 N D Street, San Bernardino, CA 92401. The proposed Project evaluated herein involves a Development Code Amendment, a Tentative Parcel Map, and Development Permit review for demolition of an existing 34,000 SF industrial building and construction of an approximately 52,160 SF tilt up truck terminal facility on an approximately 11.07-acre site located at the southwest corner of the Palm Avenue and the Industrial Parkway intersection. The northern portion of the site is designated as Commercial General (CG-1), and the southern portion of the site is designated as Industrial Heavy (IH) by the UDSP. These uses are consistent with the intended uses provided and analyzed by the UDSP for the site, and as such, is consistent with the UDSP EIR.

This IS/MND serves as the environmental review for the proposed Industrial Parkway Project. The Project proposes development of a site within the boundaries of the City of San Bernadino, which would fulfill the purpose of the City's General Plan and Specific Plan's land use designation for the site.

## 2 ENVIRONMENTAL SETTING

### 2.1 PROJECT LOCATION

The proposed Project site is located within the northwestern portion of the City of San Bernardino, on two parcels southwest of the Palm Avenue and the Industrial Parkway intersection. Regional access to the Project site is provided by Interstate 215 (I-215) and the Interstate 215 Palm Avenue exit. Local access to the site is provided from Palm Avenue and Industrial Parkway. The Project site and surrounding area is shown in Figure 2-1, *Regional Location*, and Figure 2-2, *Local Vicinity*.

### 2.2 EXISTING PROJECT SITE

The Project site comprises two parcels encompassing approximately 11.07 acres. These parcels are identified as Assessor’s Parcel Numbers 0266-041-40 and 0266-041-22. APN 0266-041-40 consists of vacant land and 0266-041-22 is developed with an industrial warehouse building. The site is relatively flat with a gentle slope in the southeasterly direction. The Project site contains sparse vegetation consisting of grasses, weeds, and trees. The Project site’s existing conditions are shown in Figure 2-3, *Aerial* and Figure 2-4, *Site Photos*.

#### Existing Easements

The Project site includes an 80-foot road easement along Industrial Parkway and the A.T. & S.F. Railroad frontage, a 10-foot SCE easement along the A.T. & S.F. Railroad frontage, a 10-foot PT & TC easement along the southwestern and northwestern portions of the site, and a 13-foot SCE easement along southeastern property line.

### 2.3 EXISTING LAND USES AND ZONING DESIGNATION OF THE PROJECT SITE

The Project site has a General Plan Land Use designation of University District Specific Plan (UDSP). Within the UDSP, the Project site is partially designated as Commercial General (CG-1) and partially designated as Industrial Heavy (IH), as shown on Figure 2-5, *Existing UDSP Land Use*. The northern portion of the site is designated as CG-1 and the southern portion of the site is designated as IH. The UDSP states that the CG-1 designation is intended for local and regional serving retail, personal service, entertainment, office, related commercial uses, and limited residential uses with a Conditional Use Permit (CUP) at a Floor Area Ratio (FAR) of 0.7 per the San Bernardino Development Code Chapter 19.06. The IH designation is intended for a variety of intense industrial activities that could potentially generate significant impacts, such as excessive noise, dust, and other nuisances, such as rail yards and multi-modal transportation centers at a FAR of 0.75. The IH zone is regulated per the San Bernardino Development Code Chapter 19.08.

### 2.4 SURROUNDING GENERAL PLAN AND ZONING DESIGNATIONS

The Project site is located within a predominately industrialized area. The surrounding land uses are described in Table 1.

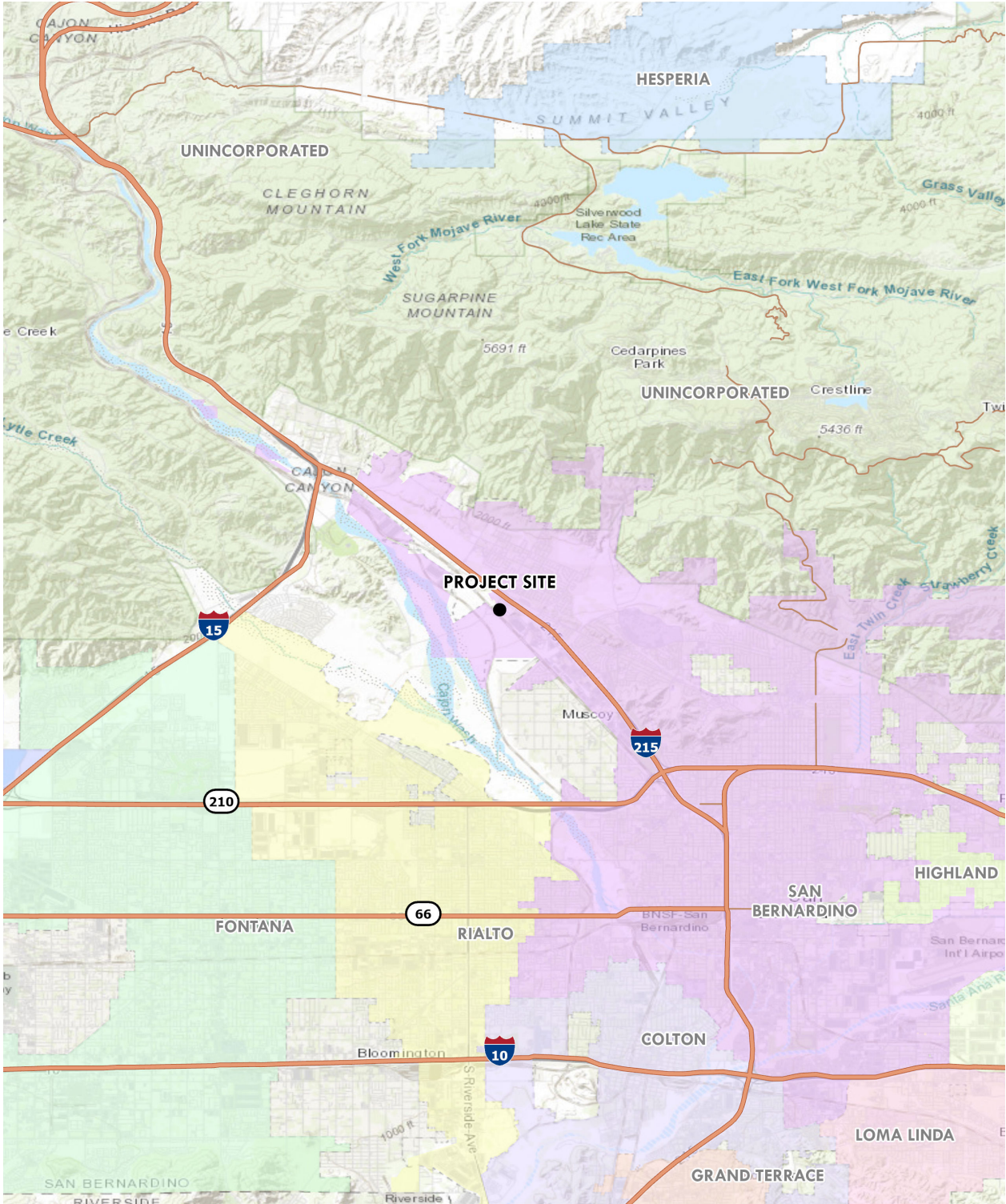
**Table 1: Surrounding Existing Land Use, Zoning, and Specific Plan Designations**

	Existing Land Use	General Plan Designation	Zoning Designation	Specific Plan Designation
<b>Northeast</b>	J.C. Penny Distribution Center	University District Specific Plan	-	Commercial General (CG-1) and Industrial Light (IL)

	<b>Existing Land Use</b>	<b>General Plan Designation</b>	<b>Zoning Designation</b>	<b>Specific Plan Designation</b>
<b>Northwest</b>	Palm Avenue followed by vacant land.	Industrial Light (IL)	Industrial Light (IL)	-
<b>Southeast</b>	Vacant land followed by an industrial warehouse.	University District Specific Plan	-	Industrial Heavy (IH)
<b>Southwest</b>	A.T. & S.F. Railroad followed by Route 66 and an industrial warehouse.	Calmat Cajon Creek Specific Plan	-	Industrial Extractive (IE)



# Regional Location

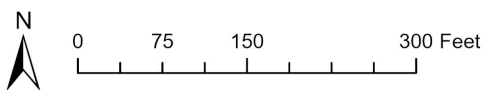


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# Local Vicinity



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 PROJECT SITE

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# Site Photos



**Southern views of the northern edge of the Project Site from Palm Avenue.**



**Western views of the eastern edge of the Project Site from Industrial Parkway.**

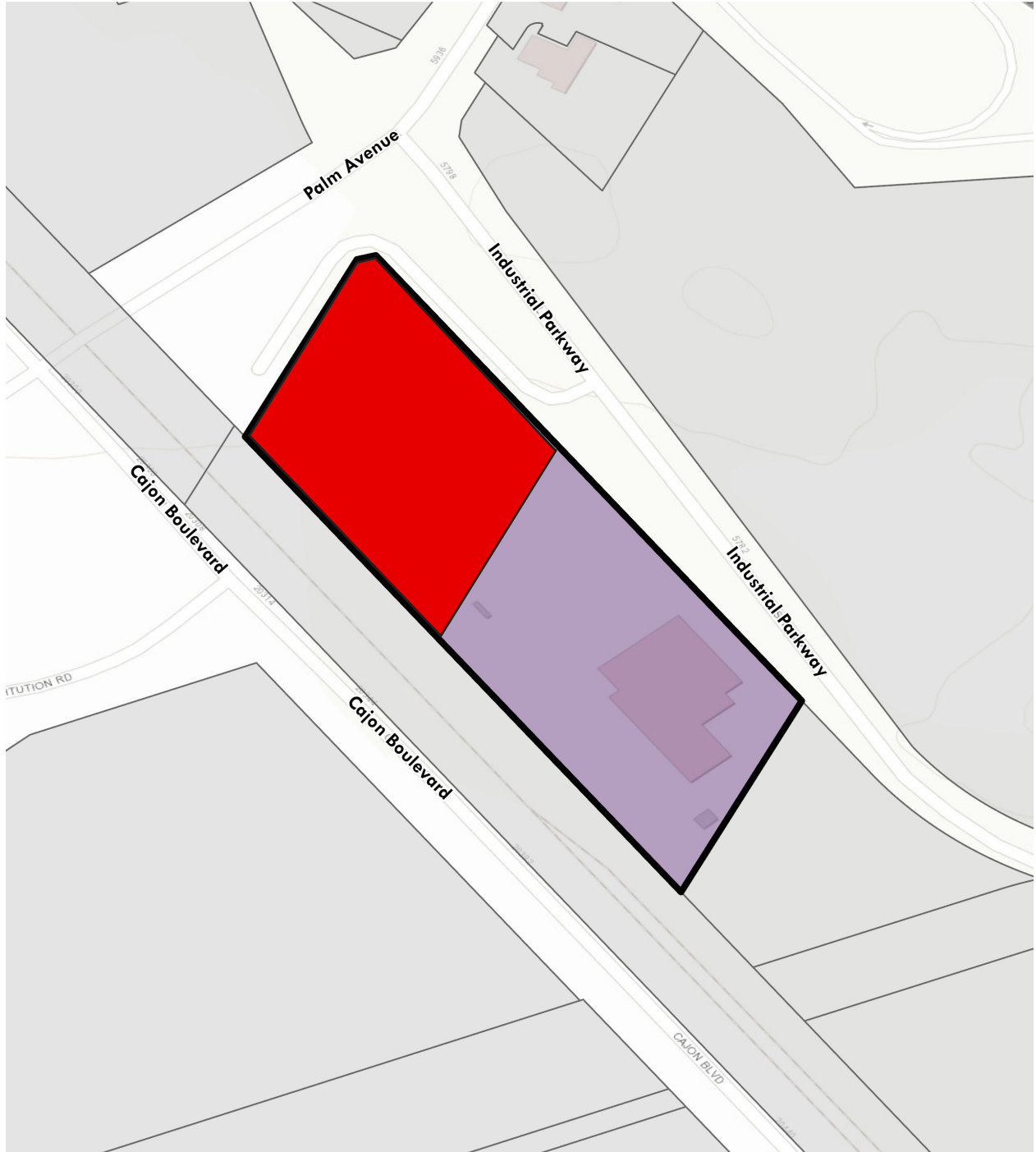


**Eastern views of the western edge of the Project Site from Cajon Boulevard.**




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# UDSP Land Use Designation



## Proposed University District Specific Plan Designation

-  Project Site
-  Industrial Heavy (IH)
-  Commercial General (CG-1)

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## 3 PROJECT DESCRIPTION

### 3.1 Project Overview

Dedeaux Properties (Applicant) is requesting approval from the City of San Bernardino to demolish the existing 34,000 SF industrial building and other site improvements to construct a new 52,160 SF tilt up truck terminal facility. The proposed building would result in a FAR of 0.108. Figure 3-1, *Conceptual Site Plan*, illustrates the proposed site plan.

### 3.2 Project Features

#### **Building Summary and Architecture**

The proposed truck terminal building would be single-story and approximately 36 feet tall, and include a mezzanine, loading docks, and associated vehicle and truck trailer parking spaces. The truck terminal building would include approximately 46,160 SF of warehouse space, 3,000 SF ground floor office, and a 3,000 SF mezzanine.

As shown in Figure 3-2, *Elevations*, the proposed Project would establish an architectural presence through emphasis on building finish materials and consistent material usage and color scheme. The building would also be set back by over 175 feet along Palm Avenue and 144 feet along Industrial Parkway and landscaping would be provided along Industrial Parkway and Palm Avenue in order to screen buildings and loading docks. The use of landscaping, building layout, finish materials, and accenting on the Project site would create a quality architectural presence along Industrial Parkway and Palm Avenue.

#### **Parking and Loading Dock Summary**

Truck loading docks would be located along both the north and south lengths of the building. The building would include 100 loading dock doors and 1 grade door. The Project would also provide 141 trailer stalls located along the property lines abutting Palm Avenue west of the building and the railroad, south of the buildings. The proposed trailer stalls would include 4 electric truck charging stations. Additionally, the Project would provide 52 passenger vehicle parking stalls, 5 handicapped parking spaces, with 16 electric vehicle/clean air/carpool spaces. The proposed Project would include 9 electric vehicle chargers. The Project would also include a bike rack.

#### **Landscaping and Fencing**

A concrete screen wall is proposed on the Project boundaries along Industrial Parkway and Palm Avenue. An 8-foot-high tubular steel fence is proposed around the passenger vehicle parking area. An 8-foot-high chain link fence is proposed along the southern Project boundaries. The proposed Project includes approximately 43,139 SF of ornamental landscaping that would cover approximately 15.1 percent of the site, as shown in Figure 3-3, *Landscape Plan*. Proposed landscaping would include 24-inch box trees, 15-gallon trees, various shrubs, and succulents to screen the proposed building, infiltration/detention basin, and parking and loading areas from off-site viewpoints. As shown in Figure 3-3, no trees would be planted within the SCE easements.

#### **Access and Circulation**

Access to the proposed Project would be provided via two driveways from Industrial Parkway. Internal circulation will be via 40-foot to 65-foot drive aisles. Access to trailer stalls and loading dock areas would be controlled through the use of swinging and sliding gates.

#### **Infrastructure Improvements**

##### *Water and Sewer Improvements*

The Project would connect to the existing onsite water lines that connect to the existing 12-inch diameter water line in Industrial Parkway. The existing onsite sewer system would connect to the existing 8-inch diameter sewer line in Industrial Parkway.

##### *Drainage Improvements*

Underground stormwater chambers are proposed on the southwest corner of the site. Overflow from the underground storm chambers would be discharged into an aboveground overflow basin on the southwestern corner at the property boundary.

#### *Sidewalk Improvements*

The proposed Project would include construction of a sidewalk along the Project's frontage on Industrial Parkway.

### 3.3 General Plan and Zoning

The Project site has a General Plan designation of UDSP and UDSP designation of Industrial Heavy (IH) and Commercial General (CG-1). The proposed Project would require a Development Code Amendment to change the designation of the northern parcel from CG-1 to IH, as shown on Figure 3-4, *Proposed UDSP Land Use*. The IH designation would allow for development of heavy manufacturing industrial development at a FAR of 0.75.

### 3.4 Construction and Phasing

Construction activities would occur over one phase and include demolition, site preparation, grading, building construction, paving, and architectural coatings. Grading work of soils is expected to result in approximately 18,340 cubic yards (CY) of cut and 51,850 CY of fill soils for a net import of 33,510 CY of soil. Construction is expected to occur over 18 months and would occur within the hours allowable by the San Bernardino Code Section 8.54.070, which states that construction shall occur only between the hours of 7:00 AM and 8:00 PM.

### 3.5 Operational Characteristics

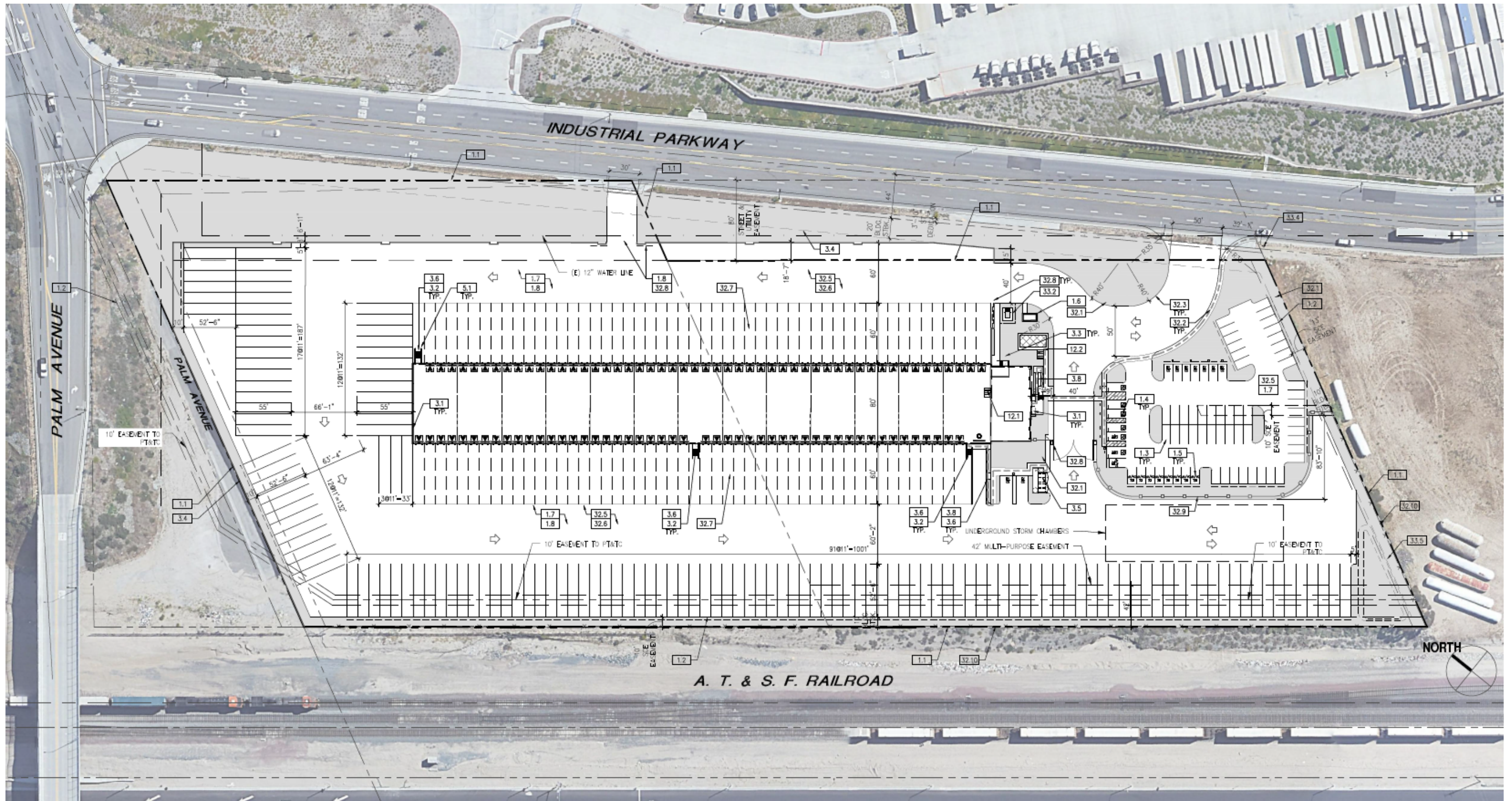
The Project would be operated as a warehouse/truck terminal. Typical operational characteristics include employees traveling to and from the site, delivery of materials and supplies to the site, and truck loading and unloading. Operation is assumed to be 24 hours a day, 7 days a week.

### 3.6 Discretionary Approvals, Permits, and Studies

The following discretionary approval, permits, and studies are anticipated to be necessary for implementation of the proposed Project:

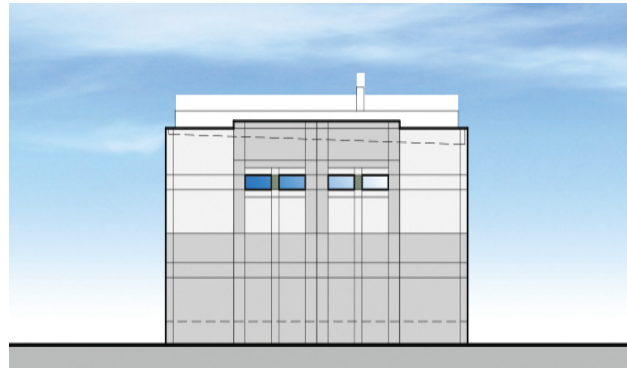
#### **City of San Bernardino**

- Development Code Amendment (DCA21-03) (Zoning Map Amendment)
- Subdivision (SUB21-09) (Tentative Parcel Map No. 20430)
- Development Permit Type-D (DP-D21-15)
- Adoption of this Mitigated Negative Declaration
- Approvals and permits necessary to execute the proposed Project, including but not limited to, demolition permit, grading permit, building permit, etc.



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# Elevations



West Elevation

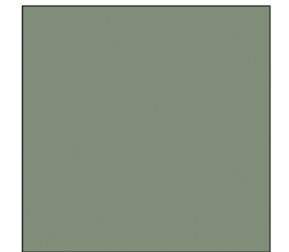
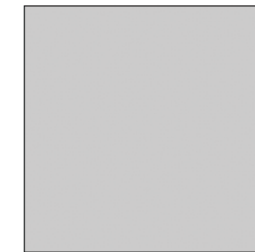
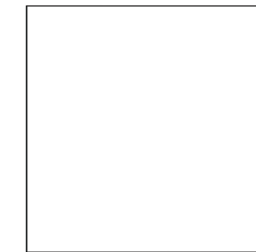


East Elevation



## COLOR SCHEDULE / MATERIALS

G1	GLAZING	MEDIUM PERFORMANCE COLOR: BLUE
M1	CANOPY	ALUMINUM FINISH: CLEAR ANODIZED
M2	MULLIONS	ALUMINUM FINISH: CLEAR ANODIZED
P1	PAINT 1	DUNN EDWARDS "WARM WHITE" DEW380 OR SIMILAR MAIN BUILDING COLOR - WHITE
P2	PAINT 2	DUNN EDWARDS "SILVER POLISH" DE6374 OR SIMILAR BUILDING BASE/OFFICE COLOR - LIGHT GRAY
P3	PAINT 3	DUNN EDWARDS "LOOKING GLASS" DE6376 OR SIMILAR BUILDING FIN COLOR - DARK GRAY
P4	PAINT 4	SHERWIN-WILLIAMS "ROSEMARY" SW6187 OR EQUAL ACCENT COLOR - GREEN
DOORS TO MATCH ADJACENT BUILDING COLOR		



North Elevation

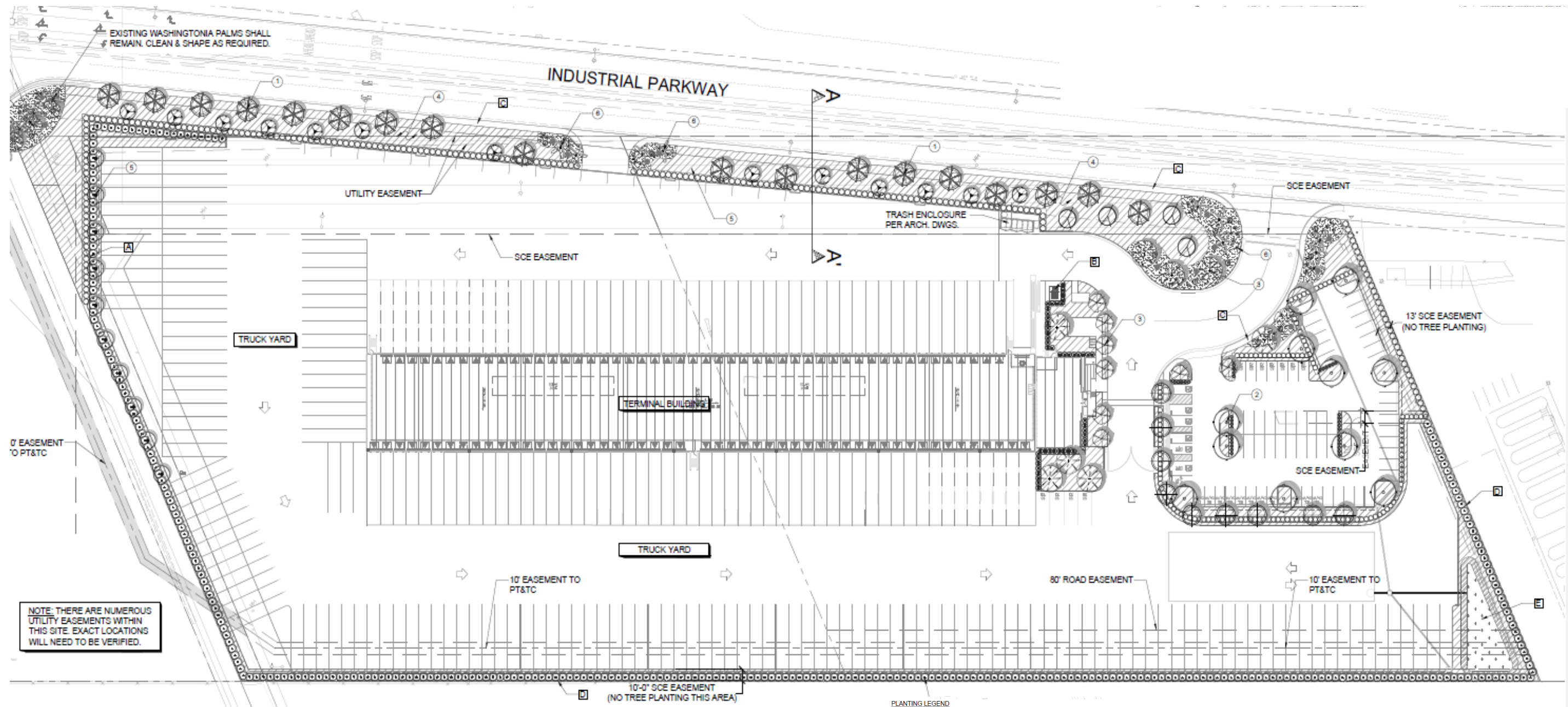


South Elevation

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# Landscape Plan



TREES			
SYMBOL	TREE NAME	QTY.	WUCOLS
⊗	PROPOSED STREET TREE ALONG INDUSTRIAL PARKWAY PLATANUS RACEMOSA, CALIFORNIA SYCAMORE 24" BOX SIZE	18	M
⊗	NEW WASHINGTONIA ROBUSTA, MEXICAN FAN PALM 12 FT. B.T.H. "SKINNED"	11	M
⊗	FLOWERING SPECIMEN TREE CERCOCARYA X DESERT MUSEUM, DESERT MUSEUM 30" BOX SIZE	9	L
⊗	FLOWERING ACCENT TREE LAEKSTRONIA 1, WATERMELON RED, CRAPE MYRTLE 24" BOX SIZE	11	M
⊗	PARKING LOT CANOPY TREE ULMUS PARVIFOLIA TRUE GREEN, EVERGREEN ELM 24" BOX SIZE	11	L
⊗	TYP. DRIVEWAY TREE QUERCUS LEX, HOLLY OAK 24" BOX SIZE	9	L
⊗	EVERGREEN SCREEN TREE PINUS ELADURICA, MONTELL PINE 24" BOX SIZE	4	L
⊗	TYP. BACKDROP STREET TREE SELIERA PARVIFOLIA, AUSTRALIAN WILLOW 24" BOX SIZE	13	M
⊗	PROPERTY LINE TREE TROPICANA CORPATA, BRISBANE BOX 15 GAL. SIZE	10	L

SHRUBS		
SYMBOL	NAME	WUCOLS
⊗	DODONAEA V. PURPUREA, PURPLE HORSESHOE BUSH 5 GAL. SIZE	L
⊗	XYLISMA CONGESTUM, SHINY LEAF XYLISMA 5 GAL. SIZE	L
⊗	WESTRINGIA FRUTICOSA, COAST ROSEMARY 5 GAL. SIZE	L
⊗	LEUCOPHYLLUM F. TEXAS RANGER, TEXAS RANGER 5 GAL. SIZE	L
⊗	LIQUISTRUM TEXANUM, TEXAS PRIVET 5 GAL. SIZE	L
⊗	CALLISTEMON LITTLE JOHN, DWARF BOTTLE BRUSH 5 GAL. SIZE	L

ACCENT SUCULENTS		
SYMBOL	NAME	WUCOLS
⊗	AGAVE BLUE GLOW, BLUE GLOW AGAVE 5 GAL. SIZE	L
⊗	AGAVE MEDIOPICTA ALBA, WHITE STRIPED CENTURY PLANT 5 GAL. SIZE	L
⊗	ALOE STRIATA, CORAL ALOE 5 GAL. SIZE	L

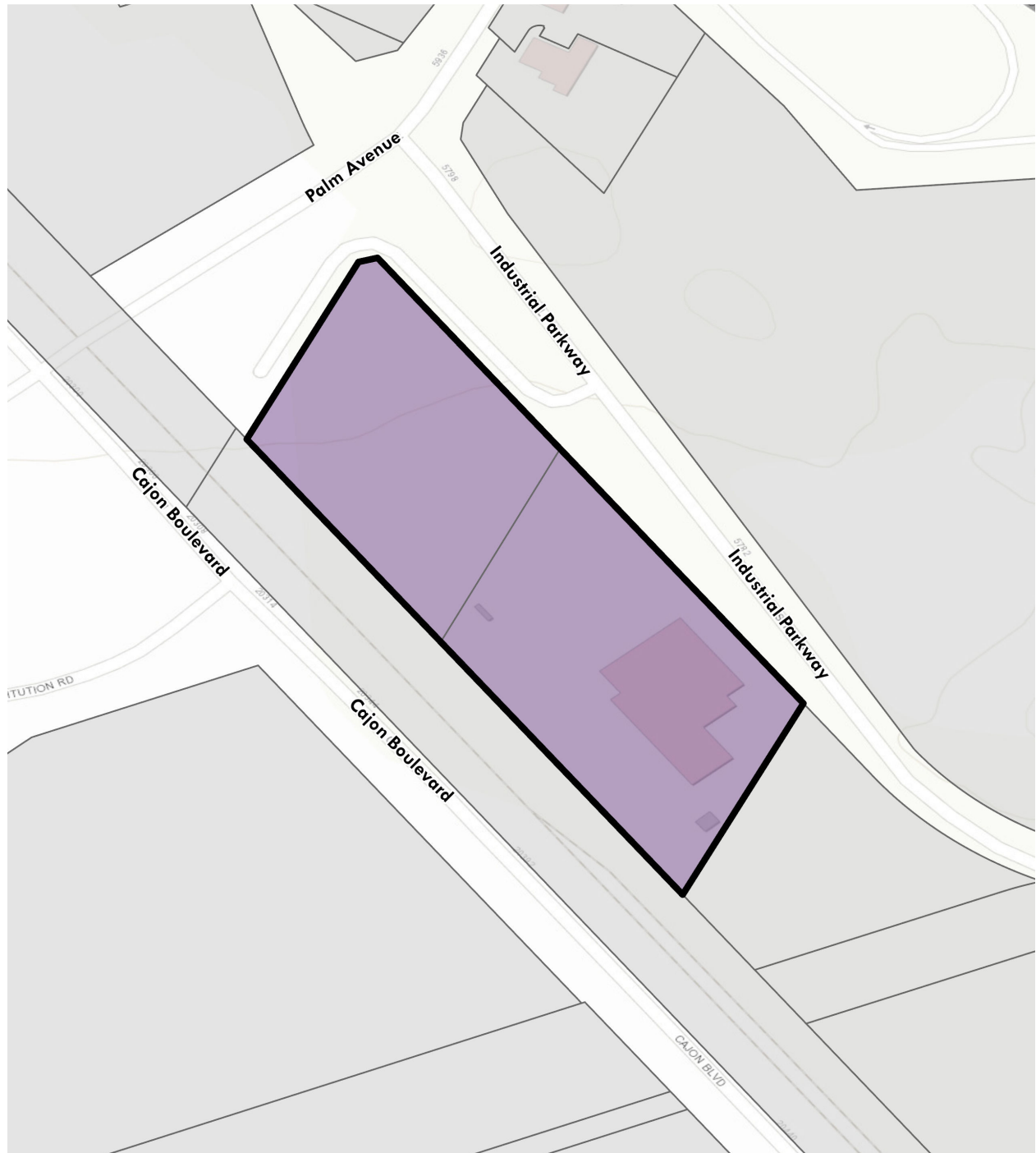
GROUND COVERS		
SYMBOL	NAME	WUCOLS
⊗	ROSMARINUS O. PROSTRATUS, PROSTRATE ROSEMARY 1 GAL. SIZE @ 30" O.C.	L
⊗	LANTANA CAMARA DWARF OOLE, DWARF LANTANA 1 GAL. SIZE @ 30" O.C.	L
⊗	SALVIA GREGGII, AUTUMN SAGE 1 GAL. SIZE @ 30" O.C.	L
⊗	MULLENBERGIA RIENSIS, DEER GRASS 1 GAL. @ 42" O.C.	L
⊗	SALVIA CLEVELANDI, CLEVELAND SAGE 5 GAL. @ 42" O.C.	L

DETENTION BASIN BOTTOM SHALL RECEIVE A HYDROSEED MIX CONSISTING OF THE FOLLOWING:		
•	ACHILLEA MILEFOLIUM	1.0 LBS/ACRE
•	ESCHSCHOLZIA CAERPTOSA	1.0 LBS/ACRE
•	JUNCUS EFFRIGENS	1.0 LBS/ACRE
•	LEYMUS TRITICODESIDIO	4.0 LBS/ACRE
•	BECHAMERIA DEPTIOSA	4.0 LBS/ACRE
•	FESTUCA RUPESTRIS	10.0 LBS/ACRE
•	HORDEUM BRACHYANTHERUM	10.0 LBS/ACRE
•	MULLENBERGIA RIENSIS	10.0 LBS/ACRE
•	MULLENBERGIA MICROPERMA	10.0 LBS/ACRE
•	HORDEUM DEPRESSUM	10.0 LBS/ACRE



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# Proposed UDSP Land Use Designation



0 125 250 500 Feet

## Proposed University District Specific Plan Designation

-  Project Site
-  Industrial Heavy (IH)

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## ENVIRONMENTAL CHECKLIST

## 3.7 BACKGROUND

<b>Date:</b> March 2022
<b>Project Title:</b> Industrial Parkway Project
<b>Lead Agency:</b> City of San Bernardino, 290 N D Street San Bernardino, CA 92401
<b>Lead Agency Contact:</b> Harald Luna City of San Bernardino, Planning Division Luna_Ha@sbcity.org (909) 384-5357
<b>Project Location:</b> 11.07-acre site comprised of two parcels (with Assessor's Parcel Numbers (0266-041-40 and 0266-041-22) at the southwest corner of the Palm Avenue and the Industrial Parkway intersection.
<b>Project Sponsor's Name and Address:</b> DEDEAUX PROPERTIES 1299 Ocean Ave., 9th Floor Santa Monica, CA 90401
<b>General Plan and Zoning Designation:</b> The Project site has a General Plan Land Use designation of University District Specific Plan (UDSP). Within the UDSP, the Project is partially designated as Commercial General (CG-1), and partially designated as Industrial Heavy (IH).
<b>Project Description:</b> The applicant for the proposed Project is requesting approval from the City of San Bernardino to demolish the existing industrial building and other site improvements to construct a new 52,160 SF tilt up truck terminal facility. The proposed building would result in an FAR of 0.108. Figure 3-1, <i>Conceptual Site Plan</i> , illustrates the proposed site plan.
<b>Other Public Agencies Whose Approval is Required:</b> Not Applicable

### 3.8 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below (☒) would be potentially affected by this Project, involving at least one impact that is a “Potentially Significant Impact” or “Less than Significant with Mitigation Incorporated” as indicated by the checklist on the following pages.

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forest Resources	<input type="checkbox"/>	Air Quality
<input checked="" type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Energy
<input type="checkbox"/>	Geology/Soils	<input type="checkbox"/>	Greenhouse Gas Emissions	<input checked="" type="checkbox"/>	Hazards and Hazardous Materials
<input type="checkbox"/>	Hydrology/Water Quality	<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources
<input type="checkbox"/>	Noise	<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services
<input type="checkbox"/>	Recreation	<input type="checkbox"/>	Transportation	<input checked="" type="checkbox"/>	Tribal Cultural Resources
<input type="checkbox"/>	Utilities/Service Systems	<input type="checkbox"/>	Wildfire	<input checked="" type="checkbox"/>	Mandatory Findings of Significance

**3.9 DETERMINATION:**

(To be completed by the Lead Agency) on the basis of this initial evaluation

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	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.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	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.
<input type="checkbox"/>	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.

Signature

Date

Printed Name

For

**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 will 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 may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Potentially Significant Unless Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analysis,” as described in (5) below, may be cross-referenced).
  - 5) Earlier analysis 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 Analysis 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.
    - (c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
  - 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
  - 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
  - 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
  - 9) The analysis of each issue should identify: (a) the significance criteria or threshold used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance.



## 5 ENVIRONMENTAL ANALYSIS

This section provides evidence to substantiate the conclusions in the environmental checklist.

	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>5.1 AESTHETICS.</b> Except as provided in Public Resources Code Section 21099 would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

**Less Than Significant Impact.** The Project site is currently partially developed with an existing 34,000 SF, single-story industrial building. The proposed Project would demolish the existing building to develop a new single-story, 36-foot-tall tilt up truck terminal facility. As per the San Bernardino City Municipal Code Section 19.20.030, there is no maximum allowable building height for Industrial Heavy (IH) structures. Additionally, the San Bernardino City General Plan does not designate any scenic vistas or protected viewsheds.

The new 36-foot-high truck terminal building would be set back from the adjacent streets and would not encroach into the existing public long-distance views. Views of the surrounding foothills of the San Bernardino Mountains are available from public vantage points on Palm Avenue and Industrial Parkway. The proposed Project includes setbacks of over 175 feet along Palm Avenue and 144 feet along Industrial Parkway, which is 165 feet more than the 10-foot minimum required building setback along Palm Avenue and 124 feet more than the 20-foot minimum required building setback along Industrial Parkway. The Project does not encroach upon views of the neighboring mountains from pedestrian and motorists along Palm Avenue or Industrial Parkway.

As the Project would not impact any scenic vistas or protected viewsheds, and the Project is consistent with surrounding uses and City development standards, impacts would be less than significant.

**b) Substantially damage scenic resources, including, trees, rock outcroppings, and historic buildings within a state scenic highway?**

**No Impact.** The Project site is currently partially developed with an existing single-story industrial building. The proposed Project would demolish the existing facility to develop a 36-foot-tall single-story tilt up truck terminal facility. The Project site is not near to, nor visible from, any state scenic highways. The closest Officially Designated State Scenic Highway is State Route 38, approximately 32 miles from the Project site. The closest Eligible State Scenic Highways are State Route 138, located approximately 5 miles from the Project site, and State Route 18, located approximately 5 miles from the Project site. The closest County designated scenic highway is also Route 18, at the same point of designation. The Project site is not visible from State Routes 18, 38, or 138. Therefore, due to the distance of the Project site from either a designated or eligible State or County scenic highway, the proposed Project would not have a substantial effect upon a scenic highway corridor within which it is located and there would be no impacts.

**c) Substantially degrade the existing visual character or quality of the site and its surroundings?**

**Less Than Significant Impact.**

The following regulatory standards are applicable to development of the Project site and would ensure the preservation of visual character and quality through architecture, landscaping, and site planning.

**City of San Bernardino Municipal Code**

The following provisions from the Municipal Code are intended to minimize adverse aesthetic impacts associated with new development projects and are relevant to the proposed Project, as demonstrated below in Table AES-1.

**Table AES-1: Industrial Heavy Development Standards**

<b>Industrial Heavy (IH) Development Standards</b>	<b>Project Consistency</b>
Minimum Net Lot Area	40,000 SF / 483,152 SF
Maximum Structure Size/Floor Area Ration (FAR)	0.75 FAR / 0.108 FAR
Maximum Lot Coverage	75% / 10.2%
Maximum Structure Height	None / 36 feet
Minimum Front Yard Setback	20 feet / 144 feet
Minimum Rear Yard Setback	10 feet / 181 feet
Minimum Street Side Yard Setback	10 feet / 175 feet
Parking	71 spaces / 73 spaces

As shown above in Table AES-1, proposed Project would be consistent with the regulations regarding aesthetics and scenic quality. As discussed previously within this section, with approval of a Development Code Amendment, the Project would be consistent with existing land uses on the Project site. The proposed Project would develop a 36-foot-tall single-story tilt up truck terminal facility, which would replace a similarly sized single-story industrial building that currently exists on site.

In addition, landscaping would be located in the 20-foot-wide landscape setback space between Industrial Parkway and the parking areas and the 10-foot-wide landscape setback between the Palm Avenue right-of-way and the parking lot, as shown in Figure 3-3, *Landscape Plan*, which would minimize the visual scale of the structure. The proposed Project would install landscaping in the vehicle parking area and front entrance. Areas adjacent to the building’s eastern frontage would be landscaped with trees and a variety of shrubs and ground covers. Landscaping will be provided along the eastern and southern property lines but would be limited to 5-gallon shrubs because trees are not allowed within the SCE easement due to potential interference with powerlines. The layering of landscaping consisting of 24-inch box trees, 36-inch box trees, layer shrubs, and accent succulents would provide visual depth and distance between the roadways and proposed structure. As a result, the Project would not result in the creation of an aesthetically offensive site open to public view. Therefore, while the proposed Project would change the visual character of the site, it would not substantially degrade the existing visual character or quality of its surroundings. As the proposed

Project is consistent with the existing visual character and quality of the site and its surroundings, and is consistent with development standards for the designations, the impact would be less than significant.

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

**Less Than Significant.** The Project is proposing to demolish the existing single-story industrial building and develop the site with an approximately 52,160 SF single-story truck terminal facility, which would result in an FAR of 0.108. The Project would be located in a primarily developed area alongside other industrial developments. Implementation of existing regulatory requirements per the City's Municipal Code Section 19.20.030 (General Standards – Glare; General Standards – Lighting), would be incorporated into development of the Project. As per the code, no glare incidental to any use shall be visible beyond any boundary line of the parcel. Per Section 19.20.030, exterior lighting is required to be shielded or recessed so that direct glare and reflections are contained within the boundaries of the Project site.

The proposed building materials do not consist of highly reflective materials, lights would be shielded consistent with Municipal Code requirements, and the proposed landscaping along Project boundaries would screen sources of light and reduce the potential for glare. The proposed Project would create limited new sources of light or glare from security and site lighting but would not adversely affect day or nighttime views in the area given the similarity of the existing lighting in the surrounding urbanizing environment. With implementation of the regulatory requirements per Municipal Code Section 19.20.030, included as PPP AES-1, impacts related to light and glare would be less than significant.

**Plans, Programs, or Policies (PPPs)**

**PPP AES-1: Outdoor Lighting.** All outdoor luminaires installed shall be appropriately located and adequately shielded and directed such that no direct light falls outside the parcel of origin, or onto the public right-of-way. In addition, outdoor luminaires shall not blink, flash, or rotate and shall be shown on electrical plans submitted to the Department of Building and Safety for plan check approval and shall comply with the requirements of Municipal Code Section 19.20.030.

**Mitigation Measures**

None.

	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**5.2 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?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

**a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, 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 currently partially developed with an existing single-story industrial building. The proposed Project would demolish the existing building to develop a new single-story, 36-foot-tall tilt up truck terminal facility. There are currently no agricultural activities within or adjacent to the Project site. The Project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the California Department of Conservation. The Project site is currently designated as Industrial Heavy (IH) and Commercial General (CG-1) by the UDSP. In addition, the Project site is identified as “Other Land” by the California Department of Conservation’s California Important Farmland Finder (FMMP, 2021). There would be no impacts related to the conversion of Farmland from the proposed Project.

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

**No Impact.** The Project site is designated as Industrial Heavy (IH) and Commercial General (CG-1) by the UDSP. With approval of the Development Code Amendment to designate the entire site as Industrial Heavy, the proposed Project would be consistent with the UDSP designation for the site. The Project site is not designated or zoned for agricultural use, used for agriculture, or subject to a Williamson Act contract. In addition, the Project site is identified as “Other Land” by the California Department of Conservation’s California Important Farmland Finder (FMMP, 2021). Therefore, redevelopment of the site for industrial uses would not have an impact on agricultural zoning or a Williamson Act contract, and no impact would occur.

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

**No Impact.** The Project site is partially developed and located in an industrial area of the city. There are no forest lands or resources on or in proximity to the Project site. Additionally, the Project site is not designated or zoned for forest or timber land or used for foresting. As such, development of the proposed Project would not have an impact on forest land or resources.

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

**No Impact.** The Project site is partially developed and located in an industrial area of the city. There are no forest lands or resources on or in proximity to the Project site. Therefore, development of the proposed Project would not cause loss of forest land or convert forest land to non-forest use. No impact would occur to forest land or timberlands.

**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?**

**Less Than Significant Impact.** The proposed Project includes the demolition of the existing industrial building and the construction of a new industrial building consistent with the land use designation and zoning of the Project site.

As previously discussed within this section, development of the Project would not convert farmland or forest land. In addition, the Project site is identified as “Other Land” by the California Department of Conservation’s California Important Farmland Finder. Based on the site location and its urban nature, the proposed Project would not cause conversion of farmland or forest land as the proposed Project would be developed consistent with the intended designated uses. Impacts would be less than significant.

**Plans, Programs, or Policies (PPPs)**

None.

**Mitigation Measures**

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>5.3 AIR QUALITY.</b> 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

**Less Than Significant Impact.** The Project site is located in the South Coast Air Basin (SCAB) and is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD and the Southern California Association of Governments (SCAG) are responsible for preparing the Air Quality Management Plan (AQMP), which addresses federal and state Clean Air Act (CAA) requirements. The AQMP details goals, policies, and programs for improving air quality in the SCAB. In preparation of the AQMP, SCAQMD and SCAG uses regional growth projections to forecast, inventory, and allocate regional emissions from land use and development-related sources. For purposes of analyzing consistency with the AQMP, if a proposed project would result in growth that is substantially greater than what was anticipated, then the proposed project would conflict with the AQMP. On the other hand, if a project’s density is within the anticipated growth of a jurisdiction, its emissions would be consistent with the assumptions in the AQMP, and the project would not conflict with SCAQMD’s attainment plans. In addition, the SCAQMD considers a project consistent with the AQMP if the project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation.

Furthermore, the SCAB is in a non-attainment status for federal ozone standards, and state and federal particulate matter standards. The SCAB has a maintenance status for federal PM<sub>10</sub> standards. Any development in the SCAB, including the proposed Project, could cumulatively contribute to these pollutant violations. Should construction or operation of the proposed Project exceed these thresholds, a significant impact could occur; however, if estimated emissions are less than the thresholds, impacts would be considered less than significant.

The proposed Project applicant would develop the site with a truck terminal. The Project site has a General Plan Land Use designation of UDSP. Within the UDSP, the designations are Commercial General (CG-1) for the northern parcel and Industrial Heavy (IH) for the southern parcel. The Industrial Heavy parcel is currently occupied by an approximately 34,000 SF pallet manufacturer, and the Commercial General parcel is currently vacant. The Project would develop the 11.07-acre site with a 52,160 SF truck terminal, replacing the existing pallet manufacturer, and changing the Commercial General land use designation to Industrial Heavy. The proposed Project would result in a net square footage increase of 18,160 SF. The potential development that could occur on the vacant Commercial General parcel would be up to 85,813 SF based on the maximum allowed 0.5 Floor Area Ratio, significantly higher than the net increase in square footage and the Project square footage as a whole. Thus, implementation of the project would not exceed the growth assumptions for the Project site. As a result, the proposed Project would be consistent with Consistency Criterion No. 1.

As discussed below, the emissions generated by the construction and operation of the proposed Project would not exceed thresholds, and the Project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation. As such, the proposed Project would be consistent with Consistency Criterion No. 2. Therefore, impacts related to conflict with the AQMP from the proposed Project would be less than significant.

**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.** The SCAB is in non-attainment status for federal ozone standards, and state and federal particulate matter standards. The SCAB is designated as a maintenance area for federal PM<sub>10</sub> standards. Any development in the SCAB, including the proposed Project could cumulatively contribute to these pollutant violations. Evaluation of the cumulative air quality impacts of the proposed Project has been completed pursuant to SCAQMD’s cumulative air quality impact methodology. SCAQMD states that if an individual project results in air emissions of criteria pollutants (ROG, CO, NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>) that exceed the SCAQMD’s recommended daily thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of the criteria pollutant(s) for which the Project region is in non-attainment under an applicable federal or state ambient air quality standard. SCAQMD has established daily mass thresholds for regional pollutant emissions, which are shown in Table AQ-1.

**Table AQ-1: SCAQMD Regional Daily Emissions Thresholds**

Pollutant	Construction (lbs/day)	Operations (lbs/day)
NO <sub>x</sub>	100	55
ROG	75	55
PM <sub>10</sub>	150	150
PM <sub>2.5</sub>	55	55
SO <sub>x</sub>	150	150
CO	550	550
Lead	3	3

Source: Air Quality, Energy, Greenhouse Gas Impact Analysis (Appendix A)

**Construction**

Construction activities associated with the proposed Project would generate pollutant emissions from the following: (1) demolition, (2) site preparation, (3) grading, (4) building construction, (5) paving, and (6) architectural coating. The amount of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring.

It is mandatory for all construction projects to comply with several SCAQMD Rules, including Rule 403 for controlling fugitive dust, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions from construction activities. Rule 403 requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes,



applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project site, covering all trucks hauling soil with a fabric cover and maintaining a freeboard height of 12-inches, and maintaining effective cover over exposed areas.

Compliance with Rule 403, included as PPP AQ-2, was accounted for in the construction emissions modeling. In addition, implementation of SCAQMD Rule 1113, included as PPP AQ-3, which governs the VOC content in architectural coating, paint, thinners, and solvents was accounted for in construction emissions modeling. As shown in Table AQ-2, the California Emissions Estimator Model (CalEEMod) results indicate that construction emissions generated by the proposed Project would not exceed SCAQMD regional thresholds. Therefore, construction activities would result in a less than significant.

**Table AQ-2: Project Construction Emissions and Regional Thresholds**

Construction Activity	Maximum Daily Regional Emissions (pounds/day)					
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM10	PM2.5
<b>2022</b>						
Demolition	2.8	30.3	22.3	0.1	4.7	1.8
Site Prep	3.2	33.1	17.4	0.0	9.5	5.5
Grading	4.2	58.9	34.8	0.1	8.1	3.9
Building Construction	2.8	21.0	27.0	0.1	3.7	1.6
Maximum Daily Emissions	4.2	58.9	34.8	0.1	9.5	5.5
<b>2023</b>						
Building Construction	2.6	18.9	24.8	0.1	3.5	1.5
Paving	2.3	10.2	15.1	0.0	0.7	0.5
Architectural Coating	15.2	1.8	3.9	0.0	0.5	0.2
Maximum Daily Emissions	15.2	18.9	24.8	0.1	3.5	1.5
<b>Maximum Daily Emission 2022-2023</b>	<b>15.2</b>	<b>58.9</b>	<b>34.8</b>	<b>0.1</b>	<b>9.5</b>	<b>5.5</b>
SCAQMD Significance Thresholds	75	100	550	150	150	55
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Air Quality, Energy, Greenhouse Gas Impact Analysis (Appendix A)

**Operation**

Implementation of the proposed Project would result in long-term regional emissions of criteria air pollutants and ozone precursors associated with area sources, such as natural gas consumption, landscaping, applications of architectural coatings, and consumer products. Operation of the proposed Project would include emissions from vehicles traveling to the Project site and from vehicles in the parking lots and loading areas. Area source emissions would occur from operation of the truck terminal building.

Operational emissions associated with the proposed Project were modeled using CalEEMod Version 2020.4.0 land use emission model and compared to the existing emissions associated with the onsite, operational pallet manufacturer. Net emissions associated with operation of the proposed Project are presented in Table AQ-3. As shown, the proposed Project would result in long-term regional emissions of criteria pollutants, however, these emissions would be below the SCAQMD’s applicable thresholds. Therefore,

the Project's operational emissions would not exceed the NAAQS and CAAQS, would not result in a cumulatively considerable net increase of any criteria pollutant, and impacts would be less than significant.

**Table AQ-3: Project Operational Emissions and Regional Thresholds**

Operational Activity	Maximum Daily Regional Emissions (pounds/day)					
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area	1.3	0.0	0.0	0.0	0.0	0.0
Energy	0.0	0.5	0.4	0.0	0.0	0.0
Auto Mobile	0.2	0.2	3.5	0.0	0.3	0.3
Truck Mobile	0.5	23.8	6.1	0.1	5.3	1.6
Total Project Operational Emissions	2.0	24.5	10.0	0.1	5.6	1.9
Existing Operational Emissions	1.4	10.1	7.2	0.1	2.7	0.9
<b>Net Project Operational Emissions</b>	<b>0.6</b>	<b>14.4</b>	<b>2.8</b>	<b>0.0</b>	<b>2.9</b>	<b>1</b>
SCAQMD Significance Thresholds	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Air Quality, Energy, Greenhouse Gas Impact Analysis (Appendix A)

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

**Less than Significant.** The SCAQMD's *Final Localized Significance Threshold Methodology* (SCAQMD 2008) recommends the evaluation of localized NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> construction-related impacts to sensitive receptors in the immediate vicinity of the Project site. Such an evaluation is referred to as a localized significance threshold (LST) analysis. According to the SCAQMD's *Final Localized Significance Threshold Methodology*, "off-site mobile emissions from the Project should not be included in the emissions compared to the LSTs" (SCAQMD 2008). SCAQMD has developed LSTs that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> pollutants for each of the 38 source receptor areas (SRAs) in the Basin. The City of San Bernardino is located within SRA 34 (Central San Bernardino Valley).

Sensitive receptors can include residences, schools, playgrounds, childcare centers, athletic facilities. The nearest sensitive receptors are residences across Interstate 215 to the north and east and residences along Kendall Drive to the northeast. The closest residence is approximately 505 meters north of the Project boundary. As the existing residences are located further than 500 meters from the Project site, the 500-meter receptor distance is used for evaluation of localized impacts.

**Construction**

Construction of the proposed Project may expose nearby residential sensitive receptors to airborne particulates as well as a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). However, construction contractors would be required to implement measures to reduce or eliminate emissions by following SCAQMD's standard construction practices Rule 402 requires

implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site. Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. As shown in Table AQ-4, Project construction-source emissions would not exceed SCAQMD LSTs and impacts would be less than significant.

**Table AQ-4: Localized Significance Summary of Construction Emissions**

Construction Activity	Maximum Daily Regional Emissions (pounds/day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>2022</b>				
Demolition	25.7	20.6	3.9	1.6
Site Preparation	33.1	19.7	9.3	5.4
Grading	38.8	29.0	5.3	2.9
Building Construction	16.8	17.4	0.9	0.8
Maximum Daily Emissions	38.8	29.0	9.3	5.4
<b>2023</b>				
Building Construction	15.4	17.3	0.7	0.7
Paving	10.2	14.6	0.5	0.5
Architectural Coating	1.7	2.4	0.1	0.1
Maximum Daily Emissions	15.4	17.3	0.7	0.7
<b>Maximum Daily Emission 2022-2023</b>	<b>38.8</b>	<b>29.0</b>	<b>9.3</b>	<b>5.4</b>
SCAQMD Significance Thresholds	715.3	24,762.7	213.0	109.3
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Air Quality, Energy, Greenhouse Gas Impact Analysis (Appendix A)

**Operation**

Operation of the proposed Project would include emissions from vehicles traveling to the Project site and from vehicles in the parking lots and loading areas. Area source emissions would occur from operation of the truck terminal. As demonstrated in Table AQ-5, emissions would not exceed SCAQMD LSTs for operations, and impacts would be less than significant.

**Table AQ-5: Localized Significance Summary of Operation Emissions**

Operational Activity	Maximum Daily Regional Emissions (pounds/day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Area	0.0	0.0	0.0	0.0
Energy	0.5	0.4	0.0	0.0
Auto Mobile	0.1	0.7	0.0	0.0
Truck Mobile	2.4	1.9	0.1	0.1
<b>Total Project Operational Emissions</b>	<b>3.0</b>	<b>3.0</b>	<b>0.1</b>	<b>0.1</b>
SCAQMD Significance Thresholds	778	27,680	55	29
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Air Quality, Energy, Greenhouse Gas Impact Analysis (Appendix A)

**Diesel Mobile Source Health Risk Analysis.** A Health Risk Assessment (HRA), included as Appendix B, was prepared to evaluate the health risk impacts as a result of exposure to diesel particulate matter (DPM) as a result of heavy-duty diesel trucks entering and leaving the site during operation of the proposed industrial uses. DPM has been identified by the California Air Resources Board (ARB) as a carcinogenic substance

responsible for nearly 70 percent of the airborne cancer risk in California. The estimated health risk impacts were compared to the health risk significance thresholds recommended by the SCAQMD for use in CEQA assessments. The City of San Bernardino has not adopted a numerical significance threshold for cancer risk or non-cancer hazards. Therefore, the significance thresholds recommended by the SCAQMD were utilized for this analysis. The relevant significance thresholds are provided below:

- Cancer Risk: ten (10) persons per million population as the maximum acceptable incremental cancer risk due to exposure to toxic air contaminants (TAC)
- Non-cancer Hazard Index: 1.0

To evaluate DPM emissions, vehicles were assumed to enter/depart the Project at the southern driveway on Industrial Parkway. The truck route scenario analyzed was trucks heading north on Industrial Parkway with 5 percent continuing straight along Industrial Parkway and 95 percent turning right on Palm Avenue. Sixty percent of trucks would travel southeast on I-215 and thirty-five percent would travel northwest on I-215. The nearest sensitive receptors are existing residences located approximately 505 meters north of the Project site. In addition, the nearest worker receptors are located at the industrial building adjacent to the east boundary of the Project site.

Table AQ-6 provides a summary of the HRA modeling of cancer risks and chronic non-cancer hazards resulting from the Project's operational DPM emissions along with the SCAQMD health risk significance. As shown, the estimated cancer risk for a sensitive receptor from 30 years of exposure is 0.1 in one million and from 70 years of exposure is 0.12 in one million. The estimated cancer risk for the maximum impacted worker receptor is 0.34 in one million. These levels are less than the 10 in one million significance threshold. Also, the estimated non-cancer hazard index is less than the significance threshold. Therefore, operation of the Project would result in less than significant impacts.

**Table AQ-6: Summary of Proposed Project Health Risk Assessment**

Location	Cancer Risk (per million)		Exceeds Significance Threshold?
	Maximum Lifetime Proposed Project Risk	Significance Threshold	
Maximum Impacted Sensitive Receptor – Infant to Adult (30 years)	0.1	10	No
Maximum Impacted Sensitive Receptor – Child	0.06	10	No
Maximum Impacted Sensitive Receptor – Adult	0.02	10	No
Maximum Impacted Sensitive Receptor – 70 Years	0.12	10	No
Maximum Impacted Worker Receptor	0.34	10	No
Location	Non-Cancer Risk		Exceeds Significance Threshold?
	Maximum Lifetime Proposed Project Risk	Significance Threshold	
Maximum Impacted Sensitive Receptor – Infant to Adult (30 years)	<0.001	1.0	No

Maximum Impacted Sensitive Receptor – Child	<0.001	1.0	No
Maximum Impacted Sensitive Receptor – Adult	<0.001	1.0	No
Maximum Impacted Sensitive Receptor – 70 Years	<0.001	1.0	No
Maximum Impacted Worker Receptor	0.001	1.0	No

Source: Health Risk Assessment, 2021 (Appendix B)

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

**Less than Significant.** The proposed Project would not generate other emissions, not described previously. The Project site does not contain land uses typically associated with emitting objectionable odors. According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor issues include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting activities, refineries, landfills, dairies, and fiberglass molding operations. The proposed Project would develop and operate a truck terminal, which would not involve the types of uses that lead to 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 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 construction; no impact would occur.

It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the County’s solid waste regulations. The proposed project would also be required to comply with SCAQMD Rule 402 (included as PPP AQ-1) to prevent occurrences of public nuisance odors. Therefore, other emissions (such as those leading to odors) that could adversely affect a substantial number of people would not occur from the proposed Project.

**Plans, Programs, or Policies (PPPs)**

**PPP AQ-1: Rule 402.** The Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 402. The Project shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

**PPP AQ-2: Rule 403.** The Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 403, which includes the following:

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.
- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project are watered, with complete coverage of disturbed areas, at least 3 times daily during dry weather; preferably in the mid-morning, afternoon, and after work is done for the day.

- The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour or less.

**PPP AQ-3: Rule 1113.** The Project is required to comply with the provisions of South Coast Air Quality Management District Rule (SCAQMD) Rule 1113. Only “Low-Volatile Organic Compounds” paints (no more than 50 gram/liter of VOC) and/or High Pressure Low Volume (HPLV) applications shall be used.

**Mitigation Measures**

None.

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

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

**Less Than Significant with Mitigation Incorporated.** A Biological Assessment was prepared by Hernandez Environmental Services for the proposed Project, which included a field survey conducted on July 7, 2021 (Appendix C to this IS/MND). The Biological Assessment describes that the Project site contains two habitats, disturbed developed and ruderal. According to the California Natural Diversity Database (CNDDDB), a total of 59 sensitive species of plants and 66 sensitive species of animals have the potential to occur on or within the vicinity of the Project area. These include those species listed or candidates for listing by the U.S. Fish

and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW) and California Native Plant Society (CNPS). All habitats with the potential to be used by sensitive species were evaluated during the field survey for their presence or potential presence.

#### *Sensitive Plant Species*

Based on the CNDDDB, a total of 13 plant species are listed as state and/or federal Threatened, Endangered, or Candidate species; are 1B.1 listed plants on the CNPS Rare Plant Inventory; or have been found to have potential to exist within the Project region. Table Bio-1 shows survey results for listed and potential plant species and demonstrates that no sensitive plant species are present at the Project site.

**Table Bio-1: Potentially Occurring Plant Species**

<b>Species Name</b>	<b>Presence</b>
Marsh sandwort	Not Present
Horn's milk-vetch	Not Present
Nevin's barberry	Not Present
Thread-leaved brodiaea	Not Present
Smooth tarplant	Not Present
Salt marsh bird's-beak	Not Present
Parry's spineflower	Not Present
Mojave tarplant	Not Present
Slender-horned spineflower	Not Present
Santa Ana River woollystar	Not Present
Parish's daisy	Not Present
Mesa horkelia	Not Present
Gambel's water cress	Not Present

#### *Sensitive Animal Species*

Based on the CNDDDB, a total of 20 animal species that are listed as state or federally Threatened, Endangered, or Candidate have the potential to occur within the Project region. However, Table Bio-2 shows survey results for listed and potential animal species, which demonstrates that no sensitive species are present at the Project site.

**Table Bio-2: Potentially Occurring Animal Species**

<b>Animal Species</b>	<b>Presence</b>
Tricolored Blackbird	Not Present
Burrowing Owl	Not present
Arroyo Toad	Not Present
California glossy snake	Not Present
Coastal whiptail	Not Present
Crotch bumble bee	Not Present
Swainson's hawk	Not Present
Santa Ana sucker	Not Present
Southern rubber boa	Not Present
Western yellow-billed cuckoo	Not Present
San Bernardino kangaroo rat	Not Present
Stephen's kangaroo rat	Not Present
Southwestern willow flycatcher	Not Present
Quino checkerspot butterfly	Not Present
Bald eagle	Not present
California black rail	Not present



Steelhead-southern California DPS	Not Present
Coastal California gnatcatcher	Not Present
California red-legged frog	Not Present
Southern mountain yellow-legged frog	Not Present
Delhi Sands flower-loving fly	Not Present
Mohave Tui Chub	Not present
Least Bell's vireo	Not present

The Biological Assessment determined that the Project site does not provide suitable habitat for any special-status plant or wildlife species due to the disturbed nature of the site.

The existing ornamental landscaping trees on the site have the potential to provide habitat for nesting migratory birds. Many of these trees would be removed during construction. Therefore, the proposed Project has the potential to impact active bird nests if vegetation and trees are removed during the nesting season. Nesting birds are protected under the federal Migratory Bird Treaty Act (MBTA) (United States Code Title 33, Section 703 et seq.; see also Code of Federal Regulations Title 50, Part 10) and Section 3503 of the California Fish and Game Code. Any activities that occur during the nesting/breeding season of birds protected by the MBTA could result in a potentially significant impact if requirements of the MBTA are not followed. However, implementation of mitigation measure Mitigation Measure Bio-1 would ensure MBTA compliance and would require a nesting bird survey to be conducted prior to the commencement of construction during nesting season, which would reduce potential impacts related to nesting avian species and native wildlife nursery sites to a less than significant level.

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

**No Impact.** Riparian habitats are those occurring along the banks of rivers and streams. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies, known to provide habitat for sensitive animal or plant species, or known to be important wildlife corridors.

As described in the Biological Assessment (Appendix C to this IS/MND), the Project site does not contain any drainage, riparian, or riverine features. In addition, there are no sensitive natural communities on site. The Project site is not located within any designated critical habitat areas. Therefore, no impacts related to riparian habitat or other sensitive natural communities identified in local or regional plans would result from proposed Project implementation, and no mitigation is required.

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

**No Impact.** As discussed in the Biological Assessment (Appendix C to this IS/MND), the Project site does not include any wetlands or vernal pools. In addition, there are no CDFW, United States Army Corps of Engineers (USACE), or Regional Water Quality Control Board (RWQCB) jurisdictional waters within the Project site boundaries. Therefore, the Project would not impact federally protected wetlands and no impacts would occur.

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

**Less Than Significant with Mitigation Incorporated.** Wildlife corridors are linear features that connect areas of open space and provide avenues for the migration of animals and access to additional areas of foraging. The Project site does not contain, or is not adjacent to, any wildlife corridors. The Project site is relatively flat, and no hillsides or drainages exist on the site. Areas of industrial and undeveloped land are located beyond the roadways and railroad adjacent to the site. Development of the site would not result in impacts related to established native resident or migratory wildlife corridor.

The Project site contains shrubs and trees that can be utilized by nesting birds and raptors during the nesting bird season of February 1 through September 15. Therefore, if vegetation is required to be removed during nesting bird season, Mitigation Measure BIO-1 has been included to require a nesting bird survey to be conducted prior to initiating vegetation clearing. With the implementation of Mitigation Measure BIO-1, impacts related to nesting birds would be reduced to a less than significant level.

**e) Conflict with any local policies or ordinances protecting biological resources?**

**Less than Significant Impact.** The proposed Project would not conflict with any local policies or ordinances protecting biological resources. The San Bernardino Municipal Code Chapter 15.34 requires a tree removal permit for any project requesting to remove five or more trees within a 36-month period. As discussed previously, the Project site contains approximately 18 to 20 ornamental trees. As described by PPP BIO-1, if more than five trees are required to be removed onsite as part of Project construction, the Project would require a tree removal permit and would have to replace the trees with 36-inch box trees on a 1:1 basis, if the trees removed are determined to be of significant value by the Community Development Director, as required by the Municipal Code. As shown on Figure 3-3, *Landscape Plan*, the Project would include nine 36-inch box trees. A tree removal permit would be required from the Community Development Department prior to construction with proposed tree removal and replacement strategy. The proposed landscape plan is preliminary and would be updated as necessary in compliance with San Bernardino Municipal Code Chapter 15.34 to adequately replace trees, as determined by the City, proposed for removal. Thus, the proposed Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and impacts would be less than significant.

**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.** A Biological Assessment was prepared for the proposed Project, which included a field survey conducted On July 7, 2021 (Appendix C to this IS/MND). The Biological Assessment found that the Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The proposed Project site is not located within a Habitat Conservation Plan or Natural Community Conservation Plan, and therefore, would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. As such, no impacts would occur.

**Plans, Programs, or Policies (PPPs)**

**PPP BIO-1: Tree Removal Permit.** San Bernardino Municipal Code Chapter 15.34 requires that in the event more than five trees are removed within a 36-month period, a tree removal permit must first be issued by the Community Development Department. Unless there is a pre-approved tree replacement plan, each tree that is removed, and is determined to be of significant value by the Community Development Director, shall be replaced with a 36-inch box tree.

**Mitigation Measures**

**MM Bio-1: Nesting Bird Survey.** Vegetation removal should occur outside of the nesting bird season (generally between February 1 and September 15). If vegetation removal is required during the nesting bird season, the applicant must conduct take avoidance surveys for nesting birds prior to initiating vegetation removal/clearing. Surveys will be conducted by a qualified biologist(s) within three days of vegetation removal. If active nests are observed, a qualified biologist will determine appropriate minimum disturbance buffers and other adaptive mitigation techniques (e.g., biological monitoring of active nests during construction-related activities, staggered schedules, etc.) to ensure that impacts to nesting birds are avoided until the nest is no longer active. At a minimum, construction activities will stay outside of a 300-foot buffer around the active nests. For raptor species, the buffer is to be expanded to 500 feet. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist and City of San Bernardino Planning Division verify that the nests are no longer occupied, and the juvenile birds can survive independently from the nests. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, normal construction activities may occur.

	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>5.5 CULTURAL RESOURCES.</b> Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?**

**Less Than Significant with Mitigation Incorporated.** According to the *State CEQA Guidelines*, a historical resource is defined as something that meets one or more of the following criteria: (1) listed in, or determined eligible for listing in, the California Register of Historical Resources; (2) listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k); (3) identified as significant in a historical resources survey meeting the requirements of PRC Section 5024.1(g); or (4) determined to be a historical resource by the Project’s Lead Agency. Implementation of the proposed Project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the State CEQA Guidelines, as there are no eligible historical resources on the Project site.

The California Register of Historical Resources defines a “historical resource” as a resource that meets one or more of the following criteria: (1) associated with events that have made a significant contribution to the broad patterns or local or regional history of the cultural heritage of California or the United States; (2) associated with the lives of persons important to local, California, or national history; (3) embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values; or (4) has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

As described by the Phase I Cultural Resources Assessment, the Project site is partially developed with an industrial building (Appendix D). According to building records, the onsite building was built in 1982. As such, the building onsite is not of historic age. Additionally, a survey conducted on July 27, 2021 confirmed that no historical resources exist within the Project site. However, the records search conducted at the South Central Coastal Information Center (SCCIC) revealed that multiple historic resources exist within the Project vicinity. The cultural resource records and background search identified that two historic resources, Historic Route 66 and AT&SF Railroad, are located adjacent to the Project site. While the Project would not result in direct impacts to any of the previously known historic resources within the Project vicinity, due to the amount of historic resources within the Project vicinity, Mitigation Measure CUL-1 is included to require archaeological monitoring in the event inadvertently discovered resources. With implementation of MM CUL-1, impacts related to unknown historical resources onsite would be less than significant.

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

**Less Than Significant with Mitigation Incorporated.** In its existing setting, the Project site is heavily disturbed, graded, and consists of vacant land, paved areas, and an industrial building. As described previously, the Project site has been previously disturbed from various past uses that involve grading and installation of utility infrastructure. The Phase I Cultural Resources Assessment prepared for the Project included an archaeological records search that was completed at the SCCIC (Appendix D). The SCCIC is the countywide clearing house/repository for all archaeological and cultural studies completed within San Bernardino County. All pertinent data was researched, including previous studies for a one-mile radius surrounding the Project area and the identification of recorded resources within 0.5 mile. In addition, the research included review of the current listings (federal, state, and local) for evaluated resources and reviewed historic maps. The records search indicated that 12 cultural resources have been recorded within 0.5-mile of the Project area, with none of the previously recorded resources occurring onsite. Furthermore, the cultural resources surveys conducted on July 27, 2021 found no existing archaeological resources at the site. However, as discussed in the Phase I Cultural Resources Assessment, there is a potential for previously unknown archaeological resources to be below the soil surface. As a result, the potential for archaeological resources existing on site are considered moderate. Therefore, Project-specific mitigation measure, Mitigation Measure CUL-1, which requires preparation of a Cultural Resources Management Plan and archaeological monitoring, shall be implemented to reduce impacts related to historical and archaeological resources to a less than significant level.

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

**Less Than Significant Impact.** The Project site has not been previously used as a cemetery. Thus, human remains are not anticipated to be uncovered during project construction. In addition, California Health and Safety Code Section 7050.5, CEQA Section 15064.5, and Public Resources Code Section 5097.98, included as PPP CUL-1, mandate the process to be followed in the event of an accidental discovery of any human remains. Specifically, California Health and Safety Code Section 7050.5 requires that if human remains are discovered, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of death, and made recommendations concerning the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and if the coroner has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Compliance with existing law would ensure that impacts to human remains would be less than significant.

**Plans, Programs, or Policies (PPPs)**

**PPP CUL-1: Human Remains.** Should human remains or funerary objects be discovered during project construction, the project would be required to comply with State Health and Safety Code Section 7050.5, which states that no further disturbance may occur in the vicinity of the body (within a 100-foot buffer of the find) until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine the identity of 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 must complete the inspection within 48 hours of being granted access to the site.

**Mitigation Measures**

**MM CUL-1: Archaeological Monitoring.** Prior to the issuance of the first grading permit, the applicant shall provide a letter to the City Planning Division, or designee, from a qualified professional archeologist meeting

the Secretary of Interior's Professional Qualifications for Archaeology as defined at 36 CFR Part 61, Appendix A stating that qualified archeologists have been retained and will be present at pre-grade meetings and for all initial ground disturbing activities, up to five feet in depth. Prior to the start of construction, a cultural resources management plan (CRMP) shall be prepared by the Project archaeologist, the drafts of which shall be provided to SMBMI for review and comment. The CRMP shall implement at least the following measures:

The frequency of inspections shall depend upon the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The consulting archaeologist shall have the authority to modify the monitoring program if the potential for cultural resources appears to be less than anticipated. Isolates and clearly non-significant deposits shall be minimally documented in the field so the monitored grading can proceed.

In the event a previously unrecorded archaeological deposit is encountered during construction, all activity within 60 feet of the area of discovery shall cease and the City shall be immediately notified. The archeologist shall be contacted to flag the area in the field and shall determine if the archaeological deposits meet the CEQA definition of historical (State CEQA Guidelines 15064.5(a)) and/or unique archaeological resource (Public Resources Code 21083.2(g)). Additionally, the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed within TCR-1, regarding any pre-contact and/or historic-era finds and be provided 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.

If the find is considered a "resource" the archaeologist shall pursue either protection in place or recovery, salvage and treatment of the deposits. Recovery, salvage and treatment protocols shall be developed in accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines 15064.5 and 15126.4 in consultation with the City. Per CEQA Guidelines Section 15126.4(b)(3), preservation in place shall be the preferred means to avoid impacts to archaeological resources qualifying as historical resources. Consistent with CEQA Guidelines Section 15126.4(b)(3)(C). If unique archaeological resources cannot be preserved in place or left in an undisturbed state, recovery, salvage, and treatment shall be required at the developer/applicant's expense.

**Potentially Significant Impact**     
 **Less Than Significant with Mitigation Incorporated**     
 **Less Than Significant Impact**     
 **No Impact**

**5.6 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?
- b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

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

**Less than Significant.**

**Construction**

During construction of the proposed Project would consume energy in three general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the Project site, construction worker travel to and from the Project site, as well as delivery truck trips;
2. Electricity associated with providing temporary power for lighting and electric equipment; and
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction activities related to the proposed industrial development and the associated infrastructure are not expected to result in demand for fuel greater on a per-development basis than other development projects in Southern California. Table E-1 details the construction fuel usage over the Project’s construction period, as shown in Table E-1 below.

**Table E-1: Construction Equipment Fuel Usage**

Activity	Equipment	Number	Horsepower	Load Factor	Days of Construction	Total Horsepower-hours	Fuel Rate (gal/hp-hr)	Fuel Use (gallons)
Demolition	Concrete/Industrial Saws	1	81	0.73	20	9461	0.041881728	396
	Excavators	3	158	0.38	20	28819	0.01985595	572
	Rubber Tired Dozer	2	247	0.4	20	31616	0.020601315	651
Site Preparation	Tractors/Loaders/Balkhoes	3	247	0.4	10	23712	0.020601315	488
	Rubber Tired Dozers	4	97	0.37	10	11485	0.019146832	220
Grading	Excavators	2	97	0.37	30	17227	0.019146832	330

	Graders	2	158	0.38	30	28819	0.019855 95	572
	Rubber Tired Dozers	1	187	0.41	30	18401	0.021161 331	389
	Scrapers	1	247	0.4	30	23712	0.020601 315	488
	Tractors/Loaders/Backhoes	2	367	0.41	30	72226	0.024988 526	1805
Building Construction	Cranes	1	231	0.29	300	160776	0.014895 293	2395
	Forklifts	3	89	0.2	300	128160	0.010444 403	1339
	Generator Sets	1	84	0.74	300	149184	0.045116 197	6731
	Tractors/Loaders/Backhoes	3	97	0.37	300	258408	0.019146 832	4948
	Welders	1	46	0.45	300	49680	0.026298 689	1307
Paving	Pavers	2	130	0.42	20	17472	0.021532 281	376
	Paving Equipment	2	132	0.36	20	15206	0.018464 524	281
	Rollers	2	80	0.38	20	9728	0.019836 075	193
Architectural Coating	Air Compressors	1	78	0.48	20	5990	0.027796 281	166
<b>Total</b>								<b>23,647</b>

Source: Air Quality, Energy, and Greenhouse Gas Impact Analysis (Appendix A)

Table E-2 shows that construction workers would use approximately 32,921 gallons of gasoline fuel to travel to and from the Project site. Haul trucks would use 14,459 gallons of diesel and vendor trucks would use 14,979 gallons of diesel fuel traveling to and from the Project site. This is in addition to the construction equipment fuel listed in Table E-1.

**Table E-2: Estimated Construction Worker Fuel Consumption**

Construction Source	Number	VMT	Fuel Rate	Gallons of Diesel Fuel	Gallons of Gasoline Fuel
Haul Trucks	4,823	96,460	6.67	14,459	0
Vendor Trucks	79	163,530	10.92	14,979	0
Worker Vehicles	310	922,866	28.03	0	32,921
<b>Total</b>				<b>29,438</b>	<b>32,921</b>

Source: Air Quality, Energy, and Greenhouse Gas Impact Analysis (Appendix A)

Construction of the Project would result in fuel consumption from the use of construction tools and equipment, vendor and haul truck trips, and vehicle trips generated from construction workers traveling to and from the site. There are no unusual project characteristics that would cause the use of construction equipment that would be less energy efficient compared with other similar construction sites in other parts of the state. Therefore, construction-related fuel consumption by the Project would not result in inefficient, wasteful, or



unnecessary energy use compared with other construction sites in the region, and impacts would be less than significant.

### Operation

Once operational, the Project would generate demand for electricity, natural gas, as well as gasoline for fuel tanks. Operational use of energy includes the heating, cooling, and lighting of the buildings, water heating, operation of electrical systems and plug-in appliances, parking lot and outdoor lighting, and the transport of electricity, natural gas, and water to the areas where they would be consumed. This use of energy is typical for urban development, and no operational activities or land uses would occur that would result in extraordinary energy consumption.

The State of California provides a minimum standard for building design and construction standards through Title 24 of the California Code of Regulations (CCR). Compliance with Title 24 is mandatory at the time new building permits are issued by local governments. The City's administration of the Title 24 requirements includes review of design components and energy conservation measures that occurs during the permitting process, which ensures that all requirements are met. Typical Title 24 measures include insulation; use of energy-efficient heating, ventilation and air conditioning equipment (HVAC); energy-efficient indoor and outdoor lighting systems; reclamation of heat rejection from refrigeration equipment to generate hot water; and incorporation of skylights, etc. In complying with the Title 24 standards, impacts to peak energy usage periods would be minimized, and impacts on statewide and regional energy needs would be reduced. Thus, operation of the Project would not use large amounts of energy or fuel in a wasteful manner, and no operational energy impacts would occur. As detailed in Table E-3, operation of the proposed Project is estimated to result in the annual net use of approximately 168,228 net gallons of diesel fuel, approximately 587,110 thousand net British thermal units (BTU) of natural gas, and approximately 180,147 net kilowatt-hours (kWh) of electricity. Additionally, the Project would result in a decrease in gallons of gasoline used compared to current conditions by 421 gallons.

**Table E-3: Project Annual Operational Energy Demand Summary**

Operational Source	Energy Usage	
<b>Electricity (Kilowatt-Hours)</b>		
Proposed Project	517,427	
Existing Use	337,280	
<b>Net</b>	<b>180,147</b>	
<b>Natural Gas (Thousands British Thermal Units)</b>		
Proposed Project	1,686,330	
Existing Use	1,099,220	
<b>Net</b>	<b>587,110</b>	
<b>Petroleum (gasoline) Consumption</b>		
	Annual VMT	Gallons of Gasoline Fuel
Proposed Project	526,632	18,609
Existing Use	533,418	19,030
<b>Net</b>	<b>-6,786</b>	<b>-421</b>
<b>Diesel Consumption</b>		
	Annual VMT	Gallons of Diesel Fuel
Proposed Project	2,035,325	220,273
Existing Use	480,896	52,045
<b>Net</b>	<b>1,554,429</b>	<b>168,228</b>

Source: Air Quality, Energy, Greenhouse Gas Impact Analysis (Appendix A)

Therefore, construction and operations-related fuel consumption by the Project would not result in inefficient, wasteful, or unnecessary energy use compared with other construction sites in the region, and impacts would be less than significant.

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

**Less than Significant.** The California Title 24 Building Energy Efficiency Standards are designed to ensure new and existing buildings achieve energy efficiency and preserve outdoor and indoor environmental quality. These measures (Title 24, Part 6) are listed in the CCR. The California Energy Commission is responsible for adopting, implementing and updating building energy efficiency. Local city and county enforcement agencies have the authority to verify compliance with applicable building codes, including energy efficiency. As required by Municipal Code, Chapter 15.04 Building Codes, prior to issuance of a building permit, the Project Applicant shall submit plans showing that the Project would be in compliance with 2019 Title 24 requirements. Therefore, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would not occur. As such, the Project would have less than significant impacts related to energy.

**Plans, Programs, or Policies (PPPs)**

None.

**Mitigation Measures**

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>5.7 GEOLOGY AND SOILS.</b> 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

**i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?**

**Less Than Significant Impact.** A Preliminary Geotechnical Investigation was conducted by Sladden Engineering for the Project site (see Appendix E). As described in the Geotechnical Investigation, the Project site is within a seismically active zone. Because the Project site is in a seismically active region of Southern California, occasional seismic ground shaking is likely to occur within the lifetime of the proposed Project. However, according to the California Department of Conservation, the California Geologic Survey, the Project site is not within an Alquist-Priolo Earthquake Fault Zone. The closest active fault is the San Andreas Fault, which is located approximately 2.75 miles northeast of the site. As the Project site does not contain an earthquake fault, it is not affected by a state-designated Alquist-Priolo Earthquake Fault Zone. Thus, impacts would be less than significant.

**ii. Strong seismic ground shaking?**

**Less Than Significant Impact.** As mentioned previously, the Project site is located within a seismically active region of Southern California. The closest active fault is the San Andreas Fault, which is located approximately 2.75 miles northeast of the site. Thus, strong seismic ground shaking has a high likelihood of occurring at the site. The amount of motion can vary depending upon the distance to the fault, the magnitude of the earthquake, and the local geology. Greater movement can be expected at sites located closer to an earthquake epicenter, which consist of poorly consolidated material such as alluvium, and in response to an earthquake of great magnitude.

Structures built in the city are required to be built in compliance with the California Building Code (CBC [California Code of Regulations, Title 24, Part 2]), included in the Municipal Code as Chapter 15.04. Compliance with the CBC would ensure earthquake safety based on factors including occupancy type, the types of soils onsite, and the probable strength of the ground motion. Compliance with the CBC would include the incorporation of: 1) seismic safety features to minimize the potential for significant effects as a result of earthquakes; 2) proper building footings and foundations; and 3) construction of the building structures so that it would withstand the effects of strong ground shaking. Therefore, with CBC compliance, the proposed Project would not expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking more than other developments in Southern California. Impacts would be less than significant.

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

**Less Than Significant Impact.** Liquefaction occurs when soils are transformed from a solid state into a liquefied state due to increased pressure. Liquefaction is most likely to occur with soils of higher porosity (i.e., clay) become saturated and subjected to seismic activity. Areas where the groundwater table is within approximately 50 feet below ground surface are also more susceptible to liquefaction. The Geotechnical Investigation (included as Appendix E) conducted for the Project site found that groundwater underlying site is at a depth of greater than 100 feet. Furthermore, according to the City of San Bernardino General Plan Safety Element Figure 10-25: *Liquefaction Susceptibility*, the Project site is not located in an area mapped for high susceptibility to liquefaction. Thus, the soils underlying the Project site would not be considered at risk for liquefaction. Additionally, all structures built in the City are required to be developed in compliance with the CBC (California Code of Regulations, Title 24, Part 2), which is adopted as Chapter 15.04 of the City Code. Compliance with the CBC is included as a condition of approval and verified by the City's review process would ensure that impacts related to liquefaction are less than significant.

**iv. Landslides?**

**No Impact.** Landslides are the downhill movement of masses of earth and rock and are often associated with earthquakes; but other factors, such as the slope, moisture content of the soil, composition of the subsurface geology, heavy rains, and improper grading can influence the occurrence of landslides. The

elevation of the Project site ranges between 1,667 feet above mean sea-level to 1,696 feet above mean sea-level (Hernandez 2021). The Project site and the adjacent parcels are flat and do not contain any hills or steep slopes, and no landslides on or adjacent to the Project site would occur. Thus, there would be no impact.

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

**Less Than Significant Impact.** The proposed Project includes the demolition of the existing industrial building and the construction of a new industrial building consistent with the land use designation of the Project site. The Project would involve earthmoving activities that would disturb soil and leave exposed soil on the ground surface. As such, the proposed Project would be required to comply with the City's grading standards and erosion control measures, included in Municipal Code Section 8.80.502 (General Permit for Storm Water Discharges from Construction Activity). To comply, all graded areas must be protected from erosion through slope stabilization methods such as planting, walls, or netting. Interim erosion control plans shall be required, certified by the project engineer, and reviewed and approved by the Public Works Department.

The proposed Project would also be subject to the National Pollution Discharge Elimination System (NPDES) permitting regulations, including implementation of a Stormwater Pollution Prevention Plan (SWPPP) and associated Best Management Practices (BMPs). BMPs that may include a combination of mitigative construction methods to reduce, prevent, or minimize soil erosion from project-related grading and construction activities. Additionally, the Construction General Permit (CGP; Order No. R8-2002-0011) issued by the State Water Resources Control Board (SWRCB), regulates construction activities to minimize water pollution, including sediment. With compliance with City Municipal Code stormwater management requirements, Regional Water Quality Control Board (RWQCB) SWPPP requirements, and installation of BMPs, which would be ensured by the City's project review by the Department of Building and Safety, construction impacts related to erosion and loss of topsoil would be less than significant.

The proposed Project includes installation of landscaping adjacent to the proposed truck terminal building and throughout the proposed parking areas. With this landscaping, areas of loose topsoil that could erode by wind or water would not exist upon operation of the proposed Project. In addition, as described in Section 5.10, *Hydrology and Water Quality*, the hydraulic features of the proposed Project have been designed to slow, filter, and retain stormwater within landscaping and the proposed detention basin, which would also reduce the potential for stormwater to erode topsoil. Furthermore, implementation of the Project requires City approval of a Water Quality Management Plan (WQMP), which would ensure that RWQCB requirements and appropriate operational BMPs would be implemented to minimize or eliminate the potential for soil erosion or loss of topsoil to occur. As a result, with implementation of existing requirements, impacts related to substantial soil erosion or loss of topsoil would be less than significant.

**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 offsite landslide, lateral spreading, subsidence, liquefaction or collapse?**

**Less Than Significant Impact.** As described above, Project site elevations range from 1,667 feet above mean sea-level to 1,696 feet above mean sea-level (Hernandez 2021). The Project site is relatively flat and does not contain nor is adjacent to any significant slope or hillside area. The Project would not create slopes. Thus, on or off-site landslides would not occur from implementation of the Project.

Lateral spreading is a type of liquefaction induced ground failure associated with the lateral displacement of surficial blocks of sediment resulting from liquefaction in a subsurface layer. Once liquefaction transforms the subsurface layer into a fluid mass, gravity plus the earthquake inertial forces may cause the mass to move downslope towards a free face (such as a river channel or an embankment). Lateral spreading may cause large horizontal displacements and such movement typically damages pipelines, utilities, bridges, and structures. As described previously, high groundwater does not exist in the Project vicinity and the site contains approximately 2 feet of artificial fill that is underlain by gravelly sand. Therefore, the Geotechnical

Investigation determined that the Project site is not susceptible to liquefaction (Geo 2021). Similarly, the site is not susceptible to lateral spreading. Impacts would be less than significant with compliance with the mandatory CBC requirements.

In addition, the Geotechnical Investigation identified that dense onsite soils are considered to have a low risk for liquefaction and settlement. Differential settlement or subsidence could occur if buildings or other improvements are built on low-strength foundation materials (including imported fill) or if improvements straddle the boundary between different types of subsurface materials (e.g., a boundary between native material and fill). Although differential settlement generally occurs slowly enough that its effects are not dangerous to inhabitants, it can cause building damage over time.

As described previously, compliance with the requirements of the CBC and related recommendations in the Geotechnical Investigation related to compaction of soils and development of foundations is required as part of the building plan check and development permitting process, and would reduce potential impacts related to liquefaction, settlement, and ground collapse to a less than significant level.

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

**Less Than Significant Impact.** Expansive soils contain certain types of clay minerals that shrink or well as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semiarid areas with seasonal changes of soil moisture experiences, such as southern California, have a higher potential of expansive soils than areas with higher rainfall and more constant soil moisture.

The Geotechnical Investigation, included as Appendix D, performed an evaluation of the potential for expansive soils at the site and expansion index testing was performed on select samples of the near surface soils which are anticipated to be within the zone of influence of the planned improvements. The results of expansion index testing indicated that near surface soils are non-expansive. In addition, as described previously, compliance with the CBC would require specific engineering design recommendations be incorporated into grading plans and building specifications as a condition of construction permit approval to ensure that Project structures would withstand the effects of related to ground movement, including expansive soils. Therefore, impacts would be less than significant.

**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 proposed Project would connect to existing Eastern Municipal Water District (EMWD) sewer lines in Industrial Parkway, and the Project would not use septic tanks or alternative wastewater disposal systems. As a result, no impacts related to septic tanks or alternative wastewater disposal systems would not occur from implementation of the proposed Project.

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

**Less than Significant Impact.** The proposed Project would demolish the existing industrial facility on the Project site to develop a truck terminal facility. The Project would include earthmoving activities, such as grading, with the potential to disturb previously unknown paleontological resources. The Phase I Paleontological Resources Assessment describes that the Project site is underlain by Quaternary alluvium deposits in the southwestern corner of the Project site, which have a low paleontological sensitivity, and Schist of various types and ages, which has no paleontological sensitivity. The paleontological survey, conducted on July 27, 2021, did not identify any visible paleontological resources onsite.

In addition, the record search completed as part of the Phase I Paleontological Resources Assessment was conducted through the San Bernardino County Museum on August 19, 2021. The search did not yield any fossil localities within the Project Area or within a 1-mile radius of the Project Area (MCC 2021). Based on

the results of the Phase I Paleontological Resources Assessment, the Project site is considered to have a low to no paleontological sensitivity and construction activities have a limited potential to impact paleontological resources. Therefore, impacts would be less than significant.

**Plans, Programs, or Policies (PPPs)**

None.

**Mitigation Measures**

None.

	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**5.8 GREENHOUSE GAS EMISSIONS.**

Would the project:

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?      | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**GHG Thresholds**

**SCAQMD:** SCAQMD does not have approved thresholds; however, SCAQMD does have draft thresholds that provide a tiered approach to evaluate GHG impacts. The current interim SCAQMD thresholds consist of the following:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a GHG reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project’s construction emissions are averaged over 30 years and are added to the project’s operational emissions. If a project’s emissions are below one of the following screening thresholds, then the project is less than significant:
  - Residential and Commercial land use: 3,000 MTCO<sub>2</sub>e per year
  - Industrial land use: 10,000 MTCO<sub>2</sub>e per year
  - Based on land use type: residential: 3,500 MTCO<sub>2</sub>e per year; commercial: 1,400 MTCO<sub>2</sub>e per year; or mixed use: 3,000 MTCO<sub>2</sub>e per year
- Tier 4 has the following options:
  - Option 1: Reduce business as usual emissions by a certain percentage; this percentage is currently undefined.
  - Option 2: Early implementation of applicable AB 32 Scoping Plan measures
  - Option 3, 2020 target for service populations (SP), which includes residents and employee: 4.8 MTCO<sub>2</sub>e/SP/year for projects and 6.6 MTCO<sub>2</sub>e/SP/year for plans;
  - Option 3, 2035 target: 3.0 MTCO<sub>2</sub>e/SP/year for projects and 4.1 MTCO<sub>2</sub>e/SP/year
- Tier 5 involves mitigation offsets to achieve target significance threshold.

In addition, SCAQMD methodology for project’s construction are to average them over 30-years and then add them to the project’s operational emissions to determine if the project would exceed the screening values listed above (Appendix A).

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



**Less Than Significant Impact.** Construction activities produce combustion emissions from various sources, such as site excavation, grading, utility engines, heavy-duty construction vehicles onsite, equipment hauling materials to and from the site, asphalt paving, and motor vehicles transporting the construction crew. Exhaust emissions from onsite construction activities would vary daily as construction activity levels change.

In addition, operation of the proposed truck terminal would result in area and indirect sources of operational GHG emissions that would primarily result from vehicle trips, electricity and natural gas consumption, water transport (the energy used to pump water), and solid waste generation. GHG emissions from electricity consumed by the building would be generated off-site by fuel combustion at the electricity provider. GHG emissions from water transport are also indirect emissions resulting from the energy required to transport water from its source.

The estimated operational GHG emissions that would be generated from implementation of the proposed Project are shown in Table GHG-1. Additionally, in accordance with SCAQMD recommendation, the Project’s amortized construction related GHG emissions are added to the operational emissions estimate in order to determine the Project’s total annual GHG emissions. As shown, GHG emissions would be less than SCAQMD thresholds. Therefore, based upon SCAQMD’s screening threshold, impacts related to GHG emissions would be less than significant.

**Table GHG-1: Greenhouse Gas Emissions**

Activity	Annual GHG Emissions (MTCO <sub>2e</sub> )
<b>Project Operational Emissions</b>	
Area	0
Energy	183
Auto Mobile	160
Truck Mobile	2,499
Waste	33
Water	47
Total Project Gross Operation Emissions	2,922
Project Construction Emissions	39
Total Project Emissions	2,961
Existing Emissions	972
<b>Net Emissions</b>	<b>1,989</b>
Significance Threshold	10,000
<b>Threshold Exceeded?</b>	<b>No</b>

Source: Air Quality, Energy, Greenhouse Gas Impact Analysis (Appendix A)

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

**Less Than Significant Impact.** The Project involves the demolition of the existing light industrial warehouse and construction of a 52,160 SF truck terminal at the Project site. In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires CARB to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020 through an enforceable statewide emission cap, which was phased in starting in 2012. Therefore, as the proposed Project meets the current interim emissions targets/thresholds established by SCAQMD, it would also be on track to meet the reduction target of 40 percent below 1990 levels by 2030, as mandated by the State. Furthermore, all of the post-2020 reductions in GHG emissions are addressed via regulatory requirements at the State level, and the proposed Project would be required to comply with these regulations as they

come into effect. Therefore, implementation of the proposed Project would not conflict with existing plans, policies, and regulations adopted for the purpose of reducing the emissions of greenhouse gas.

**Plans, Programs, or Policies (PPPs)**

None.

**Mitigation Measures**

None.

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

**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.** Development and long-term operation of the Project would require standard transport, use, and disposal of hazardous materials and wastes. If the use of these materials does not adhere to established federal, state, and local laws and regulations, workers, building occupants and residents, the public, and/or the environment could be exposed to hazardous materials.

**Construction**

Heavy construction equipment (e.g., dozers, excavators, tractors) would be operated for development of the Project. The equipment would be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous if improperly stored, handled, or transported. Other materials used—such as paints, adhesives, and solvents—could also result in accidental releases or spills that could pose risks to people and the environment. These risks are standard, however, on all construction sites, and the Project would not cause greater risks than would occur on other similar construction sites.

Construction contractors would be required to comply with federal, state, and local laws and regulations regarding the transport, use, and storage of the hazardous materials. Applicable laws and regulations include CCR, Title 8 Section 1529 (pertaining to ACM) and Section 1532.1 (pertaining to LBP); CFR, Title 40, Part 61, Subpart M (pertaining to ACM); CCR, Title 23, Chapter 16 (pertaining to UST); CFR, Title 29 - Hazardous Waste Control Act; CFR, Title 49, Chapter I; and Hazardous Materials Transportation Act requirements as imposed by the USDOT, CalOSHA, CalEPA and DTSC. Additionally, construction activities would require a SWPPP, which is mandated by the National Pollution Discharge Elimination System General Construction Permit (included as PPP WQ-1 herein) and enforced by the Santa Ana RWQCB. The SWPPP will include strict onsite handling rules and BMPs to minimize potential adverse effects to workers, the public, and the environment during construction, including, but not limited to:

- Establishing a dedicated area for fuel storage and refueling activities that includes secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

Mandatory compliance with applicable laws and regulations related to the routine transport, use, and disposal of hazardous materials during construction activities at the Project site would limit potentially significant hazards to construction workers, the public, and the environment. Impacts would be less than significant.

**Operation**

The Project site would be developed with a truck terminal building. Operations would require the use of various types and quantities of hazardous materials, including lubricants, solvents, cleaning agents, wastes, paints and related wastes, petroleum, wastewater, batteries, (lead acid, nickel cadmium, nickel, iron, carbonate), scrap metal, and used tires. These hazardous materials would be used, stored, and disposed of in accordance with applicable regulations and standards (such as CFR, Title 49, Chapter I; CCR, Title 8; CFR, Title 40, Part 263) that are enforced by the USEPA, USDOT, CalEPA, CalOSHA, DTSC, and County of San Bernardino Environmental Health Services.

Under California Health and Safety Code Section 25531 et seq., CalEPA requires businesses operating with a regulated substance that exceeds a specified threshold quantity to register with a managing local agency, known as the Certified Unified Program Agency (CUPA). Additionally, businesses are required to provide workers with training on the safe use, handling, and storage of hazardous materials. Businesses are also required to maintain equipment and supplies for containing and cleaning up spills of hazardous materials that can be safely contained and cleaned by onsite workers and to immediately notify emergency response agencies in the event of a hazardous materials release that cannot be safely contained and cleaned up by onsite personnel. Compliance with existing laws and regulations governing hazard and hazardous materials results in less than significant impacts related the routine transport, use, and disposal of the hazardous materials.

**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 with Mitigation Incorporated.****Construction**

**Accidental Releases.** While the routine use, storage, transport, and disposal of hazardous materials in accordance with applicable regulations during construction activities would not pose health risks or result in significant impacts; improper use, storage, transportation and disposal of hazardous materials and wastes could result in accidental spills or releases, posing health risks to workers, the public, and the environment. To avoid an impact related to an accidental release, the use of BMPs during construction are implemented as part of a SWPPP as required by the National Pollution Discharge Elimination System General Construction Permit. Implementation of an SWPPP would minimize potential adverse effects to workers, the public, and the environment. Construction contract specifications would include strict on-site handling rules and BMPs that include, but are not limited to:

- Establishing a dedicated area for fuel storage and refueling and construction dewatering activities that includes secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

In April 2021, Stantec completed a Phase I Environmental Assessment (Phase I ESA) of the two parcels within the Project site (Appendix F). The 2021 Phase I ESA identified the following Recognized Environmental Conditions (RECs) related to the Project site:

**Adjacent Railroad Tracks.** Railroad tracks are located adjacent to the west-southwest of the Project site. Herbicides are commonly applied to railroad alignments, and heavy metals associated with herbicidal application are commonly found in these areas. As such, the Phase I ESA recommended shallow soil sampling for arsenic and lead. Therefore, a Phase II ESA with soil testing was conducted in June 2021. The Phase II ESA investigation identified the presence of lead at low concentrations within shallow soils adjacent to the railroad easement (Appendix G). All lead detections in the area were below commercial/industrial use soil screening criteria. As such, the adjacent railroad tracks are no longer considered a REC to the Project site and impacts related to the railroad tracks would be less than significant.

**Former Underground Storage Tank & Clarifier/Sump.** Prior uses on the Project site utilized underground storage tanks (USTs) and a waste oil clarifier/sump. The Project site received a "no further action letter" from the San Bernardino County Fire Department on February 12, 2020 for the former 5,000-gallon diesel UST, 5,000-gallon gasoline UST, and 1,000-gallon waste oil clarifier/sump. However, no soil vapor data has been collected to evaluate whether the soil vapor beneath the Project site has been impacted by the former USTs and clarifier/sump. As such, the Phase I ESA recommended soils vapor testing. Therefore, a Phase II ESA with soil testing was conducted in June 2021. The Phase II ESA investigation identified the presence of total petroleum hydrocarbons (TPH) at low concentrations within shallow soils near the former USTs and oil sump/clarifier locations. All TPH and refrigerant volatile organic compound (VOC) detections in the area were below commercial/industrial use soil screening criteria. As such, the former UST & clarifier/sump are no longer considered a REC to the Project site. However, given the long history of industrial operations on the Project site, there is a potential for undocumented structures containing hazardous wastes to be discovered during construction activities. Therefore, Mitigation Measure HAZ-1 requires the

preparation of a Soil Management Plan prior to future earthwork activities. With implementation of Mitigation Measure HAZ-1, impacts related to former onsite uses would be less than significant.

**Groundwater Plume Associated with Newmark Superfund Site.** The Newmark Groundwater Contamination Superfund Site encompasses 23 square miles and is located within the Bunker Hill Groundwater Basin. The groundwater plume extends beneath the Project site. The groundwater contamination impacts the drinking water resources in the region. Chemicals of concern include tetrachloroethylene (PCE) and trichloroethylene (TCE). The Phase I ESA recommends collection of soil vapor samples to evaluate whether soil vapor beneath the Project site has been impacted by the groundwater plume. Therefore, a Phase II ESA with soil testing was conducted in June 2021. The Phase II ESA investigation identified the presence of PCE in soil vapor at a single location, which exceeds the conservative commercial screening level. However, the detected concentration is below the risk-based commercial screening level used by regulatory agencies to evaluate the necessity of vapor mitigation. PCE was not detected at any other location on the Project site and was not identified in the sample collected at 5 feet below ground surface (bgs). Given the PCE was only detected at the sample taken at 15 feet bgs, and no PCE was detected at any of the other six boring locations on the Project site, the PCE is likely from the known groundwater plume associated with the Newmark Superfund Site, and not indicative of a source on the Project site. Based on the low concentration of PCE detected at the Project site, vapor intrusion is not considered to be a significant concern and vapor mitigation is not required based on the current concentrations of these chemicals. As such, impacts related to the Newmark Superfund site would be less than significant.

**Cajon Landfill.** The Cajon landfill is an unpermitted landfill that is located within 200 feet of the Project site. Given the close proximity and potential for methane in the subsurface, the landfill is considered a REC to the Project site. As such, the Phase I ESA recommended collection of soil vapor samples to evaluate the potential methane impact to the subsurface onsite soils from the nearby landfill. The Phase II ESA prepared measured methane, oxygen, and carbon dioxide content as not indicative of soil vapor conditions being influenced by the nearby Cajon Landfill. Therefore, no further investigation related to the Cajon Landfill is required. Vapor protection is not necessary to address methane or other landfill gases.

### **Operation**

Operation of the proposed truck terminal and associated areas involve use and storage of common hazardous materials such as paints, solvents, cleaning products, fuels, lubricants, adhesives, sealers, and pesticides/herbicides. Normal routine use of these typical commercially used products pursuant to existing regulations would not result in a significant hazard to the environment or workers in the vicinity of the Project. Should future uses of the industrial warehouse utilize or store substantial amounts or acute types of hazardous materials, both federal and state governments require all businesses that handle more than specified amounts of hazardous materials to submit a business plan to regulating agencies. With adherence of existing regulations, impacts would be less than significant.

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

**Less Than Significant Impact.** Cesar Chavez Middle School is located approximately 0.94-mile from the Project site. Furthermore, as noted in Sections 5.9(a) and 5.9(b), the proposed Project is not anticipated to release hazardous emissions or handle hazardous or acutely hazardous materials, substances, or wastes in significant quantities. Therefore, the proposed Project would not emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. As such, impacts would be less than significant.

### **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?**

**Less than Significant with Mitigation Incorporated.** The proposed Project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Government Code Section 65962.5 specifies lists of the following types of hazardous materials sites: hazardous waste facilities; hazardous waste discharges for which the State Water Quality Control Board has issued certain types of orders; public drinking water wells containing detectable levels of organic contaminants; underground storage tanks with reported unauthorized releases; and solid waste disposal facilities from which hazardous waste has migrated.

The Phase I ESA conducted for the Project site included a review of federal, state, and local regulatory databases to evaluate the Project site and known or suspected sites of environmental contamination pursuant to ASTM Standard E 1527-13. As concluded in the ESA, the Project site is listed on the Facility Index System (FINDS), Enforcement and Compliance History Online (ECHO), Statewide Environmental Evaluation and Planning System UST (SWEEPS UST), Hazardous Substance Storage Container (HIST UST), California Facility Inventory Database (CA FID UST), Resource Conservation and Recovery Act (RCRA NonGen/NLR), EMI, Hazardous Waste Information System (HAZNET), and Hazardous Waste Tracking System (HWTS) databases. As discussed previously in Response 5.9(b), the Project site was formerly occupied by Fred Walter & Son machine shop which specialized in mining industry equipment fabrication and repairs. Fuel and waste oil USTs, abrasive blasting equipment, and a pressure washing area with an aboveground clarifier were used onsite. The USTs were installed in 1982 and removed in 1991. Multiple notices of violation were issued by San Bernardino County for management of hazardous waste and waste spills. As such, the Phase I ESA recommended soils vapor testing. Therefore, a Phase II ESA with soil testing was conducted in June 2021. The Phase II ESA investigation identified the presence of TPH at low concentrations within shallow soils near the former USTs and oil sump/clarifier locations. All TPH and refrigerant VOC detections in the area were below commercial/industrial use soil screening criteria. Given the long history of industrial operations on the Project site, there is a potential for undocumented structures containing hazardous materials to be discovered during construction activities. Therefore, Mitigation Measure HAZ-1 requires the preparation of a Soil Management Plan prior to future earthwork activities. With implementation of Mitigation Measure HAZ-1, impacts related to former onsite uses would be less than significant.

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

**No Impact.** The proposed Project site is located approximately 9.5 miles northwest of San Bernardino International Airport and is outside the boundaries of the San Bernardino International Airport Land Use Compatibility Plan. Additionally, the proposed industrial development would be a maximum of 36 feet in height at the parapet. Thus, the proposed industrial development is not of a sufficient height to require modifications to the existing air traffic patterns at the airport and would not affect aviation traffic levels or otherwise result in substantial aviation-related safety risks. Therefore, the proposed Project would not result in an impact to an airport land use plan and would not result in a safety hazard or excessive noise for people residing or working in the Project area.

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

**Less Than Significant Impact.** The proposed Project would not physically interfere with an adopted emergency response plan or emergency evacuation plan.

#### **Construction**

The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site, and would not restrict access of emergency vehicles to the Project site or adjacent areas. The installation of new driveways and connections to existing infrastructure systems that would be implemented

during construction of the proposed Project would not require closure of Industrial Parkway or Palm Avenue. Any temporary lane closures needed for utility connections or driveway construction would be required to implement appropriate measures to facilitate vehicle circulation, as included within construction permits. Thus, implementation of the project through the City's permitting process would ensure existing regulations are adhered to and would reduce potential construction related emergency access or evacuation impacts to a less than significant level.

### **Operation**

The City of San Bernardino participates in the *San Bernardino County Multi-Jurisdictional Hazard Mitigation Plan* which outlines requirements for emergency access and standards for emergency responses.

Direct access to the Project site would be provided from Industrial Parkway by two driveways. The Project driveways and internal access would be required through the City's permitting procedures to meet the City's design standards to ensure adequate emergency access and evacuation. The Project is also required to provide fire suppression facilities (e.g., hydrants and sprinklers). The Fire Department and/or Public Works Department would review the development plans as part of the permitting procedures to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), included as Municipal Code Chapter 15.16. As such, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

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

**Less than Significant Impact.** The Project site is within an urbanized industrial area of the City of San Bernardino. The Project site is bounded by Palm Avenue and a vacant lot to the northwest; Industrial Parkway followed by industrial uses to the northeast; a vacant parcel to the southeast; and a railroad easement followed by Route 66 to the southwest. The Project site is in close proximity to the San Gabriel Mountain foothills, which are wildland areas. According to the CAL FIRE Fire Hazard Severity Zone map, the Project site is within an area identified as a Very High Fire Hazard Severity Zone (VHFHSZ) (CAL FIRE 2021). Areas designated as being within a VHFHSZ in the City of San Bernardino are required to comply with the provisions set forth in Municipal Code Chapter 15.10, *Foothill Fire Zone Building Standards*. Adherence to the provisions set forth in Municipal Code Chapter 15.10 would limit potential risk associated with wildland fires within the Project site by requiring the use of flame retardant and noncombustible materials. As a result, with implementation of regulatory requirements, the Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires and impacts would be less than significant.

### **Plans, Programs, or Policies (PPPs)**

None.

### **Mitigation Measures**

**MM HAZ-1: Soil Management Plan.** Prior to issuance of a grading permit, the Project applicant shall demonstrate to the City of San Bernardino that a qualified environmental consultant has been retained and has prepared a Soil Management Plan (SMP) that details procedures and protocols for onsite management of soils containing potentially hazardous materials. The SMP shall be implemented during grading activities onsite to ensure that soils containing residual levels of hydrocarbons, volatile organic compounds, and tetrachloroethylene, are properly identified, monitored, and managed onsite, and include the following:

- A certified hazardous waste hauler shall remove all potentially hazardous soils. In addition, sampling of soil shall be conducted during excavation to ensure that all petroleum hydrocarbon and arsenic impacted soils are removed, and that Environmental Screening Levels (ESLs) for non-residential uses



are not exceeded. Excavated materials shall be transported per California Hazardous Waste Regulations to a landfill permitted by the State to accept hazardous materials.

- Any subsurface materials exposed during construction activities that appear suspect of contamination, either from visual staining or suspect odors, shall require immediate cessation of excavation activities. Soils suspected of contamination shall be tested for potential contamination. If contamination is found to be present per the Department of Toxic Substances Control Screening Levels for industrial/commercial land use (DTSC-SLi) and the EPA Regional Screening Levels for industrial/commercial land use (EPA-RSLi), it shall be transported and disposed of per state regulations to an appropriately permitted landfill.
- The SMP shall include a Health and Safety Plan (HSP) addresses potential safety and health hazards and includes the requirements and procedures for employee protection; each contractor will be required to have their own HSP tailored to their particular trade that addresses the general project safety requirements. The HSP shall also outline proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction.
- The SMP shall be prepared and executed in accordance with South Coast Air Quality Management District (SCAQMD) Rule 1166, Volatile Organic Compound Emissions from Decontamination of Soil. The SMP shall require the timely testing and sampling of soils so that contaminated soils can be separated from inert soils for proper disposal. The SMP shall specify the testing parameters and sampling frequency. Anticipated testing includes total petroleum hydrocarbons (TPH), volatile organic compounds (VOCs), and semi-volatile organic compounds (SVOCs). During excavation, Rule 1166 requires that soils identified as contaminated shall be sprayed with water or another approved vapor suppressant, or covered with sheeting during periods of inactivity of greater than an hour, to prevent contaminated soils from becoming airborne. Under Rule 1166, contaminated soils shall be transported from the project site by a licensed transporter and disposed of at a licensed storage/treatment facility to prevent contaminated soils from becoming airborne or otherwise released into the environment.
- All SMP measures shall be printed on the construction documents, contracts, and Project plans prior to issuance of grading permits.

	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**5.10 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

**Less Than Significant Impact.**

**Construction**

Construction of the Project would require grading and excavation of soils, which would loosen sediment, and then have the potential to mix with surface water runoff and degrade water quality. Pollutants of concern during Project construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and transport of sediment downstream compared to existing conditions. During a storm event, soil erosion could occur at an accelerated rate. In addition, construction-related pollutants, such as chemicals, liquid and petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste, could be spilled, leaked, or transported via stormwater runoff into adjacent drainages and into downstream receiving waters.

These types of water quality impacts during construction of the Project would be prevented through implementation of a SWPPP that is required to identify all potential sources of pollution that are reasonably expected to affect the quality of storm water discharges from the construction site. The SWPPP would include construction BMPs such as:

- Prompt revegetation of proposed landscaped/grassed swale areas;
- Perimeter gravel bags or silt fences to prevent off-site transport of sediment;
- Storm drain inlet protection (filter fabric gravel bags and straw wattles), with gravel bag check dams within paved roadways;
- Regular sprinkling of exposed soils to control dust during construction and soil binders for forecasted wind storms;
- Specifications for construction waste handling and disposal;
- Contained equipment wash-out and vehicle maintenance areas;
- Erosion control measures including soil binders, hydro mulch, geotextiles, and hydro seeding of disturbed areas ahead of forecasted storms;
- Construction of stabilized construction entry/exits to prevent trucks from tracking sediment on City roadways;
- Construction timing to minimize soil exposure to storm events; and
- Training of subcontractors on general site housekeeping.

Adherence to the existing requirements and implementation of the appropriate BMPs as ensured through the City's construction permitting process, which would ensure that the Project would not violate any water quality standards or waste discharge requirements, potential water quality degradation associated with construction activities would be minimized, and impacts would be less than significant.

### **Operation**

The proposed Project would operate a truck terminal facility, which would introduce the potential for pollutants such as chemicals from cleaners, pesticides and sediment from landscaping, trash and debris, and oil and grease from vehicles and trucks. These pollutants could potentially discharge into surface waters and result in degradation of water quality. However, the proposed Project would be required to incorporate a WQMP with post-construction (or permanent) Low Impact Development (LID) site design, source control, and treatment control BMPs. The LID site design would minimize impervious surfaces and provide infiltration of runoff into landscaped areas.

The source control BMPs would minimize the introduction of pollutants that may result in water quality impacts; and treatment control BMPs that would treat stormwater runoff. For the purposes of stormwater quality, an underground infiltration system is proposed. All runoff would be collected in a series of inlets and piped to a clarifier for pre-treatment and then into the underground system. Once the system fills up, flows would build up and be discharged out into a detention basin proposed in the southerly corner of the site. A spillway would direct flows out to the existing drainage ditch located in the railroad right-of-way. Proposed stormwater facilities would mitigate the 2-year 1-hour storm event to pre-Project conditions by providing 24,373 cubic feet of above ground retention and 42,007 cubic feet of underground retention. Runoff would

not exceed the existing condition. This system would remove coarse sediment, trash, and pollutants (i.e., sediments, nutrients, heavy metals, oxygen demanding substances, oil and grease, bacteria, and pesticides).

With implementation of the operational source and treatment control BMPs that are outlined in the preliminary WQMP (Appendix H) that would be reviewed and approved by the City during the permitting and approval process, potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed Project would not substantially degrade water quality. Therefore, impacts would be less than significant.

**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 proposed Project is located within the Upper Santa Ana Valley Groundwater Basin. Development of the proposed Project would introduce approximately 286,192 SF of impervious surfaces to the site. However, the proposed Project would install an onsite storm drain system that would convey runoff to a pre-treatment unit then to an underground infiltration/detention system that would capture, filter, and infiltrate runoff. In addition, the Project includes 43,139 SF of landscaping that would infiltrate stormwater onsite. As a result, the proposed Project would not decrease groundwater supplies or interfere substantially with groundwater recharge; and the Project would not impede sustainable groundwater management of the basin. Thus, the proposed Project would have a less than significant impact.

**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 substantially increase the rate or amount of surface runoff in a manner which would:**

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

**Less Than Significant Impact.**

**Construction**

Construction of the Project would require grading and excavation of soils, which would loosen sediment and could result in erosion or siltation. Approximately 11.07 acres would be disturbed as part of Project construction. However, as described previously, construction of the proposed Project requires City approval of a SWPPP prepared by a Qualified SWPPP Developer, as included in PPP WQ-1. The SWPPP is required during the City's plan check and permitting process and would include construction BMPs to reduce erosion or siltation. Typical BMPs for erosion or siltation, include use of silt fencing, fiber rolls, gravel bags, stabilized construction driveway, and stockpile management (as described in the previous response above). Adherence to the existing requirements and implementation of the required BMPs per the plan check and permitting process would ensure that erosion and siltation associated with construction activities would be minimized, and impacts would be less than significant.

**Operation**

The Project site consists of vacant land and an industrial warehouse building. The proposed Project would introduce impervious surfaces to the majority of the site. The project site does not contain any drainage, riparian, or riverine features. Development of the proposed Project would introduce approximately 286,192 SF of impervious surfaces to the site. The pervious surfaces remaining on the site would be landscaped. There would be no substantial areas of bare or disturbed soil onsite subject to erosion. In addition, the Project is required to implement a WQMP, as included in PPP WQ-2, which would provide operational BMPs to ensure that operation of the truck terminal would not result in erosion or siltation. With implementation of these regulations, impacts related to erosion or siltation onsite or off-site would be less than significant.

**ii. Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?**

**Less Than Significant Impact.** As discussed in Section 5.10(a) above, during construction, a SWPPP would be implemented to control drainage and maintain drainage patterns across the proposed Project. As discussed in the Drainage Report (Appendix I) existing drainage patterns will remain unchanged, which would result in a decrease in time of concentration due to increase in imperviousness. To mitigate this increase, an infiltration system would collect runoff prior to discharge offsite. The Project is anticipated to result in an increase of 23,880 cubic feet of runoff. Proposed LID infiltration BMPs would provide 66,380 cubic feet of total above and underground retention volume, which would provide 102.8 percent of the required design capture volume (DCV).

Also, as discussed in the Drainage Report prepared for the proposed Project (see Appendix I), drainage runoff from the Project site would be adequately handled by the proposed Project's drainage system. Onsite drainage would be conveyed via surface sheet flow to inlets, and then via pipes to the infiltration system BMP, with overflows draining out via a pipe to the southerly proposed detention basin, and out via a spillway to the existing drainage course to the southwest of the Project site. The proposed onsite storm drain system would convey runoff to a pre-treatment unit then to an underground infiltration/detention system that would capture, filter, and infiltrate runoff. Proposed storm drain facilities would be able to capture runoff and mitigate the 2-year 1-hour storm event to pre-project conditions. Therefore, the Project would not result in flooding on- or off-site, and impacts would be less than significant.

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

**Less Than Significant Impact.** As described in the previous responses, the proposed Project would be required to implement a SWPPP during construction that would implement BMPs, such as the use of silt fencing, fiber rolls, and gravel bags, that would ensure that runoff would not substantially increase during construction, and that pollutants would not discharge from the Project site, which would reduce potential impacts to drainage systems and water quality to a less than significant level.

See response to Section 5.10 c)(iii), above. The proposed Project would introduce approximately 286,192 square feet of impervious surfaces to the Project site. Proposed stormwater facilities would mitigate the 2-year 1-hour storm event to pre-project conditions by providing 24,373 cubic feet of above ground retention and 42,007 cubic feet of underground retention. Runoff will not exceed the existing condition. This system would remove coarse sediment, trash, and pollutants (i.e., sediments, nutrients, heavy metals, oxygen demanding substances, oil and grease, bacteria, and pesticides). Development of the proposed Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems and impacts would be less than significant.

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

**Less Than Significant Impact.** According to FEMA's FIRM Flood Map, the Project site is zoned as Flood Zone X, area of 0.2% annual chance flood; area of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood. The City would review the Project permit applications to ensure the proposed development would not be subject to significant flood hazard and structures would be floodproofed. Thus, the proposed Project would not impede or redirect flood flows, and impacts would not occur.

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

**Less Than Significant Impact.** As discussed in Response 5.10 c)(iv), the Project site is classified as Flood Zone X, area of 0.2% annual chance flood; area of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood. However, a SWPPP and WQMP would be prepared and implemented as part of the Project to ensure pollutants are contained and would not be released from the Project site during construction. Post construction stormwater infrastructure would ensure capture and treatment of storm flows up to the 2-year 1-hour storm.

Therefore, implementation of the Project would not risk the release of pollutants due to Project inundation in a flood hazard zone.

The Project site is located approximately 50 miles northeast of the Pacific Ocean. Therefore, the Project is not located within a tsunami zone and no impacts would occur.

Similarly, a seiche is the sloshing of a closed body of water from earthquake shaking. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. The nearest body of water is Lake Gregory, approximately 6.3 miles to the northeast. The Project site is not within vicinity of any impounded bodies of water; therefore, the Project is not at risk of a seiche. Therefore, impacts would be less than significant.

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

**No Impact.** As described previously, the Project would be required to have an approved SWPPP, which would include construction BMPs to minimize the potential for construction related sources of pollution. For operations, the proposed Project would be required to implement source control BMPs to minimize the introduction of pollutants; and treatment control BMPs to treat runoff. With implementation of the operational source and treatment control BMPs that would be required by the City during the permitting and approval process, potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed Project would not obstruct implementation of a water quality control plan.

Also as described previously, the Project site is within the Upper Santa Ana Valley Groundwater Basin, San Bernardino Subbasin (Bunker Hill Subbasin). Each year, the San Bernardino Valley Water Conservation District (Conservation District) completes an Engineering Investigation of the Bunker Hill Basin. Due to the imbalance between groundwater recharge and production since 1993, the Bunker Hill Basin's storage is 486,185 acre-feet below the level which is considered full, according to the most recent Engineering Investigation.<sup>1</sup> This value is more than the 2020 report due to the decreased availability of native and State Water Project water for recharge. San Bernardino Municipal Water District (SBMWD) receives 100 percent of its water supply from the Bunker Hill Basin. However, the SBMWD identified capability to conduct recharge operations, which include construction of new, or maintenance and repair of existing diversion facilities, canals, dikes, basins, roads, and other water recharge facilities. These improvements are required to ensure that the increasing demands on the Basin, especially during drought periods, can be met. With proposed recharge operations, the Basin would have adequate capacity to meet projected demands. As further discussed in Section 5.19, *Utilities & Service Systems*, the Project would be within projected demand for the SBMWD. Therefore, the Project would result in a less than significant impact and would not obstruct implementation of a water quality control plan or sustainable groundwater management plan.

**Plans, Programs, or Policies (PPPs)**

**PPP WQ-1:** Prior to grading permit issuance, the project developer shall have a Stormwater Pollution Prevention Plan (SWPPP) prepared by a QSD (Qualified SWPPP Developer) pursuant to the Municipal Code Chapter 13.54. The SWPPP shall incorporate all necessary Best Management Practices (BMPs) and other City requirements to comply with the National Pollutant Discharge Elimination System (NPDES) requirements to limit the potential of polluted runoff during construction activities. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by City of San Bernardino staff or its designee to confirm compliance.

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<sup>1</sup> San Bernardino Valley Water Conservation District, *Engineering Investigation of the Bunker Hill Basin 2019-2020*. February 4, 2021. <https://www.sbvwc.org/docman-categories/reports-and-data/engineering-investigation/6438-2021-draft-engineering-investigation/file>

**PPP WQ-2:** Prior to grading permit issuance, the project developer shall have a Water Quality Management Plan (WQMP) approved by the City for implementation. The project shall comply with the City's Municipal Code Section 13.54 and the Municipal Separate Storm Sewer System (MS4) permit requirements in effect for the Regional Water Quality Control Board (RWQCB) at the time of grading permit to control discharges of sediments and other pollutants during operations of the Project.

**Mitigation Measures**

None.

	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**5.11 LAND USE AND PLANNING.** Would the project:

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Physically divide an established community?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

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

**No Impact.** As described in the previously, the Project site is partially vacant and partially developed with an industrial warehouse. The site is surrounded by existing roadways, existing industrial uses, and a railroad. With approval of the Development Code Amendment, the Project would be consistent with the UDSP designation for the site. In addition, the Project does not involve development of roadways or other infrastructure that could divide a community. The Project is in an area dominated by industrial development, and there are no residential uses within the immediate vicinity of the Project site. Therefore, the proposed Project would not disrupt or divide the physical arrangement of an established 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 documents regulating land use for the Project site and immediate vicinity are the UDSP, the City’s General Plan, and the City’s Municipal Code. The proposed Project’s relationship to these planning documents is described below.

**UDSP.** The Project site is currently designated as Commercial General (CG-1) and Industrial Heavy (IH) in the UDSP. The proposed Project would require approval of a Development Code Amendment from Commercial General to Industrial Heavy for a portion of the site. Per the UDSP, the purpose of the Industrial Heavy designation is for development of a “variety of intense industrial activities that could potentially generate significant impacts, such as excessive noise, dust, and other nuisances, such as rail yards and multi-modal transportation centers. Regulated per the San Bernardino Development Code Chapter 19.08.” As the proposed Project would develop a truck terminal facility, it would be consistent with the UDSP, and no impact related to the UDSP land use designation would occur.

**General Plan.** The Project would be required to comply with the goals and policies of the City of San Bernardino General Plan. As shown in Table LU-1, the proposed Project would be consistent with the goals and policies of the San Bernardino General Plan. As such, no impact related to General Plan inconsistency would occur.

**Regional Transportation Plan/Sustainable Communities Strategy**

The Project would be required to comply with the goals and policies of SCAG’s Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). As shown in Table LU-2, the proposed Project would be consistent with the goals and policies of the plan. As such, no impact related to regional plan inconsistency would occur.





**Table LU-1: San Bernardino General Plan Consistency**

Policy	Consistency
<p><b>2.1.1:</b> Actively enforce development standards, design guidelines, and policies to preserve and enhance the character of San Bernardino's neighborhoods.</p>	<p><b>Consistent.</b> As shown on Table AES-1, the proposed Project would be consistent with the development standards for the Industrial Heavy (IH) designation.</p>
<p><b>2.1.2:</b> Require that new development with potentially adverse impacts on existing neighborhoods or residents such as noise, traffic, emissions, and storm water runoff, be located and designed so that quality of life and safety in existing neighborhoods are preserved.</p>	<p><b>Consistent.</b> The Project would mitigate impacts determined to be significant on the environment, including noise, traffic, emissions, and stormwater runoff, as identified in each environmental topic section of this document. Measures would be reviewed by the City.</p>
<p><b>2.2.7:</b> Control the development of industrial and similar uses that use, store, produce or transport toxics, air emissions, and other pollutants.</p>	<p><b>Consistent.</b> The Project would demolish the existing industrial building and other site improvements to construct a new tilt up truck terminal facility. Project would be consistent with the development standards for the Industrial Heavy (IH) designation, as currently zoned.</p>
<p><b>2.2.9</b> Require Police Department review of uses that may be characterized by high levels of noise, nighttime patronage, and/or rates of crime; providing for the conditioning or control of use to prevent adverse impacts on adjacent residences, schools, religious facilities, and similar "sensitive" uses.</p>	<p><b>Consistent.</b> The Project is anticipated to operate during the nighttime and would include crime deterrents, including security lights and tree setbacks from the proposed building. A concrete screen wall is proposed on the Project boundaries along Industrial Parkway and Palm Avenue. An 8-foot-high tubular steel fence is proposed around the passenger vehicle parking area. An 8-foot-high chain link fence is proposed along the southern Project boundaries. The Project does not have surrounding sensitive land uses. The City's Police will review the Project and include additional conditions as necessary to ensure crime deterrents are sufficient for proposed uses.</p>
<p><b>2.2.10</b> The protection of the quality of life shall take precedence during the review of new projects. Accordingly, the City shall utilize its discretion to deny or require mitigation of projects that result in impacts that outweigh benefits to the public.</p>	<p><b>Consistent.</b> The Project would mitigate impacts determined to be significant on the environment, including noise, traffic, emissions, and stormwater runoff, as identified in each environmental topic section of this document. Measures would be reviewed by the City.</p>
<p><b>2.3.2</b> Promote development that is compact, pedestrian-friendly, and served by a variety of transportation options along major corridors and in key activity areas.</p>	<p><b>Consistent.</b> The Project would be consistent with the development standards for Industrial Heavy (IH) designation, as currently zoned. Additionally, the Project area is served by sbX Green Line, Kendall Drive and Palm Avenue bus stop, approximately 0.7-mile from the Project area.</p>
<p><b>2.5.4</b> Require that all new structures achieve a high level of architectural design and provide a careful attention to detail.</p>	<p><b>Consistent.</b> As shown on Table AES-1, the proposed Project would be consistent with the development standards for the Industrial Heavy (IH) designation.</p>
<p><b>2.5.6</b> Require that new developments be designed to complement and not devalue the physical characteristics of the surrounding environment, including consideration of: a. The site's natural topography and vegetation;</p>	<p><b>Consistent.</b> The Project would include demolition of the existing industrial building and construct a new tilt-up truck terminal. The Project would be sensitive to surrounding topography, as discussed under Section 5.7, Geology and Soils. As discussed in the Project Description, the Project would provide a</p>

<p>b. Surrounding exemplary architectural design styles;  c. Linkages to pedestrian, bicycle, and equestrian paths;  d. The use of consistent fencing and signage;  e. The provision of interconnecting greenbelts and community amenities, such as clubhouses, health clubs, tennis courts, and swimming pools;  f. The use of building materials, colors, and forms that contribute to a “neighborhood” character;  g. The use of extensive site landscaping;  h. The use of consistent and well designed street signage, building signage, and entry monumentation;  i. A variation in the setbacks of structures;  j. The inclusion of extensive landscape throughout the site and along street frontages;  k. The articulation of building facades to provide interest and variation by the use of offset planes and cubic volumes, building details, balconies, arcades, or recessed or projecting windows, and other techniques which avoid “box”-like structures;  l. The integration of exterior stairways into the architectural design;  m. The screening of rooftop mechanical equipment;  n. The use of a consistent design through the use of unifying architectural design elements, signage, lighting, and pedestrian areas;  o. The provision of art and other visual amenities;  p. The inclusion of awnings, overhangs, arcades, and other architectural elements to provide protection from sun, rain, and wind; and  q. The location of parking at the rear, above, or below the ground floor of non-residential buildings to enhance pedestrian connectivity. (LU-1)</p>	<p>sidewalk along Industrial Parkway, which would connect to other pedestrian paths. As shown on Table AES-1, the proposed Project would be consistent with the development standards for the Industrial Heavy (IH) designation. As shown in Figure 3-2, <i>Elevations</i>, the Project would incorporate consistent fencing and utilize window glazing and aluminum canopies, which would be consistent with surrounding industrial buildings. Additionally, the proposed building would include an enhanced entrance and would be setback from Industrial Parkway and Palm Avenue, as further discussed in Section 5.1.</p> <p>As discussed in Section 5.1, the proposed Project would install landscaping onsite and along boundaries with adjacent streets. Areas adjacent to the building would be landscaped with trees and a variety of shrubs and ground covers. Additionally, the layering of landscaping between the proposed building and the surrounding roadways would provide visual depth and distance between the roadways and proposed structure. Landscaping would be complimentary to the surrounding community character.</p>
<p><b>2.6.2</b> Balance the preservation of plant and wildlife habitats with the need for new development through site plan review and enforcement of the California Environmental Quality Act (CEQA)</p>	<p><b>Consistent.</b> As discussed in Section 5.4, Biological Resources, the Project would not result in significant impacts on plant and wildlife habitats.</p>
<p><b>2.7.1</b> Enhance and expand drainage, sewer, and water supply/storage facilities to serve new development and intensification of existing lands.</p>	<p><b>Consistent.</b> As discussed in Section 5.19, Utilities and Service Systems, the Project proposes connection to existing utilities, which would have capacity to serve the proposed Project.</p>
<p><b>2.7.5</b> Require that development be contingent upon the ability of public infrastructure to provide sufficient capacity to accommodate its demands and mitigate its impacts.</p>	<p><b>Consistent.</b> As discussed in Section 5.19, Utilities and Service Systems, the Project proposes connection to existing utilities, which would have capacity to serve the proposed Project.</p>
<p><b>2.8.1</b> Ensure that all structures comply with seismic safety provisions and building codes.</p>	<p><b>Consistent.</b> As discussed in Section 5.7, Geology and Soils, the Project would comply with seismic safety provisions and building codes.</p>
<p><b>2.8.2</b> Ensure that design and development standards appropriately address the hazards posed by wildfires and wind, with particular focus</p>	<p><b>Consistent.</b> As discussed in Section 5.20, Wildfires, the Project would not significantly exacerbate</p>

<p>on the varying degrees of these threats in the foothills, valleys, ridges, and the southern and western flanks of the San Bernardino Mountains.</p>	<p>wildfire risk, exposing employees and surrounding areas to threats associated with wildfire.</p>
<p><b>2.8.3</b> Encourage projects to incorporate the Crime Prevention Through Environmental Design (CPTED) and defensible space techniques to help improve safety.</p>	<p><b>Consistent.</b> The Project would incorporate multiple Crime Prevention Through Environmental Design (CPTED) strategies. As shown on Figure 3-1, the Project would provide security gates in order to limit access to truck loading areas and would provide security lighting throughout the site and along the Industrial Parkway frontage. Furthermore, Project plans will be reviewed by the San Bernardino Police Department to ensure that proper CPTED measures are incorporated into the Project design.</p>
<p><b>2.8.4</b> Control the development of industrial and other uses that use, store, produce, or transport toxics, air emissions, and other pollutants.</p>	<p><b>Consistent.</b> The Project would demolish the existing industrial building and other site improvements to construct a new tilt up truck terminal facility. Project would be consistent with the development standards for the Industrial Heavy (IH) designation, as currently zoned.</p>
<p><b>2.10.1</b> Ensure that all decisions related to the physical development and growth of the City of San Bernardino complies with the General Plan. Specifically, the provisions of this plan shall be applied to the following: a. Proposed private development projects; b. Proposed public works projects in support of land development or preservation (Government Code Section 65401); c. Proposed acquisition or disposal of public land (Government Code Section 65401); and d. Adoption of ordinances and standards for implementing General Plan land use designations, especially through the Development Code.</p>	<p><b>Consistent.</b> As presented in this Section, the Project would be consistent with the City’s General Plan.</p>
<p><b>4.1.4</b> Diversify the industrial use mix with a balance of warehousing/ distribution, manufacturing, and research and development uses.</p>	<p><b>Consistent.</b> The Project proposes to demolish the existing industrial building and other site improvements to construct a new tilt up truck terminal facility. Project would be consistent with the development standards for the Industrial Heavy (IH) designation, as currently zoned.</p>
<p><b>4.5.1</b> Focus on developing the export-oriented economic capacity of the City, which includes ‘production businesses’ (i.e., manufacturing and service firms).</p>	<p><b>Consistent.</b> The Project proposes to demolish the existing industrial building and other site improvements to construct a new tilt up truck terminal facility. The Project would provide a truck terminal facility to facilitate regional movement of goods.</p>
<p><b>5.3.2</b> Distinct neighborhood identities should be achieved by applying streetscape and landscape design, entry treatments, and architectural detailing standards, which are tailored to each particular area and also incorporate citywide design features.</p>	<p><b>Consistent.</b> As discussed in Section 5.1, the proposed Project would install landscaping onsite and along adjacent streets. Areas adjacent to the building entrance would be landscaped with trees and a variety of shrubs and ground covers. Additionally, the layering of landscaping within the landscape setbacks and along the surrounding roadways would provide visual depth and distance between the roadways and proposed structure and</p>

	surface parking lots. Landscaping would be complimentary to the surrounding community character.
<b>5.3.4</b> Enhance and encourage neighborhood or street identity with theme landscaping or trees, entry statements, enhanced school or community facility identification, and a unified range of architectural detailing.	<b>Consistent.</b> As discussed in Section 5.1, the proposed Project would construct a sidewalk along the Project frontage along Industrial Parkway. The Project would install landscaping onsite and along the project’s boundary, including along Industrial Parkway and Palm Avenue. The Project site would be landscaped with trees and a variety of shrubs and ground covers to provide depth and visual interest and to compliment the building architecture. Landscaping and sidewalks would enhance the street identity in the area and be complimentary to the surrounding community character.
<b>5.7.2</b> Orient buildings toward major thoroughfares, sidewalks, and public spaces so that parking is convenient but not visually dominating.	<b>Consistent.</b> The Project building would be oriented towards Industrial Parkway. The proposed Project would include construction of a sidewalk along the Project frontage along Industrial Parkway. The Project site would be landscaped with trees and a variety of shrubs and ground covers to provide depth and visual interest, including along Industrial Parkway and Palm Avenue, such that the parking areas are not visually dominating.
<b>5.7.3</b> Maintain architectural interest and variety through varied rooflines, building setbacks, and detailed façade treatments and maintain a strong sense of project identity through similarities in façade organization, signage, landscaping, material use, colors, and roof shapes.	<b>Consistent.</b> As shown in Figure 3-2, the proposed building elevations would incorporate varied roof lines, color variations, and a variety of materials in order to reduce massing. Furthermore, the elevations would incorporate glazed windows, including windows above loading docks, in order to provide architectural interest.
<b>5.7.6</b> Encourage architectural detailing, which includes richly articulated surfaces and varied facade treatment, rather than plain or blank walls.	<b>Consistent.</b> As shown on Table AES-1, the proposed Project would be consistent with the development standards for the Industrial Heavy (IH) designation. Proposed elevations would include a variety of materials such as aluminum and glazed windows. Furthermore, a variety of gray and white paint colors would be incorporated into the elevations in order to provide architectural interest. The use of landscaping, building layout, finish materials, and accenting on the Project site would create a quality architectural presence along Industrial Parkway.
<b>5.7.7</b> Minimize the visual impact of surface parking lots by locating them behind buildings, away from the street or through perimeter and interior landscaping, berming, and small-scale fencing.	<b>Consistent.</b> The use of landscaping, building layout, finish materials, and accenting on the Project site would create a quality architectural presence along Industrial Parkway. The majority of parking is proposed along the back and side of the building.
<b>5.7.9</b> Ensure that the scale and massing of office, commercial, and industrial uses are sensitive to the context of surrounding residential development.	<b>Consistent.</b> As shown on Table AES-1, the proposed Project would be consistent with the development standards for the Industrial Heavy (IH) designation. Design would be reviewed and approved for consistency with design standards, including setbacks, fencing, signage, open space,

	architectural treatments, etc. by the City prior to Project approval.
<b>5.7.10</b> Lighting should provide for safety and to highlight features of center but not shine directly onto neighboring properties or into the eyes of motorists.	<b>Consistent.</b> Security lighting is proposed around the building. Lighting would be directed downwards and shielded from surrounding properties. Lighting would comply with City lighting standards.
<b>5.7.11</b> Loading bays should be screened by walls and landscaping and oriented away from major streets and entries.	<b>Consistent.</b> A concrete screen wall is proposed on the Project boundaries along Industrial Parkway and Palm Avenue. An 8-foot-high tubular steel fence is proposed around the passenger vehicle parking area. An 8-foot-high chain link fence is proposed along the southern Project boundaries. The proposed Project includes approximately 43,139 SF of ornamental landscaping that would cover approximately 15.1 percent of the site, as shown in Figure 3-3, <i>Proposed Landscape Plan</i> . Proposed landscaping would include 24-inch box trees, 15-gallon trees, various shrubs, and succulents to screen the proposed building, infiltration/detention basin, and parking and loading areas from off-site viewpoints.
<b>6.2.1</b> Maintain a peak hour level of service D or better at street intersections.	<b>Consistent.</b> As discussed in Section 5.17, Transportation, the Project would not result in impacts on transportation.
<b>6.2.3</b> Keep traffic in balance with roadway capacity by requiring traffic studies to identify local roadway and intersection improvements necessary to mitigate the traffic impacts of new developments and land use changes.	<b>Consistent.</b> As discussed in Section 5.17, Transportation, the Project prepared a Traffic Impact Analysis which demonstrates the Project would screen out of a Vehicle Miles Traveled (VMT) analysis as it would generate fewer than the screening threshold of 110 daily trips. The Project would pay Development Impact Fees as conditioned by the City. The fees shall be collected and utilized as needed by the City to construct the improvements necessary to maintain, build or improve roads to their build-out level.
<b>6.3.6</b> Locate new development and their access points in such a way that traffic is not encouraged to utilize local residential streets and alleys.	<b>Consistent.</b> The Project would provide access along Industrial Parkway, consistent with the existing condition. Residential streets and alleys would not be utilized for access.
<b>6.3.7</b> Require that adequate access be provided to all developments in the City including secondary access to facilitate emergency access and egress	<b>Consistent.</b> The proposed Project area would be accessed from two driveways on Industrial Parkway, thus providing secondary access for emergency access. The construction permitting process would provide adequate and safe circulation to, from, and through the Project area, and would provide routes for emergency responders to access different portions of the Project area. The Project would provide a 40-foot or wider fire access lane around the proposed truck terminal building. Because the Project is required to comply with all applicable City codes, as verified

	by the City potential impacts related to inadequate emergency access would be less than significant.
<b>6.4.1</b> Work with Caltrans to ensure that construction of new facilities includes appropriate sound walls or other mitigating noise barriers to reduce noise impacts on adjacent land uses.	<b>Consistent.</b> The Noise Impact Analysis prepared for the Project evaluated potential impacts to ambient noise levels at the nearest sensitive receptors resulting from the proposed onsite noise sources such as idling trucks, delivery truck activities, backup alarms, loading and unloading of trucks, and roof-top air conditioning units (Vista 2021). As shown in Table N-3 in Section 5.13, Noise, the noise levels generated by the Project would be less than the 65 dBA Leq exterior noise standard at the closest sensitive receptors. Therefore, noise generated from operation of the proposed Project would not exceed noise standards and would be less than significant.
<b>6.4.8</b> Develop appropriate protection measures along routes frequently used by trucks to minimize noise impacts to sensitive land uses including but not limited to residences, hospitals, schools, parks, daycare facilities, libraries, and similar uses.	<b>Consistent.</b> The Noise Impact Analysis prepared for the Project evaluated potential impacts to ambient noise levels at the nearest sensitive receptors resulting from the proposed onsite noise sources such as idling trucks, delivery truck activities, backup alarms, loading and unloading of trucks, and roof-top air conditioning units (Vista 2021). As shown in Table N-3 in Section 5.13, Noise, the noise levels generated by the Project would be less than the 65 dBA Leq exterior noise standard at the closest sensitive receptors. Therefore, noise generated from operation of the proposed Project would not exceed noise standards and would be less than significant.
<b>6.5.4</b> Require that on-site loading areas minimize interference of truck loading activities with efficient traffic circulation on adjacent roadways.	<b>Consistent.</b> The proposed Project area would be accessed by trucks from two driveways on Industrial Parkway. The construction permitting process would provide adequate and safe circulation to, from, and through the Project area. Loading docks would be located in the front and back of the building and would not interfere with traffic along Industrial Parkway.
<b>6.9.1</b> Ensure that developments provide an adequate supply of parking to meet its needs either on-site or within close proximity.	<b>Consistent.</b> The Project would provide 73 parking spaces, which would meet the requirement of 71 parking spaces.
<b>7.1.5</b> Ensure that landscaping (i.e., trees and shrubbery) around buildings does not obstruct views required to provide security surveillance.	<b>Consistent.</b> Areas adjacent to the building would be landscaped with trees and a variety of shrubs and ground covers. Landscaping would be placed so as not to interfere with security surveillance.
<b>7.1.6</b> Require adequate lighting around residential, commercial, and industrial buildings in order to facilitate security surveillance.	<b>Consistent.</b> The Project would include security lighting around the building. Lighting plans would be reviewed by applicable City departments prior to Project approval to ensure adequate light is provided for security purposes.
<b>7.1.7</b> Require the provision of security measures and devices that are designed to increase visibility	<b>Consistent.</b> Operation of the truck terminal may generate a typical range of police service calls, such as burglaries, thefts, and employee

<p>and security in the design of building siting, interior and exterior design, and hardware.</p>	<p>disturbances. The Project would include security lighting and other security measures, such as security gates, and appropriate landscaping setback from the building.</p>
<p>7.2.2 Assess the effects of increases in development density and related traffic congestion on the provision of adequate facilities and services ensuring that new development will maintain fire protection services of acceptable levels.</p>	<p><b>Consistent.</b> The Project would be required to comply with the provisions of Municipal Code Section 3.27.040, which requires payment of the Development Impact Fee to assist the City in providing for fire protection services. Payment of the Development Impact Fee would ensure that the Project provides fair share funds for the provision of additional public services, including fire protection services, which may be applied to fire facilities and/or equipment, to offset the incremental increase in the demand for fire protection services that would be created by the Project.</p>
<p>7.2.3 Establish a program whereby new development projects are assessed a pro rata fee to pay for additional fire service protection to that development.</p>	<p><b>Consistent.</b> The Project would be required to comply with the provisions of Municipal Code Section 3.27.040, which requires payment of the Development Impact Fee to assist the City in providing for fire protection services.</p>
<p>7.2.6 Require that all buildings subject to City jurisdiction adhere to fire safety codes.</p>	<p><b>Consistent.</b> The Project would be required to comply with the California Building Code, pursuant to Section 15.04.020, Adoption of Codes, of the City's Municipal Code.</p>
<p>9.1.3 Require new development to connect to a master planned sanitary sewer system in accordance with the Department of Public Works' "Sewer Policy and Procedures". Where construction of master planned facilities is not feasible, the Mayor and Common Council may permit the construction of interim facilities sufficient to serve the present and short-term future needs.</p>	<p><b>Consistent.</b> The Project applicant would utilize the existing onsite water lines that connect to the existing 12-inch diameter water line in Industrial Parkway, and the existing onsite sewer system would connect to the existing 8-inch diameter sewer line in Industrial Parkway. The Project would not require the construction of new facilities.</p>
<p>9.3.4 Monitor the demands on the water system and, as necessary, manage development to mitigate impacts and/or facilitate improvements.</p>	<p><b>Consistent.</b> As discussed in Section 5.19, City of San Bernardino Municipal Water Department has sufficient capacity to serve the proposed Project.</p>
<p>9.3.5 Impose limits on new water hook-ups, if necessary, to comply with available domestic water supply.</p>	<p>The Project applicant would redevelop the Project site, which is currently served by City of San Bernardino Municipal Water Department's water infrastructure, and would install new water infrastructure at the Project site that would connect to existing water infrastructure within Industrial Parkway.</p>
<p>9.4.4 Require that adequate storm drain and flood control facilities be in place prior to the issuance of certificates of occupancy. Where construction of master planned facilities is not feasible, the Mayor and Common Council may permit the construction of interim facilities sufficient to protect present and short-term future needs.</p>	<p><b>Consistent.</b> The Project would include implementation of on-site storm drain facilities. As discussed in Section 5.10, Hydrology and Water Quality, on-site drainage would be conveyed via surface sheet flow to inlets, and then via pipes to the infiltration system BMP, with overflows draining out via a pipe to the southerly proposed detention basin, and out via a spillway to the existing drainage course to the southwest of the property.</p>



	<p>The proposed onsite storm drain system would convey runoff to a pre-treatment unit then to an underground infiltration/detention system that would capture, filter, and infiltrate runoff. A spillway would direct flows out to the existing drainage ditch located in the railroad right-of-way. Proposed storm drain facilities would be able to capture runoff and mitigate the 2-year 1-hour storm event to pre- Project conditions. Runoff would not exceed existing conditions.</p>
<p>9.4.8 Minimize the amount of impervious surfaces in conjunction with new development.</p>	<p><b>Consistent.</b> The Project would be required to incorporate a WQMP with post-construction (or permanent) LID site design, source control, and treatment control BMPs. The LID site design would minimize impervious surfaces and provide infiltration of runoff into landscaped areas.</p>
<p>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.</p>	<p><b>Consistent.</b> As discussed in Section 5.10, Hydrology and Water Quality, the Project would comply with applicable NPDES permit requirements, including compliance with conditions of the CGP and development of a SWPPP. The Project would be required to incorporate a WQMP with post-construction (or permanent) LID site design, source control, and treatment control BMPs. The LID site design would minimize impervious surfaces and provide infiltration of runoff into landscaped areas.</p>
<p>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:</p> <ul style="list-style-type: none"> <li>• 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;</li> <li>• Replanting and hydroseeding of native vegetation to reduce slope erosion, filter runoff, and provide habitat;</li> <li>• Use of porous pavement systems with an underlying stone reservoir in parking areas;</li> <li>• Use natural drainage, detention ponds, or infiltration pits to collect and filter runoff;</li> <li>• Prevent rainfall from entering material and waste storage areas and pollution-laden surfaces; and</li> <li>• 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.</li> </ul>	<p>As discussed in Section 5.10, Hydrology and Water Quality, the Project would comply with applicable NPDES permit requirements, including compliance with conditions of the CGP and development of a SWPPP, to ensure Project construction would not result in impacts related to stormwater runoff. The Project would be required to incorporate a WQMP with post-construction (or permanent) LID site design, source control, and treatment control BMPs. The LID site design would minimize impervious surfaces and provide infiltration of runoff into landscaped areas.</p>
<p>9.5.3 Continue to reduce the amount of solid waste that must be disposed of in area landfills, to conserve energy resources, and be consistent with</p>	<p><b>Consistent.</b> The CalEEMod solid waste generation rate for general light industrial land use is 1.24 tons per year per 1,000 square feet. Thus, the proposed</p>

<p>the County Solid Waste Management Plan and State law.</p>	<p>truck terminal would generate approximately 64.7 tons of solid waste per year. However, at least 75 percent of the solid waste is required by AB 341 to be recycled, which would reduce the volume of landfilled solid waste to approximately 16.17 tons per year or 0.31 ton per week.</p>
<p>9.6.1 Require that approval of new development be contingent upon the ability to be served with adequate electrical facilities.</p>	<p><b>Consistent.</b> The Project would connect to the existing Southern California Edison electrical distribution facilities that are adjacent to the Project site and would not require the construction of new electrical facilities. Confirmation that Southern California Edison would be able to serve the Project would be obtained prior to Project construction.</p>
<p>9.6.2 Underground utilities, including on-site electrical utilities and connections to distribution facilities, unless such undergrounding is proven infeasible</p>	<p><b>Consistent.</b> The Project would include connection to existing underground utilities. New above ground utilities would not be constructed as part of the Project.</p>
<p>9.6.4 Require improvements to the existing street light system and/or new street light systems necessitated by a new development proposal be funded by that development.</p>	<p><b>Consistent.</b> The Project would include security lighting around the building. Lighting plans would be reviewed by applicable City departments prior to Project approval to ensure adequate light is provided for operational and security purposes.</p>
<p>9.6.5 Encourage and promote the use of energy-efficient (U.S. Department of Energy “Energy Star” or equivalent) lighting fixtures, light bulbs, and compact fluorescent bulbs in residences, commercial, and public buildings, as well as in traffic signals and signs where feasible.</p>	<p><b>Consistent.</b> As required by Municipal Code, Chapter 15.04 Building Codes, prior to issuance of a building permit, the Project Applicant shall submit plans showing that the Project would be in compliance with 2019 Title 24 requirements. The Project would include energy efficient design and fixtures where feasible.</p>
<p>9.7.2 Require that all new development served by natural gas install on-site pipeline connections to distribution facilities underground, unless such undergrounding is infeasible due to significant environmental or other constraints</p>	<p><b>Consistent.</b> The Project would include connection to existing underground utilities. New above ground utilities would not be constructed as part of the Project.</p>
<p>9.8.2 Require that all new developments underground telecommunication facilities, unless such undergrounding is infeasible due to significant environmental or other constraints.</p>	<p><b>Consistent.</b> The Project would include connection to existing underground utilities. New above ground utilities would not be constructed as part of the Project.</p>
<p>9.10.1 Require that new development proposals bear the cost to improve wastewater collection and treatment facilities, water supply transmission, distribution, storage, and treatment facilities, and storm drain and flood control facilities as necessitated by the proposed project. This shall be accomplished either through the payment of fees, or by the actual construction of the improvements.</p>	<p><b>Consistent.</b> As discussed in Section 5.19, Utilities and Service Systems, the Project would include connection to existing facilities. The applicant would pay all applicable development fees prior to Project construction.</p>
<p>10.1.2 Ensure the protection of surface and groundwater quality, land resources, air quality, and environmentally sensitive areas through safe transportation of waste through the City and comprehensive planning of hazardous materials, wastes, and sites.</p>	<p><b>Consistent.</b> As discussed in Section 5.9, Hazards and Hazardous Materials, mandatory compliance with applicable laws and regulations related to the routine transport, use, and disposal of hazardous materials during construction and operational activities at the Project site would limit potentially</p>

	significant hazards to construction workers, the public, and the environment.
10.2.1 Require the proper handling, treatment, movement, and disposal of hazardous materials and hazardous waste.	<b>Consistent.</b> As discussed in Section 5.9, Hazards and Hazardous Materials, mandatory compliance with applicable laws and regulations related to the routine transport, use, and disposal of hazardous materials during construction and operational activities at the Project site would limit potentially significant hazards to construction workers, the public, and the environment.
10.2.2 Encourage businesses to utilize practices and technologies that will reduce the generation of hazardous wastes at the source.	<b>Consistent.</b> The Project would include development of a truck terminal facility, which would not include generation of hazardous materials.
10.2.3 Implement federal, state, and local regulations for the disposal, handling, and storage of hazardous materials.	<b>Consistent.</b> As discussed in Section 5.9, Hazards and Hazardous Materials, mandatory compliance with applicable laws and regulations related to the routine transport, use, and disposal of hazardous materials during construction and operational activities at the Project site would limit potentially significant hazards to construction workers, the public, and the environment.
10.4.2 Protect surface water and groundwater from contamination.	<b>Consistent.</b> As discussed in Section 5.9, Hazards and Hazardous Materials, the Newmark Groundwater Contamination Superfund Site encompasses 23 square miles and is located within the Bunker Hill Groundwater Basin. The groundwater plume extends beneath the Project site. With implementation of the operational source and treatment control BMPs that are outlined in the preliminary WQMP (Appendix H) that would be reviewed and approved by the City during the permitting and approval process, potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed Project would not substantially degrade water quality.
10.5.1 Ensure compliance with the Federal Clean Water Act requirements for National Pollutant Discharge Elimination System (NPDES) permits, including developing and requiring the development of Water Quality Management Plans for all new development and significant redevelopment in the City.	<b>Consistent.</b> As discussed in Section 5.10, Hydrology and Water Quality, the Project would comply with applicable NPDES permit requirements, including compliance with conditions of the CGP and development of a SWPPP, to ensure Project construction would not result in impacts related to stormwater runoff. The Project would be required to incorporate a WQMP with post-construction (or permanent) LID site design, source control, and treatment control BMPs. The LID site design would minimize impervious surfaces and provide infiltration of runoff into landscaped areas.
10.5.2 Continue to implement an urban runoff reduction program consistent with regional and federal requirements, which includes requiring and encouraging the following:	<b>Consistent.</b> As discussed in Section 5.10, Hydrology and Water Quality, the Project would comply with applicable NPDES permit requirements, including compliance with conditions of the CGP and development of a SWPPP, to ensure Project

<ul style="list-style-type: none"> <li>• Increase permeable areas to allow more percolation of runoff into the ground;</li> <li>• Use natural drainage, detention ponds or infiltration pits to collect runoff;</li> <li>• Divert and catch runoff using swales, berms, green strip filters, gravel beds and French drains;</li> <li>• Install rain gutters and orient them towards permeable surfaces;</li> <li>• Construct property grades to divert flow to permeable areas;</li> <li>• Use subsurface areas for storm runoff either for reuse or to enable release of runoff at predetermined times or rates to minimize peak discharge into storm drains;</li> <li>• Use porous materials, wherever possible, for construction of driveways, walkways and parking lots; and</li> <li>• Divert runoff away from material and waste storage areas and pollution-laden surfaces such as parking lots</li> </ul>	<p>construction would not result in impacts related to stormwater runoff. The Project would be required to incorporate a WQMP with post-construction (or permanent) LID site design, source control, and treatment control BMPs. The LID site design would minimize impervious surfaces and provide infiltration of runoff into landscaped areas.</p>
<p>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.</p>	<p><b>Consistent.</b> Development of the proposed Project would introduce approximately 286,192 SF of impervious surfaces to the site. The pervious surfaces remaining on the site would be landscaped. There would be no substantial areas of bare or disturbed soil onsite subject to erosion.</p>
<p>10.6.1 Maintain flood control systems and restrict development to minimize hazards due to flooding.</p>	<p><b>Consistent.</b> The Project would include implementation of on-site storm drain facilities. As discussed in Section 5.10, Hydrology and Water Quality, on-site drainage would be conveyed via surface sheet flow to inlets, and then via pipes to the infiltration system BMP, with overflows draining out via a pipe to the southerly proposed detention basin, and out via a spillway to the existing drainage course to the southwest of the property. The proposed onsite storm drain system would convey runoff to a pre-treatment unit then to an underground infiltration/detention system that would capture, filter, and infiltrate runoff. A spillway would direct flows out to the existing drainage ditch located in the railroad right-of-way. Proposed storm drain facilities would be able to capture runoff and mitigate the 2-year 1-hour storm event to pre- Project conditions. Runoff would not exceed existing conditions.</p>
<p>10.6.4 Evaluate all development proposals located in areas that are subject to flooding to minimize the exposure of life and property to potential flood risks.</p>	<p><b>Consistent.</b> As discussed in Section 5.10, Hydrology and Water Quality, the Project would include stormwater infrastructure to manage on-site flows and would not result in impacts related to flooding.</p>
<p>10.6.5 Prohibit land use development and/or the construction of any structure intended for human occupancy within the 100-year flood plain as mapped by the Federal Emergency Management</p>	<p><b>Consistent.</b> According to FEMA's FIRM Flood Map, the Project site is zoned as Flood Zone X, area of 0.2% annual chance flood; area of 1% annual chance flood with average depths of less than 1</p>

<p>Agency (FEMA) unless adequate mitigation is provided against flood hazards.</p>	<p>foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood. The City would review the Project permit applications to ensure the proposed development would not be subject to significant flood hazard and structures would be floodproofed.</p>
<p>10.6.7 Utilize flood control methods that are consistent with Regional Water Quality Control Board Policies and Best Management Practices (BMPs).</p>	<p><b>Consistent.</b> As discussed in Section 5.10, Hydrology and Water Quality, the Project would comply with applicable NPDES permit requirements, including compliance with conditions of the CGP and development of a SWPPP, to ensure Project construction would not result in impacts related to stormwater runoff. The Project would be required to incorporate a WQMP with post-construction (or permanent) LID site design, source control, and treatment control BMPs. The LID site design would minimize impervious surfaces and provide infiltration of runoff into landscaped areas.</p>
<p>10.6.9 Ensure major drains in developed areas have a pipeline capacity to comply with the Flood Control District's Comprehensive Storm Drain Plans for development of the City's storm drain system.</p>	<p><b>Consistent.</b> The Project would include demolition of an existing industrial building and construction of a new truck terminal facility. The Project would connect to existing stormwater facilities adjacent to the railroad. The Project would be reviewed by Public Works and other applicable department prior to Project approval in order to ensure the provision of adequate utility infrastructure and capacity.</p>
<p>10.7.1 Minimize the risk to life and property through the identification of potentially hazardous areas, establishment of proper construction design criteria, and provision of public information.</p>	<p><b>Consistent.</b> As discussed in Section 5.7, Geology and Soils, the Project site is susceptible to strong seismic ground shaking; however, with CBC compliance, the proposed Project would not expose people or structures to potentially substantial adverse effects.</p>
<p>10.7.2 Require geologic and geotechnical investigations for new development in areas adjacent to known fault locations and approximate fault locations (Figure S-3) as part of the environmental and/or development review process and enforce structural setbacks from faults identified through those investigations.</p>	<p><b>Consistent.</b> A Preliminary Geotechnical Investigation was conducted by Sladden Engineering for the Project site (see Appendix E). Recommendations of the report would be implemented as part of the Project.</p>
<p>10.7.3 Enforce the requirements of the California Seismic Hazards Mapping and Alquist-Priolo Earthquake Fault Zoning Acts when siting, evaluating, and constructing new projects within the City.</p>	<p><b>Consistent.</b> As discussed in Section 5.7, Geology and Soils, the Project site is not within an Alquist-Priolo Earthquake Fault Zone.</p>
<p>10.7.4 Determine the liquefaction potential at a site prior to development, and require that specific measures be taken, as necessary, to prevent or reduce damage in an earthquake.</p>	<p><b>Consistent.</b> According to the City of San Bernardino General Plan Safety Element Figure 10-25: <i>Liquefaction Susceptibility</i>, the Project site is not located in an area mapped for high susceptibility to liquefaction.</p>

<p>10.8.1 Enforce the requirements of the California Seismic Hazards Mapping and Alquist-Priolo Earthquake Fault Zoning Acts 10-28 City of San Bernardino when siting, evaluating, and constructing new projects within the City.</p>	<p><b>Consistent.</b> As discussed in Section 5.7, Geology and Soils, the Project site is not within an Alquist-Priolo Earthquake Fault Zone.</p>
<p>10.9.1 Minimize risk to life and property by properly identifying hazardous areas, establishing proper construction design criteria, and distribution of public information.</p>	<p><b>Consistent.</b> As discussed in Section 5.7, Geology and Soils, the Project site is susceptible to strong seismic ground shaking; however, with CBC compliance, the proposed Project would not expose people or structures to potentially substantial adverse effects.</p>
<p>10.9.2 Require geologic and geotechnical investigations in areas of potential geologic hazards as part of environmental and/or development review process for all new structures.</p>	<p><b>Consistent.</b> A Preliminary Geotechnical Investigation was conducted by Sladden Engineering for the Project site (see Appendix E). Recommendations of the report would be implemented as part of the Project.</p>
<p>10.9.3 Require that new construction and significant alterations to structures located within potential landslide areas (Figure S-7) be evaluated for site stability, including potential impact to other properties during project design and review.</p>	<p><b>Consistent.</b> As discussed in Section 5.7, Geology and Soils, the Project site and the adjacent parcels are flat and do not contain any hills or steep slopes, and no landslides on or adjacent to the Project site would occur.</p>
<p>10.10.4 Require that structures be sited to prevent adverse funneling of wind on-site and on adjacent properties.</p>	<p><b>Consistent.</b> According to the City's General Plan, the Project is not located within a wind hazard area. Additionally, the building would not be multi-story and would</p>
<p>10.11.3 Require that development in the High Fire Hazard Area, as designated on the Fire Hazards Areas Map (Figure S-9) be subject to the provisions of the Hillside Management Overlay District (HMOD) and the Foothill Fire Zones Overlay</p>	<p><b>Consistent.</b> The proposed Project would be located within a Local Responsibility Area (LRA) designated as a Very High Fire Hazard Severity Zone (VHFHSZ) (CAL FIRE 2020). The Project would be required to comply with the provisions set forth in Municipal Code Chapter 15.10, <i>Foothill Fire Zone Building Standards</i>.</p>
<p>10.11.5 Continue to require that all new construction and the replacement of 50% and greater of the roofs of existing structures use fire retardant materials.</p>	<p><b>Consistent.</b> As discussed in Section The proposed Project would be located within a Local Responsibility Area (LRA) designated as a Very High Fire Hazard Severity Zone (VHFHSZ) (CAL FIRE 2020). The Project would be required to comply with the provisions set forth in Municipal Code Chapter 15.10, <i>Foothill Fire Zone Building Standards</i>, which includes standards for fire retardant roofs.</p>
<p>10.12.5 Prevent serious damage and injuries through effective hazard mitigation.</p>	<p><b>Consistent.</b> As discussed in Section 5.9, Hazards and Hazardous Materials, mandatory compliance with applicable laws and regulations related to the routine transport, use, and disposal of hazardous materials during construction and operational activities at the Project site would limit potentially significant hazards to construction workers, the public, and the environment.</p>
<p>11.1.3 Consider, within the environmental review process, properties that may have become</p>	<p><b>Consistent.</b> As described by the Phase I Cultural Resources Assessment, the Project site is partially developed with an industrial building (Appendix D).</p>

<p>historically significant since completion of the survey in 1991.</p>	<p>According to building records, the onsite building was built in 1982. As such, the building onsite is not of historic age. Additionally, a survey conducted on July 27, 2021 confirmed that no historical resources exist within the Project site.</p>
<p>11.5.2 Develop mitigation measures for projects located in archaeologically sensitive areas to protect such locations, remove artifacts, and retain them for educational display. Native American tribes should be consulted to determine the disposition of any Native American artifacts discovered.</p>	<p><b>Consistent.</b> The Phase I Cultural Resources Assessment prepared for the Project included an archaeological records search that was completed at the SCCIC (Appendix D). The Phase I Cultural Resources Assessment, there is a potential for previously unknown archaeological resources to be below the soil surface. As a result, the potential for archaeological resources existing on site are considered moderate. Therefore, Project-specific mitigation measure, Mitigation Measure CUL-1, which requires preparation of a Cultural Resources Management Plan and archaeological monitoring, shall be implemented to reduce impacts related to historical and archaeological resources to a less than significant level.</p>
<p>12.1.2 Site and develop land uses in a manner that is sensitive to the unique characteristics of and that minimizes the impacts upon sensitive biological resources.</p>	<p><b>Consistent.</b> As discussed in Section 5.4 Biological Resource, the Biological Assessment determined that the Project site does not provide suitable habitat for any special-status plant or wildlife species due to the disturbed nature of the site.</p>
<p>12.2.1 Prohibit development and grading within fifty (50) feet of riparian corridors, as identified by a qualified biologist, unless no feasible alternative exists.</p>	<p><b>Consistent.</b> As discussed in Section 5.4 Biological Resource, the Project site does not contain riparian habitat or corridors.</p>
<p>12.4.7 Restrict incompatible land uses within the impact area of existing or potential surface mining areas.</p>	<p><b>Consistent.</b> As discussed in Section 5.12, Mineral Resources, the Project site is located within an area of San Bernardino that is classified as Mineral Resource Zone 2 (MRZ-2). 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. However, the Project site is currently developed with an industrial warehouse and has not recently been used for mineral extractions. Thus, there are no available mineral resources that would be affected by the Project, and impacts would be less than significant.</p>
<p>12.5.1 Reduce the emission of pollutants including carbon monoxide, oxides of nitrogen, photochemical smog, and sulfate in accordance with South Coast Air Quality Management District (SCAQMD) standards.</p>	<p><b>Consistent.</b> Emissions generated by the construction and operation of the proposed Project would not exceed SCAQMD thresholds, and the Project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation.</p>
<p>12.5.2 Prohibit the development of land uses (e.g., heavy manufacturing) that will contribute significantly to air quality degradation, unless sufficient mitigation measures are undertaken according SCAQMD standards.</p>	<p><b>Consistent.</b> Emissions generated by the construction and operation of the proposed Project would not exceed SCAQMD thresholds, and the Project would not result in an increase in the frequency or severity</p>

	of existing air quality violations or cause a new violation.
12.5.3 Require dust abatement measures during grading and construction operations.	<b>Consistent.</b> As discussed in Section 5.3, Air Quality, construction contractors would be required to implement measures to reduce or eliminate emissions by following SCAQMD's standard construction practices Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site. Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source.
12.5.4 Evaluate the air emissions of industrial land uses to ensure that they will not impact adjacent uses.	<b>Consistent.</b> As discussed in Section 5.3, Air Quality, the Project would not result in impacts to adjacent land uses.
12.6.7 Promote the use of public transit and alternative travel modes to reduce air emissions.	<b>Consistent.</b> The Project would be located approximately one mile from the SBX Green Line, which is located south of Kendall Drive and west of Palm Avenue. Additionally, the Project would also include a bike rack.
12.8.3 Review grading, access, and site plans for new projects to ensure that they are sensitively designed to minimize impacts to the City's natural features.	<b>Consistent.</b> The Project site does not contain natural features. The City would review grading, access, and site plans prior to Project approval.
13.1.2 Ensure the incorporation of energy conservation features in the design of all new construction and site development in accordance with State Law.	<b>Consistent.</b> As required by Municipal Code, Chapter 15.04 Building Codes, prior to issuance of a building permit, the Project Applicant shall submit plans showing that the Project would be in compliance with 2019 Title 24 requirements. The Project would include energy efficient design and fixtures where feasible.
13.2.2 Require that development not degrade surface or groundwater, especially in watersheds, or areas with high groundwater tables or highly permeable soils.	<b>Consistent.</b> As discussed in Section 5.9, Hazards and Hazardous Materials, the Newmark Groundwater Contamination Superfund Site encompasses 23 square miles and is located within the Bunker Hill Groundwater Basin. The groundwater plume extends beneath the Project site. With implementation of the operational source and treatment control BMPs that are outlined in the preliminary WQMP (Appendix H) that would be reviewed and approved by the City during the permitting and approval process, potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed Project would not substantially degrade water quality.
13.2.4 Require the use of reclaimed water for landscape irrigation and other non-contact uses for industrial projects, golf courses, and freeways.	<b>Consistent.</b> The Project site does not currently include recycled water lines within the Project site vicinity. Therefore, the Project would not use reclaimed water for landscape irrigation.



<p>13.2.5 Mitigate degradation of the groundwater basins that may have already occurred by existing commercial, industrial, and other uses.</p>	<p><b>Consistent.</b> As discussed in Section 5.9, Hazards and Hazardous Materials, the Newmark Groundwater Contamination Superfund Site encompasses 23 square miles and is located within the Bunker Hill Groundwater Basin. The groundwater plume extends beneath the Project site. With implementation of the operational source and treatment control BMPs that are outlined in the preliminary WQMP (Appendix H) that would be reviewed and approved by the City during the permitting and approval process, potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed Project would not substantially degrade water quality.</p>
<p>13.2.7 Require that new development incorporate improvements to channel storm runoff to public storm drainage systems and prevent discharge of pollutants into the groundwater basins and waterways.</p>	<p><b>Consistent.</b> As discussed in Section 5.9, Hazards and Hazardous Materials, implementation of the operational source and treatment control BMPs that are outlined in the preliminary WQMP (Appendix H) that would be reviewed and approved by the City during the permitting and approval process, potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed Project would not substantially degrade water quality.</p>
<p>13.2.8 Require that Best Management Practices (BMPs) are implemented for each project to control the discharge of point source and non-point source pollutants both during construction and for the life of the projects to protect the City’s water quality.</p>	<p><b>Consistent.</b> As discussed in Section 5.10, Hydrology and Water Quality, the Project would comply with applicable NPDES permit requirements, including compliance with conditions of the CGP and development of a SWPPP, to ensure Project construction would not result in impacts related to stormwater runoff.</p>
<p>13.2.10 Require that development in the City’s watersheds incorporate adequate landscape and groundcover to prevent slope erosion and significant sedimentation of canyon drainages.</p>	<p><b>Consistent.</b> Development of the proposed Project would introduce approximately 286,192 SF of impervious surfaces to the site. The pervious surfaces remaining on the site would be landscaped. There would be no substantial areas of bare or disturbed soil onsite subject to erosion.</p>
<p>14.1.4 Prohibit the development of new or expansion of existing industrial, commercial, or other uses that generate noise impacts on housing, schools, health care facilities or other sensitive uses above a Ldn of 65 dB(A).</p>	<p><b>Consistent.</b> As discussed in Section 5.13, Noise, operation of the Project in the Existing Year condition, Table N-4 shows that noise would be approximately 67.6 dBA Ldn. However, noise levels generated by the Project would be less than the 65 dBA Leq exterior noise standard at the closest sensitive receptors. Implementation of the proposed Project would not generate a noise level increase on the study area above the City’s identified increase thresholds.</p>
<p>14.2.3 Require that development that increases the ambient noise level adjacent to noise-sensitive land uses provide appropriate mitigation measures.</p>	<p><b>Consistent.</b> As discussed in Section 5.13, Noise, operation of the Project in the Existing Year condition, Table N-4 shows that noise would be approximately 67.6 dBA Ldn. However, noise levels generated by the Project would be less than the 65</p>

	<p>dBA Leq exterior noise standard at the closest sensitive receptors. Implementation of the proposed Project would not generate a noise level increase on the study area above the City's identified increase thresholds. No mitigation would be required.</p>
<p>14.2.5 Require sound walls, berms, and landscaping along existing and future highways and railroad right-of-ways to beautify the landscape and reduce noise.</p>	<p><b>Consistent.</b> As discussed in Section 5.13, Noise, operation of the Project in the Existing Year condition, Table N-4 shows that noise would be approximately 67.6 dBA Ldn. However, noise levels generated by the Project would be less than the 65 dBA Leq exterior noise standard at the closest sensitive receptors. Implementation of the proposed Project would not generate a noise level increase on the study area above the City's identified increase thresholds. No sound walls would be required, but screening walls and landscaping would be implemented along the Project frontage.</p>
<p>14.2.10 Provide for the development of alternate transportation modes such as bicycle paths and pedestrian walkways to minimize the number of automobile trips.</p>	<p><b>Consistent.</b> The Project would be located approximately one mile from the SBX Green Line, which is located south of Kendall Drive and west of Palm Avenue. Additionally, the Project would also include a bike rack and would provide a sidewalk along Industrial Parkway, which would provide increased pedestrian access.</p>
<p>14.2.12 Require that commercial and industrial uses implement transportation demand management programs consistent with the Air Quality Management Plan that provide incentives for carpooling, van pools, and the use of public transit to reduce traffic and associated noise levels in the City.</p>	<p><b>Consistent.</b> The Project would be located approximately one mile from the SBX Green Line, which is located south of Kendall Drive and west of Palm Avenue. Additionally, the Project would also include a bike rack.</p>
<p>14.2.17 Ensure that new development is compatible with the noise compatibility criteria and noise contours as defined in the Comprehensive Land Use Plan for the SBIA and depicted in Figure LU-4.</p>	<p><b>Consistent.</b> As discussed in Section 5.13, Noise, operation of the Project in the Existing Year condition, Table N-4 shows that noise would be approximately 67.6 dBA Ldn. However, noise levels generated by the Project would be less than the 65 dBA Leq exterior noise standard at the closest sensitive receptors. Implementation of the proposed Project would not generate a noise level increase on the study area above the City's identified increase thresholds.</p>
<p>14.2.18 Limit the development of sensitive land uses located within the 65 decibel (dB) Community Noise Equivalent Level (CNEL) contour, as defined in the Comprehensive Land Use Plan for the SBIA and depicted in Figure LU-4.</p>	<p><b>Consistent.</b> As discussed in Section 5.13, Noise, operation of the Project in the Existing Year condition, Table N-4 shows that noise would be approximately 67.6 dBA Ldn. However, noise levels generated by the Project would be less than the 65 dBA Leq exterior noise standard at the closest sensitive receptors. Implementation of the proposed Project would not generate a noise level increase on the study area above the City's identified increase thresholds.</p>

<p>14.2.19 As may be necessary, require acoustical analysis and ensure the provision of effective noise mitigation measures for sensitive land uses, especially residential uses, in areas significantly impacted by noise.</p>	<p><b>Consistent.</b> As discussed in Section 5.13, Noise, a Noise Impact Analysis (Appendix J) was prepared for the Project, to identify the existing and future ambient noise level environment.</p>
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**Table LU-2: RTP/SCS Consistency**

<b>RTP/SCS Policy</b>	<b>Proposed Project Consistency with Policy</b>
<p><b>RTP/SCS G1:</b> Encourage regional economic prosperity and global competitiveness.</p>	<p><b>Consistent.</b> The Project would include redevelopment of an industrial site that would benefit regional economics by providing increased employment and providing additional goods and services. As an individual development, the Project is limited in its ability to directly contribute to regional economic prosperity and global competitiveness.</p>
<p><b>RTP/SCS G2:</b> Improve mobility, accessibility, reliability, and travel safety for people and goods.</p>	<p><b>Consistent.</b> As an individual development, the Project is limited in its ability to maximize mobility and access for people and goods in the SCAG region. However, the Project would not create substantial traffic impediments that would affect the accessibility of goods in the region and it would provide added mobility in the immediate vicinity of the Project through the incorporation of sidewalks.</p>
<p><b>RTP/SCS G3:</b> Ensure the preservation, security, and resilience of the regional transportation system.</p>	<p><b>Not Applicable.</b> As an individual development, the Project is limited in its ability to ensure security and resilience of the regional transportation system. There are no components of the Project that would result in the deterioration of the transportation system.</p>
<p><b>RTP/SCS G4:</b> Increase person and goods movement and travel choices within the transportation system.</p>	<p><b>Not Applicable.</b> As an individual development, the Project is limited in its ability to maximize the goods movement and travel choices within the SCAG region. The Project would not create substantial traffic impediments and would not affect the accessibility of goods to the surrounding area. The Project includes and would support the overall distribution and movements of goods in the region.</p>
<p><b>RTP/SCS G5.</b> Reduce greenhouse gas emissions and improve air quality.</p>	<p><b>Consistent.</b> While the Project would not improve air quality or reduce greenhouse gas emissions, it would not prevent SCAG from implementing actions that would improve air quality within the region and the Project would incorporate various measures related to building design, landscaping, and energy systems to promote the efficient use of energy, pursuant to Title 24 CALGreen Code and Building Energy Efficiency Standards and Consistent with Policy NR-1.9.</p>
<p><b>RTP/SCS G6:</b> Support healthy and equitable communities.</p>	<p><b>Consistent.</b> The Project would comply with Citywide goal and policies to support healthy and equitable communities. Additionally, the Project would construct frontage improvements, including sidewalks which would encourage walking in the Project area.</p>
<p><b>RTP/SCS G7:</b> Adapt to a changing climate and support an integrated regional development pattern and transportation network.</p>	<p><b>Consistent.</b> This policy would be implemented by cities and the counties within the SCAG region as part of their overall planning efforts; the Project however is consistent with industrial use planned for the area.</p>

<p><b>RTP/SCS G8:</b> Leverage new transportation technologies and data-driven solutions that result in more efficient travel.</p>	<p><b>Not Applicable.</b> 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. The Project would not conflict with this goal.</p>
<p><b>RTP/SCS G9:</b> Encourage development of diverse housing types in areas that are supported by multiple transportation options.</p>	<p><b>Not Applicable.</b> The proposed Project would develop a truck terminal in an area that is designated and zoned for industrial development.</p>
<p><b>RTP/SCS G10:</b> Promote conservation of natural and agricultural lands and restoration of habitats.</p>	<p><b>Consistent.</b> The proposed Project would be consistent with goals and policies of the City’s General Plan and would not cause significant environmental impacts to agricultural lands or biological resources.</p>

**Municipal Code.** According to Title 19 of the Municipal Code, the Project site is zoned for Industrial Light (IL) use with a UDSP overlay. As detailed previously in Table AES-1, the proposed Project would be consistent with the development standards for the IL zoning district. Thus, the proposed Project would not conflict with any applicable zoning regulations adopted for the purpose of avoiding or mitigating an environmental effect.

**Plans, Programs, or Policies (PPPs)**

None.

**Mitigation Measures**

None.

	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**5.12 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?                                | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**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?**

**Less than Significant Impact.** The Project site is located within an area of San Bernardino that is classified as Mineral Resource Zone 2 (MRZ-2). 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. However, the classification of MRZs does not consider the existing land uses as criteria, and the General Plan accounted for the fact that areas already developed are “unsuitable for mineral production”. The Project site has a classification of Industrial Heavy (IH) and Commercial General (CG-1) and is planned for heavy industrial and commercial uses. Furthermore, the Project site is currently developed with an industrial warehouse and has not recently been used for mineral extractions. Thus, there are no available mineral resources that would be affected by the Project, and impacts would be less than significant.

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

**Less than Significant Impact.** The Project site is located within an area of San Bernardino that is classified as Mineral Resource Zone 2 (MRZ-2). 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. However, the classification of MRZs does not consider the existing land uses as criteria, and the General Plan accounted for the fact that areas already developed are “unsuitable for mineral production”. The Project site has a classification of Industrial Heavy (IH) and Commercial General (CG-1) and is planned for heavy industrial and commercial uses. Furthermore, the Project site is currently developed with an industrial warehouse and has not recently been used for mineral extractions.

Therefore, implementation of the proposed Project would not result in the loss of availability of a locally-important mineral resource recovery site as delineated on a local plan. Thus, development of the proposed Project would not have a significant impact on mineral resources.

**Plans, Programs, or Policies (PPPs)**

None.

**Mitigation Measures**

None.

**Potentially Significant Impact**     
 **Less Than Significant with Mitigation Incorporated**     
 **Less Than Significant Impact**     
 **No Impact**

**5.13 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?
- b) Generation of excessive groundborne vibration or groundborne noise levels?
- 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?

**a) Generation of 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.**

**Federal Transit Administration (FTA) Manual**

Although the proposed project is not under the jurisdiction of the FTA, the Transit Noise and Vibration Assessment Manual (FTA Manual), prepared by the FTA, September 2018, is the only guidance document from a government agency that defines what constitutes a significant noise impact from implementing a project. The FTA standards are based on extensive studies by the FTA and other governmental agencies on the human effects and reaction to noise and a summary of the FTA findings are shown provided below in Table N-1.

**Table N-1: FTA Project Effects on Cumulative Noise Exposure**

Existing Noise Exposure (dBA Leq or Ldn)	Allowable Noise Impact Exposure dBA Leq or Ldn		
	Allowable Project Noise Exposure Before Moderate Impact	Allowable Combined Total Noise Exposure	Allowable Noise Exposure Increase Before Moderate Impact
45	51	52	+7
50	53	55	+5
55	55	58	+3
60	57	62	+2
65	60	66	+1
70	64	71	+1
75	65	75	0

Source: Federal Transit Administration, 2018.

The FTA Manual also provides guidance on construction noise and recommends developing construction noise criteria on a project-specific basis that utilizes local noise ordinances if possible. However, local noise ordinances usually relates to nuisance and hours of allowed activity and sometimes specify limits in terms of maximum levels but are generally not practical for assessing the noise impacts of a construction project. Project construction noise criteria should take into account the existing noise environment, the absolute noise levels during construction activities, the duration of the construction, and the adjacent land uses. The FTA standards are based on extensive studies by the FTA and other governmental agencies on the human effects and reaction to noise and a summary of the FTA findings for a detailed construction noise assessment are provided below in Table N-2.

**Table N-2: FTA Construction Noise Criteria**

Land Use	Day (dBA Leq <sub>(8-hour)</sub> )	Night (dBA Leq <sub>(8-hour)</sub> )	30-day Average (dBA Ldn)
Residential	80	70	75
Commercial	85	85	80 <sup>(1)</sup>
Industrial	90	90	85 <sup>(1)</sup>

Notes:  
<sup>(1)</sup> Use a 24-hour Leq<sub>(24 hour)</sub> instead of Ldn<sub>(30 day)</sub>.  
 Source: Federal Transit Administration, 2018.

Since the federal government has preempted the setting of standards for noise levels that can be emitted by the transportation sources, the City is restricted to regulating the noise generated by the transportation system through nuisance abatement ordinances and land use planning.

**City of San Bernardino General Plan**

The following applicable goals and policies to the proposed industrial project are from the Noise Element of the General Plan.

**Goal 14.1:** Ensure that residents are protected from excessive noise through careful land planning.

**Policies**

**14.1.4** Prohibit the development of new or expansion of existing industrial, commercial, or other uses that generate noise impacts on housing, schools, health care facilities or other sensitive uses above a Ldn of 65 dB(A). (LU-1)

**Goal 14.2:** Encourage the reduction of noise from transportation-related noise sources such as motor vehicles, aircraft operations, and railroad movements.

**Policies**

**14.2.3** Require that development that increases the ambient noise level adjacent to noise-sensitive land uses provide appropriate mitigation measures. (LU-1)

**14.2.10** Provide for the development of alternative transportation modes such as bicycle paths and pedestrian walkways to minimize the number of automobile trips. (LU-1)

**14.2.12** Require that commercial and industrial uses implement transportation demand management programs consistent with the Air Quality Management Plan that provide incentives for carpooling, van pools, and the use of public transit to reduce traffic and associated noise levels in the City. (LU-1)

**14.2.17** Ensure that new development is compatible with the noise compatibility criteria and noise contours as defined in the Comprehensive Land Use Plan for the SBIA and depicted in Figure LU-4 (see Figure 3 above).

**Goal 14.3:** Protect residents from the negative effects of “spill over” or nuisance noise.



**Policies**

**14.3.2** Require that construction activities employ feasible and practical techniques that minimize the noise impacts on adjacent uses. (LU-1)

**14.3.6** Ensure that buildings are constructed soundly to prevent adverse noise transmission between differing uses located in the same structure and individual residences in multifamily buildings. (LU-1)

**City of San Bernardino Municipal Code****8.54.010 Purpose and Intent**

- A. It is the purpose and intent of these regulations to establish community-wide noise standards. It is further the purpose of these regulations to recognize that the existence of excessive noise within the City is a condition which is detrimental to the health, safety, welfare, and quality of life of the citizens and shall be regulated in the public interest.

**8.54.020 Prohibited Acts**

It shall be unlawful for any person to engage in the following activities:

- H. The unnecessary or excessive blowing of whistles, sounding of horns, ringing of bells or use of signaling devices by operators of railroad locomotives, motor trucks and other transportation equipment;
- I. The creation of loud and excessive noise in connection with the loading or unloading of motor trucks and other vehicles;
- L. 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

**8.54.050 Controlled Hours of Operation**

It shall be unlawful for any person to engage in the following activities other than between the hours of 8:00 a.m. and 8:00 p.m. in residential zones and other than between the hours of 7:00 a.m. and 8:00 p.m. in all other zones:

- A. Load or unload any vehicle, or operate or permit the use of dollies, carts, forklifts, or other wheeled equipment that causes any impulsive sound, raucous, or unnecessary noise within one thousand (1,000) feet of a residence.

**8.54.060 Exemptions**

The following activities and noise sources shall be exempt from the provisions of this chapter:

- B. Such noises as are an accompaniment and effect of a lawful business, commercial or industrial enterprise carried on in an area zoned for that purpose, except where there is evidence that such noise is a nuisance and that such a nuisance is a result of the employment of unnecessary and injurious methods of operation.
- H. Construction, operation, maintenance, and repairs of equipment, apparatus, or facilities of park and recreation departments, public work projects, or essential public services and facilities, including, but not limited to, trash collection and those of public utilities subject to the regulatory jurisdiction of the California Public Utilities Commission.
- I. Construction, repair, or excavation work performed pursuant to a valid written agreement with the City, or any of its political subdivisions, which provides for noise mitigation measures.

**8.54.070 Disturbance from Construction Activity**

No person shall be engaged or employed, or cause any other 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.

**19.20.010 Purpose**

These standards shall ensure that new or modified uses and development will produce an urban environment of stable, desirable character which is harmonious with the existing and future development, consistent with the General Plan.

#### 19.20.030 General Standards.

No permit shall be approved unless it conforms to all of the following standards set forth in this Chapter:

**15. Noise** No loudspeaker, bells, gongs, buzzers, mechanical equipment or other sounds, attention-attracting, or communication device associated with any use shall be discernible beyond any boundary line of the parcel, except fire protection devices, burglar alarms and church bells. The following provisions shall apply:

A. In residential areas, no exterior noise level shall exceed 65 dBA and no interior noise level shall exceed 45 dBA.

**28. Vibration** No vibration associated with any use shall be permitted which is discernible beyond the boundary line of the property

#### Existing Noise Levels

As detailed in the Noise Impact Analysis (Appendix J), to identify the existing ambient noise level environment, short term noise level measurements were taken at three locations in the Project study area. The Noise Impact Analysis describes that the background ambient noise levels in the Project area are dominated by transportation related noise and the rail line adjacent to the Project site, in addition to existing industrial land use activities in the vicinity. See Figure N-1, *Noise Measurement Locations*. The existing noise levels are provided in Table N-3.

**Table N-3: Short Term Noise Measurement Summary**

Site No.	Description	Primary Noise Sources	Start Time of Measurement	Measured Noise Level	
				dBA Leq	dBA Lmax
A	Located near the middle of the east side of the project site, approximately 130 feet southwest of Industrial Parkway centerline.	Vehicles on Industrial Parkway and Cajon Boulevard	12:26 p.m.	57.8	69.7
B	Located approximately 2,200 feet northwest of the project site, in front of homes at 20151 Kendall Drive and approximately 50 feet southwest of Kendall Drive centerline.	Vehicles on Kendall Drive and Interstate 215	12:50 p.m.	72.0	83.6
C	Located approximately 1,450 feet northeast of the project site, in front of home at 3144 Kendall Drive, approximately 50 feet northeast of Kendall Drive centerline.	Vehicles on Kendall Drive	1:24 p.m.	69.2	83.9

Notes: Noise measurements taken with a Larson-Davis Model 831 Type 1 precision sound level meter on Tuesday, July 27, 2021.

# Noise Measurement Locations



**Construction**

As described above, Municipal Code Section 8.54.070 exempts construction noise between the hours of 7:00 a.m. and 800 p.m. The Project would comply with the City's construction hours regulations, as required by standard City Conditions of Approval. Although the proposed project is not under the jurisdiction of the FTA, the *Transit Noise and Vibration Assessment Manual* (FTA Manual), prepared by the FTA, September 2018, is the only guidance document from a government agency that defines what constitutes a significant noise impact from implementing a project. A construction-related noise level threshold is applied from the Criteria for Recommended Standard: Occupational Noise Exposure prepared by the National Institute for Occupational Safety and Health (NIOSH). A division of the U.S. Department of Health and Human Services, NIOSH identifies a noise level threshold based on the duration of exposure to the source. To evaluate whether the Project would generate potentially significant short-term noise levels at off-site sensitive receiver locations a construction-related NIOSH noise level threshold of 80 dBA Leq is used.

Noise generated by construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. Construction is expected to occur in the following stages: excavation and grading, building construction, architectural coating, and paving. Noise levels generated by heavy construction equipment can range from approximately 74 dBA to 84 dBA when measured at 50 feet, as shown on Table N-41.

**Table N-4: Construction Reference Noise Levels**

<b>Equipment Description</b>	<b>Number of Equipment</b>	<b>Acoustical Use Factor<sup>1</sup> (percent)</b>	<b>Spec 721.560 Lmax at 50 feet<sup>2</sup> (dBA, slow<sup>3</sup>)</b>	<b>Actual Measured Lmax at 50 feet<sup>4</sup> (dBA, slow<sup>3</sup>)</b>
<b>Demolition</b>				
Concrete/Industrial Saw	1	40	85	82
Excavators	3	40	85	81
Rubber Tired Dozers	2	40	85	82
<b>Site Preparation</b>				
Rubber Tired Dozer	3	40	85	82
Tractor, Loader or Backhoe	4	40	84	N/A
<b>Grading</b>				
Excavators	2	40	85	81
Grader	1	40	85	83
Rubber Tired Dozer	1	40	85	82
Scrapers	2	40	85	84
Tractor, Loader or Backhoe	2	40	84	N/A
<b>Building Construction</b>				
Crane	1	16	85	81
Forklift (Gradall)	3	40	85	83
Generator	1	50	82	81
Tractor, Loader or Backhoe	3	40	84	N/A
Welder	1	40	73	74
<b>Paving</b>				
Pavers	2	50	85	77
Paving Equipment	2	50	85	77
Rollers	2	20	85	80
<b>Architectural Coating</b>				
Air Compressor	1	40	80	78

## Notes:

<sup>1</sup> Acoustical use factor is the percentage of time each piece of equipment is operational during a typical workday.

<sup>2</sup> Spec 721.560 is the equipment noise level utilized by the RCNM program.

<sup>3</sup> The "slow" response averages sound levels over 1-second increments. A "fast" response averages sound levels over 0.125-second increments.

<sup>4</sup> Actual Measured is the average noise level measured of each piece of equipment during the Central Artery/Tunnel project in Boston, Massachusetts primarily during the 1990s.  
Source: Federal Highway Administration, 2006.

For the purposes of the Noise Impact Analysis, the closest off-site sensitive receiver to the Project site are the existing homes on the northeast side of Kendall Drive, which are located as near as 1,500 feet from the Project boundary. There are also sensitive receivers located at the existing homes on the southwest side of Kendall Street, located as near as 1,750 feet from the Project site. Construction noise would be temporary in nature as the operation of each piece of construction equipment would not be constant throughout the construction day, and equipment would be turned off when not in use. The typical operating cycle for a piece of equipment involves one or two minutes of full power operation followed by three or four minutes at lower power settings. As shown in table N-5, construction noise at the nearby receiver locations would range from 43 to 58 dBA Leq, which would not exceed the 80 dBA Leq daytime construction noise level threshold. Therefore, construction impacts would be less than significant.

**Table N-5: Construction Noise Levels at Sensitive Receivers**

Construction Phase	Construction Noise Level (dBA Leq) at:	
	1 - Home to Northeast	2 - Home to Northwest
Demolition	57	56
Site Preparation	57	56
Grading	58	57
Building Construction	58	56
Paving	52	51
Painting	44	43
<b>FTA Construction Noise Threshold</b>	<b>80</b>	<b>80</b>
<b>Exceed Thresholds?</b>	<b>No</b>	<b>No</b>

Source: RCNM, Federal Highway Administration, 2006  
Noise Impact Analysis, Vista Environmental, 2021

### Operation

**Onsite Operational Noise.** The San Bernardino Municipal Code establishes a noise standard for sensitive uses of 65 dBA. It should be noted that the time limits for the operation of vehicles or forklifts on the Project site as detailed in Section 8.54.050 of the Municipal Code does not apply to the proposed Project, since there are no residences located within 1,000 feet of the Project site. The Noise Impact Analysis prepared for the Project evaluated potential impacts to ambient noise levels at the nearest sensitive receptors resulting from the proposed onsite noise sources such as idling trucks, delivery truck activities, backup alarms, loading and unloading of trucks, and roof-top air conditioning units (Vista 2021). As shown in Table N-6, the noise levels generated by the Project would be less than the 65 dBA Leq exterior noise standard at the closest sensitive receptors. Therefore, noise generated from operation of the proposed Project would not exceed noise standards and would be less than significant.

**Table N-6: Onsite Operational Noise Levels**

Noise Source	1-Nearest Home to Northeast		2-Nearest Home to Northwest	
	Distance - Source to Property Line (feet)	Noise Level (dBA Leq)	Distance - Source to Property Line (feet)	Noise Level (dBA Leq)
Rooftop Equipment <sup>1</sup>	1,700	22.0	2,000	20.6
Auto Parking Lot <sup>2</sup>	1,500	13.6	1,900	11.5
Onsite Truck Operations <sup>3</sup>	1,500	19.8	1,800	18.2
Forklift <sup>4</sup>	1,500	30.9	1,800	29.3
<b>Combined Noise Level</b>		<b>32</b>		<b>30</b>
<b>City Residential Exterior Noise Standard</b>		<b>65</b>		<b>65</b>

<b>Exceed City Noise Standard?</b>	<b>No</b>		<b>No</b>
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Notes:

- <sup>1</sup> Rooftop equipment is based on a reference noise measurement of 66.6 dBA at 10 feet.
  - <sup>2</sup> Parking lot is based on a reference noise measurement of 63.1 dBA at 5 feet.
  - <sup>3</sup> Onsite truck operations is based on a reference noise measurement of 63.3 dBA at 10 feet.
  - <sup>4</sup> Forklift activities is based on a reference noise measurement of 74.4 dBA at 10 feet.
- Source: Noise Impact Analysis, Vista Environmental, 2021

**Off-Site Traffic Noise.** The proposed Project would generate traffic related noise from operation. The proposed Project provides access from Industrial Parkway. Modeling of vehicular noise on area roadways was conducted in the Noise Impact Analysis (Appendix J). The tables below provide a summary of the exterior traffic noise levels for the one study area roadway segment in the without and with Project conditions.

With operation of the Project in the Existing Year condition, Table N-7 shows that noise would be approximately 67.6 dBA Ldn. Implementation of the proposed Project would not generate a noise level increase on the study area roadway segment, which is less than the FTA increase thresholds. Thus, off-site traffic noise impacts would be less than significant.

**Table N-7: Project Off-Site Traffic Noise**

Roadway	Segment	dBA Ldn at Nearest Receptor			Increase Threshold <sup>1</sup>
		Existing	Existing Plus Project	Project Contribution	
Palm Avenue	North of Interstate 215 NB Ramps	67.6	67.6	0.0	+1 dBA

Notes:

- <sup>1</sup> Increase Threshold obtained from the FTA's allowable noise impact exposures. FHWA Traffic Noise Prediction Model FHWA-RD-77-108.
- Source: Noise Impact Analysis, Appendix J.

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

**Less Than Significant Impact.**

**Construction**

Ground-borne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of ground-borne vibrations typically only cause a nuisance to people, but at extreme vibration levels damage to buildings may occur. Although ground-borne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Ground-borne noise is an effect of ground-borne vibration and only exists indoors, since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves.

Construction activity can cause varying degrees of ground vibration, depending on the equipment and methods used, the distance to receptors, and soil type. Construction vibrations are intermittent, localized intrusions. The use of heavy construction equipment, particularly large bulldozers, and large loaded trucks hauling materials to or from the site generate construction-period vibration impacts. Section 19.20.030(28) of the Municipal Code restricts the creation of vibration that is discernible beyond the property line of the property. However, since neither the Municipal Code nor the General Plan provides a quantifiable vibration threshold level, Caltrans guidance that has been utilized, which defines the threshold of perception from transient sources at 0.25 inch per second PPV.

The Noise Impact Analysis prepared for the Project evaluated construction equipment vibration levels at the closest sensitive receptors. As shown in Table N-5, at approximately 25 feet, a large bulldozer would create a vibration level of 0.089 inch per second PPV. Therefore, based on typical vibration propagation rates, the vibration level at the nearest offsite structure, located approximately 230 feet from the property line, would be 0.08 inch per second PPV. Therefore, the vibration level would be less than the 0.25 inch per

second PPV vibration threshold from Caltrans. As such, construction vibration impacts would be less than significant.

**Table N-5: Construction Equipment Vibration Levels**

<b>Equipment</b>		<b>Peak Particle Velocity (inches/second)</b>	<b>Approximate Vibration Level (L<sub>v</sub>)at 25 feet</b>
Pile driver (impact)	Upper range	1.518	112
	Typical	0.644	104
Pile driver (sonic)	Upper range	0.734	105
	Typical	0.170	93
Clam shovel drop (slurry wall)		0.202	94
Vibratory Roller		0.210	94
Hoe Ram		0.089	87
Large bulldozer		0.089	87
Caisson drill		0.089	87
Loaded trucks		0.076	86
Jackhammer		0.035	79
Small bulldozer		0.003	58
Source: Federal Transit Administration, May 2018.			

#### **Operation**

Caltrans has done extensive research on vibration level created along freeways and State Routes and their vibration measurements of roads have never exceeded 0.08 inches per second PPV at 15 feet from the center of the nearest lane, with the worst combinations of heavy trucks. Truck activities would occur onsite as near as 230 feet from the nearest offsite receptor, located in a nearby warehouse. Based on typical propagation rates, the vibration level at the nearest receptor would be 0.004 inch per second PPV. Therefore, vibration created from operation of the proposed Project would be within the 0.25 inch per second PPV threshold of detailed above. As such, impacts would be less than significant.

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

**Less Than Significant Impact.** The nearest airport is San Bernardino International Airport that is located as near as nine miles south of the Project site. The Project site is located outside of the 60 dBA CNEL noise contours of San Bernardino International Airport. Therefore, the proposed Project would not expose people residing or working in the Project area to excessive noise levels from airports. Impacts would be less than significant.

#### **Plans, Programs, or Policies (PPPs)**

None.

#### **Mitigation Measures**

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**5.14 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a) Induce substantial unplanned population growth in an area, either directly or indirectly?**

**Less Than Significant Impact.** The proposed Project would demolish the existing industrial building onsite to construct a new tilt up truck terminal facility. The Project site has a General Plan Land Use designation of UDSP. Within the UDSP, the Project site is partially designated as Commercial General (CG-1) and partially designated as Industrial Heavy (IH). Development of the Project would be consistent with the General Plan land use designation for the site; however, the Project would require a Development Code Amendment from CG-1 to IH for the northwestern portion of the site. With approval of the Development Code Amendment, the proposed Project would be consistent with the UDSP.

According to SCAG, the generation rate for employees required for operation of an industrial project is 1 employee for every 1,195 SF of industrial space. As the Project would build and operate a 52,160 SF truck terminal, operation of the Project would require approximately 44 employees. The employees that would fill these roles are anticipated to come from the region, as the unemployment rate of the City of San Bernardino in September 2021 was 8.7 percent, the City of Rialto was 7.5 percent, and the City of Fontana was at 6.2 percent (State Employment Development Department, November 2021). Due to these levels of unemployment, it is anticipated that new employees at the project site would already reside within commuting distance and would not generate needs for any housing.

In addition, should the Project require employees to relocate to the area for work, there is sufficient vacant housing available within the region. The City of San Bernardino has a vacancy rate of 7.2 percent. San Bernardino has a total of 65,654 housing units; 60,953 of which are occupied (State Department of Finance 2021). Therefore, impacts related to unplanned population growth from the Project would be less than significant.

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

**No Impact.** The Project site is currently partially developed with an existing industrial warehouse and does not contain any housing, nor has it historically been used for housing. The Project site has a UDSP designation of Industrial Heavy (IH) and Commercial General (CG-1), which does not provide for residential development. Therefore, the Project would not displace any housing and would not necessitate the construction of replacement housing. As a result, no impact would occur.

**Plans, Programs, or Policies (PPPs)**



None.

**Mitigation Measures**

None.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**5.15 PUBLIC SERVICES.**

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

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) Fire Protection and Emergency Services**

**Less Than Significant Impact.** San Bernardino County Fire Station Number 232, located at 6065 Palm Ave, San Bernardino, CA 92407, is the closest fire station to the Project site. Fire Station Number 2 is approximately 0.6 miles away from the Project site on the other side of the I-215 freeway. In addition, the San Bernardino County Fire Department has two Fire Camps, 6 and 15, located approximately 3 miles from the proposed Project site at 18697 Verdemon Ranch Road, San Bernardino, CA 92407. The new truck terminal facility and the 44-employee increase that would occur from implementation of the proposed Project would result in an incremental increase in demand for fire protection and emergency medical services. However, there is one fire station and two fire camps within three miles of the Project site that currently serve the Project vicinity. As part of the permitting process, the Project plans would be reviewed by the City’s Fire Department and the Building Department to ensure that the Project plans meet the fire protection requirements. Additionally, the proposed facility would be required to comply with City fire suppression standards including current CBC and would provide adequate fire access. The increase in fire service demands from the Project would not require construction of a new or physically altered fire station that could cause environmental impacts. Therefore, impacts related to fire protection services would be less than significant.

Additionally, the Project would be required to comply with the provisions of Municipal Code Section 3.27.040, which requires payment of the Development Impact Fee to assist the City in providing for fire protection services. Payment of the Development Impact Fee would ensure that the Project provides fair share funds for the provision of additional public services, including fire protection services, which may be applied to fire facilities and/or equipment, to offset the incremental increase in the demand for fire protection services that would be created by the Project.

**b) Police Protection**

**Less Than Significant Impact.** The City of San Bernardino is served by the San Bernardino Police Department. The station, which would serve the Project site, is located approximately 6 miles away from the Project site at 1584 W. Base Line Street #106, San Bernardino, CA 92411. The Project would result in additional onsite employees and goods that could create the need for police services. Crime and safety issues during Project construction may include theft of building materials and construction equipment, malicious mischief, graffiti, and vandalism. Operation of the truck terminal may generate a typical range of police service calls such as burglaries, thefts, and employee disturbances. The Project would include security lighting and other security measures. The additional need for law enforcement services from the Project would not result in the need for new or physically altered police facilities since existing police personnel would be adequate to maintain existing response times. Thus, impacts related to police services would be less than significant.

Additionally, the Project would be required to comply with the provisions of Municipal Code Section 3.27.030 which requires payment of Development Impact Fees to assist the City in providing for public services, including police protection services. Payment of Development Impact Fees would ensure that the Project would be required to offset the any impact induced by the Project.

**c) School Services**

**Less Than Significant Impact.** The Project consists of a truck terminal facility that would not directly generate students. As described previously, the Project is not anticipated to generate a new population, as the employees needed to operate the Project are anticipated to come from within the Project region and substantial in-migration of employees that could generate new students is not anticipated to occur. Thus, the Project would not generate the need for new or physically altered school facilities and impacts would be less than significant.

Additionally, pursuant to Government Code Section 65995 et seq., the need for additional school facilities is addressed through compliance with school impact fee assessment. SB 50 (Chapter 407 of Statutes of 1998) sets forth a state school facilities construction program that includes restrictions on a local jurisdiction's ability to condition a project on mitigation of a project's impacts on school facilities in excess of fees set forth in the Government Code. The Project would be required to contribute fees to the San Bernardino City Unified School District in accordance with the Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50). Pursuant to Senate Bill 50, payment of school impact fees constitutes complete mitigation under CEQA for Project-related impacts to school services.

**d) Parks**

**Less Than Significant Impact.** The Project would build a truck terminal facility on a site that is currently developed with an industrial facility, and would not construct any residential facilities, nor create an additional need for housing. Additionally, the employees needed to operate the project are anticipated to come from the unemployed labor force in the region. The proposed Project would not generate an increase in use of the existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The Project does not include or require the construction or expansion of recreational facilities which could negatively impact the environment. In addition, no offsite parks or recreational improvements are proposed or required as part of the Project. Furthermore, the payment of development impact fees per Municipal Code Chapter 3.27 would further reduce any Project impacts related to parks. Thus, impacts would be less than significant.

**e) Other Public Facilities**

**Less Than Significant Impact.** As previously discussed, development of the Project would not result in a direct increase in the population of the Project area and would not increase the demand for public services, including public health services and library services which would require the construction of new or expanded public facilities. As described previously, the employees needed to operate the proposed Project are anticipated to come from the Project region and commute Project site and substantial in-migration of employees that could generate substantial usage of other public facilities is not anticipated to occur. Therefore, impacts related to other public services would be less than significant.

In addition, the Project would be required to comply with the provisions of Municipal Code Chapter 3.27 which requires payment of Development Impact Fees to assist the City in providing public services.

**Plans, Programs, or Policies (PPPs)**

None.

**Mitigation Measure**

None.

	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**5.16 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?                        | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

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

**Less Than Significant Impact.** The Project would build a truck terminal facility on a site that is currently developed with an industrial facility. As previously discussed, the Project does not propose any residential facilities, and would not cause an increase in residential population. Additionally, the employees needed to operate the project are anticipated to come from the unemployed labor force in the region. The closest park to the Project site is Jack Reilly Park, located approximately 0.51-mile east of the Project site. Project employees may use the park for breaks or recreation; however, the use of the park by Project employees would not lead to a physical deterioration of the park. Thus, there would be no increase in residents which would cause any increase in demand for existing parks or other recreational facilities, and the Project would not cause nor accelerate physical deterioration of these facilities. In addition, the payment of development impact fees per Municipal Code Chapter 3.27 would reduce any indirect Project impacts related to recreational facilities. Thus, impacts to recreation would be less than significant.

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

**No Impact.** The Project would build a truck terminal facility on a site that is currently developed with an industrial facility, and would not construct any residential facilities, nor create an additional need for housing. The Project would not directly increase the residential population of the City or generate additional need for parkland. The Project does not include or require the construction or expansion of recreational facilities which could negatively impact the environment, and no offsite parks or recreational improvements are proposed or required as part of the Project. Thus, no impacts would occur.

**Plans, Programs, or Policies (PPPs)**

None.

**Mitigation Measures**

None.

**Potentially Significant Impact**      **Less Than Significant with Mitigation Incorporated**      **Less Than Significant Impact**      **No Impact**

**5.17 TRANSPORTATION.** Would the project:

- a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
- b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
- c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- d) Result in inadequate emergency access?

**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 proposed Project involves the construction of a 52,160 SF truck terminal facility. Vehicular traffic to and from the Project site would utilize the existing network of regional and local roadways that currently serve the Project area.

A Traffic Impact Analysis, dated October 2021, was prepared for the Project by EPD Solutions (TIA, 2021). As shown on Table T-1, the Project would generate approximately 90 net weekday daily trips, with 13 net trips produced in the weekday AM peak hour and 12 net trips produced in the weekday PM peak hour when compared to the existing 34,000 SF industrial building (TIA, 2021).

**Table T-1: Project Trip Generation**

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
<u>Trip Rates</u>								
General Light Industrial (GLI) <sup>1</sup>	TSF	4.96	0.62	0.08	0.70	0.08	0.55	0.63
<u>Existing Site Trip Generation</u>								
Pallet Manufacturer (GLI)	34.00	TSF	169	21	3	24	2	19 21
<u>Vehicle Mix<sup>2</sup></u>								
	<u>Percent</u>							
Passenger Vehicles	78.60%		133	16	2	18	2	15 17
2-Axle Trucks	8.00%		13	2	0	2	0	1 1
3-Axle Trucks	3.90%		7	1	0	1	0	1 1

4+-Axle Trucks	9.50%		16	2	1	3	0	2	2
			169	21	3	24	2	19	21
<b><u>Proposed PCE Trip Generation<sup>4</sup></u></b>	<b><u>PCE Factor</u></b>								
Passenger Vehicles	1.0		133	16	2	18	2	15	17
2-Axle truck	2.0		26	4	0	4	0	2	2
3-Axle truck	2.5		18	2	0	2	0	3	3
4+-Axle Trucks	3.0		48	6	3	9	0	6	6
			227	28	5	33	2	26	28
<b><u>Proposed Project Trip Generation</u></b>									
Truck Terminal (GLI)	52.16	TFS	259	32	4	37	4	29	33
<b><u>Vehicle Mix<sup>3</sup></u></b>	<b><u>Percent<sup>2</sup></u></b>								
Passenger Vehicles	46.00%		119	15	2	17	2	13	15
2-Axle truck	6.10%		16	2	0	2	0	2	2
3-Axle truck	13.90%		36	4	1	5	1	4	5
4+-Axle Trucks	34.00%		88	11	1	12	1	10	11
	100%		259	32	4	37	4	29	33
<b><u>Proposed PCE Trip Generation<sup>4</sup></u></b>	<b><u>PCE Factor</u></b>								
Passenger Vehicles	1.0		119	15	2	17	2	13	15
2-Axle truck	2.0		32	4	1	5	0	4	4
3-Axle truck	2.5		90	11	2	13	3	10	13
4+-Axle Trucks	3.0		264	33	4	37	3	30	34
			505	63	9	72	8	57	66
<b>Net Trip Generation</b>			<b>90</b>	<b>11</b>	<b>1</b>	<b>13</b>	<b>2</b>	<b>10</b>	<b>12</b>
<b>Net PCE Trip Generation</b>			<b>278</b>	<b>34</b>	<b>4</b>	<b>39</b>	<b>6</b>	<b>31</b>	<b>38</b>
<b>Net Passenger Cars Trip gen</b>			<b>-14</b>	<b>-2</b>	<b>0</b>	<b>-1</b>	<b>0</b>	<b>-2</b>	<b>-1</b>
<b>Net PCE Truck Trip gen</b>			<b>294</b>	<b>36</b>	<b>4</b>	<b>40</b>	<b>6</b>	<b>33</b>	<b>40</b>

TFS = Thousand Square Feet

PCE = Passenger Car Equivalent

<sup>1</sup> Trip rates from the Institute of Transportation Engineers, Trip Generation, 10th Edition, 2017. Land Use Code 110 - General Light Industrial

<sup>2</sup> Vehicle Mix from the City of Fontana, Truck Trip Generation Study, August 2003. Classification: Light Industrial (Attachment A)

<sup>3</sup> Vehicle Mix from the City of Fontana, Truck Trip Generation Study, August 2003. Classification: Truck Terminals (Attachment B)

<sup>4</sup> Passenger Car Equivalent (PCE) factors from the San Bernardino County CMP, Appendix B - Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County, 2016.

Source: Transportation Impact Analysis, 2021 (Appendix K).

The Project has been designed to construct onsite roadway improvements consistent with the City guidelines. Additionally, the Project would pay Development Impact Fees as conditioned by the City pursuant to Municipal Code Chapter 3.27. The fees shall be collected and utilized as needed by the City to construct the improvements necessary to maintain the required Level of Service (LOS) and build or improve roads to their build-out level.

**Alternative Transportation**

The proposed Project would construct sidewalks along the Industrial Parkway. The Project would be located approximately one mile from the SBX Green Line, which is located south of Kendall Drive and west of Palm Avenue. The Project would not disrupt service of the Green Line. Therefore, the Project would not conflict with alternative transportation and Project impacts to transit, bicycle, and pedestrian facilities would be less than significant.

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

**Less Than Significant Impact.** Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor's Office of Planning and Research (OPR) to amend the State CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. SB743 specified that the new criteria should promote the reduction of GHGs, the development of multimodal transportation networks and a diversity of land uses. In response, Section 15064.3 was added to the CEQA Guidelines beginning January 1, 2019. Section 15064.3(c) states that the provisions of the section shall apply statewide beginning on July 1, 2020. State CEQA Guidelines Section 15064.3 - Determining the Significance of Transportation Impacts states that VMT is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT.

The City of San Bernardino TIA Guidelines were consulted to determine whether a VMT analysis would be required for the Project. Based on the scoping criteria from the City of San Bernardino TIA Guidelines and evaluation using the San Bernardino County Transportation Authority (SBCTA) VMT Screening Tool, the Project would screen out of a VMT analysis as it would generate fewer than the screening threshold of 110 daily trips, as shown above in Table TR-1 (Appendix K). Therefore, impacts related to VMT would be less than significant; and the Project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

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

**Less Than Significant Impact.** Vehicular access to the Project site would be provided via ingress and egress driveways connecting to Industrial Parkway. Vehicular traffic to and from the Project site would utilize the existing network of regional and local roadways that currently serve the Project area. The proposed Project would not introduce any new roadways or introduce a land use that would conflict with existing urban land uses in the surrounding area. The proposed Project includes internal driveways that would provide trucks access to the truck terminal building and truck parking. Design of the proposed Project, including the internal private roadway, ingress, egress, and other streetscape changes are subject to the City's and UDSP development standards. For example, the design of the Project streets would be reviewed to ensure fire engine accessibility and turn around area is provided to the fire code standards. As a result, impacts related to vehicular circulation design features would be less than significant.

**d) Result in inadequate emergency access?****Less Than Significant Impact.****Construction**

The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site, and would not restrict access of emergency vehicles to the Project site or adjacent areas. The installation of driveways and connections to existing infrastructure systems that would be implemented during construction of the proposed Project could require the temporary closure of one side or portions of Industrial Parkway for a short period of time (i.e., hours or a few days). However, the construction activities would be required to ensure emergency access in accordance with Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), which would be ensured through the City's permitting process. Thus, implementation of the Project through the City's permitting process would ensure existing regulations are



adhered to and would reduce potential construction related emergency access impacts to a less than significant level.

**Operation**

As described previously, the proposed Project area would be accessed from two driveways on Industrial Parkway. The construction permitting process would provide adequate and safe circulation to, from, and through the Project area, and would provide routes for emergency responders to access different portions of the Project area. The Project would provide a 40-foot or wider fire access lane around the proposed truck terminal building. Because the Project is required to comply with all applicable City codes, as verified by the City potential impacts related to inadequate emergency access would be less than significant.

**Plans, Programs, or Policies (PPPs)**

None.

**Mitigation Measures**

None.

<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**5.18 TRIBAL CULTURAL RESOURCES.**

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- |   |                          |                                     |                          |                          |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

**a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is 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)?**

**Less than Significant with Mitigation Incorporated.** The Project is required to comply with AB 52 regarding tribal consultation. Chapter 532, Statutes of 2014 (i.e., AB 52), requires that Lead Agencies evaluate a project’s potential to impact “tribal cultural resources.” Such resources include sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register or included in a local register of historical resources (PRC Section 21074). AB 52 also gives Lead Agencies the discretion to determine, supported by substantial evidence, whether a resource falling outside the definition stated above nonetheless qualifies as a “tribal cultural resource.”

In compliance with these requirements, on November 12, 2021, the City sent letters to the following Native American tribes that may have knowledge regarding tribal cultural resources in the Project vicinity.

- Agua Caliente Band of Cahuilla Indians
- Gabrieleno Band of Mission Indians - Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrielino /Tongva Nation

- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino-Tongva Tribe
- Morongo Band of Mission Indians
- Quechan Tribe of the Fort Yuma Reservation
- San Manuel Band of Mission Indians

On July 9, 2021, Material Culture Consulting requested a Sacred Lands File (SLF) search from the Native American Heritage Commission. On July 27, 2021, the NAHC responded that the SLF search yielded positive results for known tribal cultural resources or sacred lands within a 1-mile radius of the Project site. The San Manuel Band of Mission Indians (SMBMI) requested consultation regarding the proposed Project. The SMBMI consulted with City on December 20, 2021 via email and considers the area sensitive for cultural resources as several sites are located nearby. As such, the consulting tribes requested inclusion of mitigation due to the potential of the Project to unearth previously undocumented tribal cultural resources during construction. MM TCR-1 requires the qualified archaeologist to coordinate with SMBMI in the event of a pre-contact and/or historic-era cultural resource discovery. TCR-2 requires dissemination of any archaeological/cultural documents created as a part of the project to SMBMI. Coordination with SMBMI on potential cultural resource discoveries and archaeological/cultural documents would ensure proper precaution and handling of such resources, and further, minimize potential impacts to resources. Therefore, with implementation of MM TCR-1 and MM TCR-2, impacts to tribal cultural resources would be less than significant.

- b) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

**Less Than Significant Impact with Mitigation Incorporated.** As discussed above, to avoid potential adverse effects to tribal cultural resources, Mitigation Measures CUL-1 and TCR-1 and TCR-2 have been included to require coordination with SMBMI to avoid potential impacts to tribal cultural resources that may be unearthed by Project construction activities. No information has been provided to the Lead Agency indicating any likelihood of uncovering tribal cultural resources on the Project site, there are no known tribal cultural resources on or adjacent to the Project site, and no potentially significant impacts are anticipated.

Additionally, as described previously California Health and Safety Code, Section 7050.5, included as PPP CUL-1, requires that if human remains are discovered in the Project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation. If the coroner determines that the remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Therefore, with implementation of Mitigation Measures TCR-1 and TCR-2 and MM CUL-1, impacts to TCRs would be less than significant.

### **Plans, Programs, or Policies (PPPs)**

PPP CUL-1, as described in Section 5.5, *Cultural Resources*.

### **Mitigation Measures**

**MM TCR-1:** The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed in CR-1, of any pre-contact and/or historic-era cultural resources discovered during project implementation and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a CRMP shall be created by the archaeologist, in coordination with SMBMI, and all

subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents SMBMI for the remainder of the project, should SMBMI elect to place a monitor on-site.

**MM TCR-2:** 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 SMBMI. The Lead Agency and/or applicant shall, in good faith, consult with SMBMI throughout the life of the project.

	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**5.19 UTILITIES AND SERVICE SYSTEMS.**

Would the project:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Require or result in the relocation or construction of new or expanded water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**a) Require or result in the 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.**

**Water Infrastructure**

The Project applicant would redevelop the Project site, which is currently served by City of San Bernardino Municipal Water Department's water infrastructure and would install new water infrastructure at the Project site that would connect to existing water infrastructure within Industrial Parkway. The new onsite water system would convey water supplies to the proposed truck terminal building and landscaping through plumbing/landscaping fixtures that are compliant with the CalGreen Plumbing Code for efficient use of water.

The proposed Project would continue to receive water supplies through the existing water lines located within the Industrial Parkway right-of-way that have the capacity to provide the increased water supplies needed to serve the proposed Project, and no expansions of the water pipelines that convey water to the Project

site would be required. Installation of the new water distribution lines would only serve the proposed Project and would not provide new water supplies to any off-site areas.

The construction activities related to the onsite water infrastructure that would be needed to serve the proposed Project is included as part of the Project and would not result in any physical environmental effects beyond those identified throughout this IS/MND. For example, analysis of construction emissions from excavation and installation of the water infrastructure is included in Sections 3, *Air Quality* and 8, *Greenhouse Gas Emissions*. Therefore, the proposed Project would not result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

### **Wastewater**

The Project site is currently served by the existing sewer lines within Industrial Parkway. The Project includes installation of onsite sewer lines that would connect to the existing sewer lines within Industrial Parkway. The existing sewer lines would accommodate development of the Project site and would not require expansion to serve the proposed Project. The necessary onsite installation of wastewater infrastructure is included as part of the proposed Project and would not result in any physical environmental effects beyond those identified in other sections of this IS/MND.

### **Storm Drainage**

As discussed previously, the Project site is relatively flat, and runoff onsite would be conveyed into a biofiltration unit and eventually end up in the onsite detention basin at the southern corner of the Project site. Due to the appropriate sizing of the onsite drainage features, as ensured through the Project permitting process, operation of the proposed Project would not substantially increase stormwater runoff, and the Project would not require or result in the construction of new offsite storm water drainage facilities or expansion of existing offsite facilities, the construction of which could cause significant environmental effects. The required installation of the proposed drainage features is included as part of the proposed Project and would not result in any physical environmental effects beyond those identified in other sections of this IS/MND. Overall, impacts related to stormwater drainage facilities would be less than significant.

### **Electric Power**

The Project would connect to the existing Southern California Edison electrical distribution facilities that are adjacent to the Project site and would not require the construction of new electrical facilities.

### **Natural Gas**

The Project would connect to the existing Southern California Gas natural gas distribution facilities that are adjacent to the Project site.

The installation of the utilities at the locations as described above are evaluated throughout this IS/MND and found to be less than significant.

### **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.** Water service would be provided to the Project site by the City of San Bernardino Municipal Water Department (SBMWD). The 2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan (UWMP), adopted in June 2021, was prepared for the SBMWD and therefore accounts for the water usage that would be attributed to development of the Project site, consistent with its existing UDSP land use designation. According to the UWMP, the SBMWD currently uses one source of water to provide to its service area: Bunker Hill Groundwater Basin (UWMP 2021).

The Water Supply Reliability Assessment within the UWMP concludes that the district has adequate supplies to meet projected demands under multiple dry year scenarios, taking into account the recent prolonged

drought (UWMP 2021). The 2021 UWMP detailed a 2020 water demand of 179 gallons per capita per day. However, in order to conservatively estimate water used for irrigation and domestic uses for the proposed Project a water demand rate of 2,000 gallons per day per acre was used.<sup>2</sup> As described previously, the Project includes development of a 11.07-acre site. Thus, the Project would generate an increased water demand of 22,140 gallons per day or 24.79 acre-feet per year, which is within the anticipated increased demand and supply for water, as shown on Table UT-1. Furthermore, the southern portion of the Project site is currently operational as a 34,000 SF pallet manufacturing warehouse. As such, 24.79 acre-feet per year is a conservative estimate of the increase of water demand associated with implementation of the Project.

**Table UT-1: SBMWD Projected Water Demand and Supply Comparison (AF)**

	<b>2025</b>	<b>2030</b>	<b>2035</b>	<b>2040</b>	<b>2045</b>
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: UWMP 2021

Therefore, water demand from the proposed Project would be within the SBMWD’s current and projected water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. All new development that connects to the system is required to pay its applicable fair-share Development Impact Fee(s). Thus, impacts related to water supplies would be less than significant.

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

**Less Than Significant Impact.** The Project site receives wastewater service from the City of San Bernardino with connections to sewer lines in Industrial Parkway. Wastewater from the Project site would be treated at the San Bernardino Water Reclamation Plant Facility. The Facility has capacity for 33 million gallons per day (mgd). As of 2020, the Facility receives an average 21.5 mgd. As such, the Facility has an excess capacity of 11.5 mgd.

Industrial uses generate approximately 1,700 gallons per day (gpd) per acre of wastewater. Thus, the 11.07 acres Project site would generate approximately 18,819 gpd of wastewater. The southern portion of the Project site is currently operational as a 34,000 SF pallet manufacturing warehouse. As such, 18,819 gpd of wastewater is a conservative estimate of the increase of wastewater demand associated with implementation of the Project. Therefore, the proposed Project’s wastewater generation would be within the current capacity for the San Bernardino Water Reclamation Facility.

All new development that connects to the system is required to pay its applicable fair-share Development Impact Fee(s). As such, the Water Reclamation Plant Facility would have adequate capacity to serve the Project. The proposed Project would connect to and operate under capacity of the current water treatment facility, allowing for sufficient service to the Project area. The Project would not result in any of the wastewater treatment plants discussed above exceeding wastewater treatment requirements. Therefore, impacts related to wastewater generation are less than significant.

**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?**

<sup>2</sup> Water demand of 2,000 gallons per day per acre was utilized from comparison to other industrial/warehouse uses in the County of San Bernardino in order to account for the increase water needs of industrial facilities.

**Less Than Significant Impact.** In 2019, over 82 percent of the solid waste from the City, which was disposed of in landfills, went to the Mid Valley Sanitary Landfill. The Mid Valley Landfill is permitted to accept 7,500 tons per day of solid waste and is permitted to operate through 2045. The Mid Valley Sanitary Landfill has a remaining capacity of 61,219,377 tons. In 2019, the average tonnage received was 3,056 tons. Thus, on average, the facility had additional capacity of 4,444 tons per day (CalRecycle 2021).

#### **Construction**

Construction of the proposed Project would require demolition of the existing industrial building and associated structures. Demolition of the existing onsite buildings would result in a total of 6,413 tons of debris. However, Section 5.408.1 of the 2016 California Green Building Standards Code requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste. Thus, the demolition and construction solid waste that would be disposed of at the landfill would be approximately 35 percent of the waste generated. Therefore, demolition activities, which would generate the most solid waste would generate approximately 2,245 tons of solid waste. As described in the Air Quality Analysis, included in Appendix A to this IS/MND, demolition is expected to take 20 days. As such this would equate to approximately 112.25 tons of solid waste per day.

As described above, the Mid Valley Sanitary has additional capacity of approximately 4,444 tons per day. Therefore, the facility would be able to accommodate the addition of 112.25 tons of waste per day during demolition of the proposed Project. Therefore, the Mid Valley Sanitary Landfill would be able to accommodate solid waste from construction of the proposed Project.

#### **Operation**

The CalEEMod solid waste generation rate for general light industrial land use is 1.24 tons per year per 1,000 square feet. Thus, the proposed truck terminal would generate approximately 64.7 tons of solid waste per year. However, at least 75 percent of the solid waste is required by AB 341 to be recycled, which would reduce the volume of landfilled solid waste to approximately 16.17 tons per year or 0.31 ton per week.

As the Mid Valley Sanitary Landfill has additional capacity of approximately 4,444 tons per day, the facility would be able to accommodate the addition of 0.31 ton of waste per week from the Project. Therefore, the Mid Valley Sanitary Landfill would be able to accommodate solid waste from operation of the proposed Project, and impacts related to landfill capacity would be less than significant.

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

**Less Than Significant Impact.** The proposed Project would result in new development that would generate an increased amount of solid waste. All solid waste-generating activities within the City are subject to the requirements set forth in Section 5.408.1 of the 2019 California Green Building Standards Code that requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, and AB 341 that requires diversion of a minimum of 75 percent of operational solid waste.

In addition, as stated in Response 5.19(d) above, the proposed Project would be required comply with the City's Municipal Code Section 8.24.100, *Construction and Demolition Debris Recycling Program*, which requires that developments must meet the minimum diversion requirement. In addition, the proposed Project would be required to comply with all federal, State, and local regulations related to solid waste. Furthermore, the proposed Project would comply with all standards related to solid waste diversion, reduction, and recycling during Project construction and operation. Therefore, the proposed Project is anticipated to result in less than significant impacts related to potential conflicts with federal, State, and local management and reduction statutes and regulations pertaining to solid waste.

#### **Plans, Programs, or Policies (PPPs)**

None.



**Mitigation Measures**

None.

	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>5.20 WILDFIRES.</b> 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

**Less Than Significant Impact.** According to the CAL FIRE Hazard Severity Zone map, the Project site is within an area identified as a Fire Hazard Severity Zone (FHSZ). The proposed Project would be located within a Local Responsibility Area (LRA) designated as a Very High Fire Hazard Severity Zone (VHFHSZ) (CAL FIRE 2020). However, as stated in Section 5.9 of this IS/MND, the proposed Project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. The proposed Project does not include any characteristics (e.g., permanent road closures or long-term blocking of road access) that would substantially impair or otherwise conflict with an emergency response plan or emergency evacuation plan. Further, the proposed Project would not obstruct or alter any transportation routes that could be used as evacuation routes during emergency events.

The proposed Project would provide adequate emergency access to the site via driveways from Industrial Parkway and would connect to an internal access way that would ensure access for emergency vehicles within the interior of the site. Additionally, the Project would be required to comply with the provisions set forth in Municipal Code Chapter 15.10, *Foothill Fire Zone Building Standards*. Adherence to the provisions set forth in Municipal Code Chapter 15.10 would limit potential risk associated with wildland fires within the Project site by requiring the use of flame retardant and noncombustible materials. Further, access to and from the Project site for emergency vehicles would be reviewed and approved by the San Bernardino County Fire Department and the City as part of the Project approval process to ensure the proposed Project is compliant with all applicable codes and ordinances for emergency vehicle access. Since the Project is required to comply with all applicable City codes, as verified by the City, any potential impacts related to an emergency response or evacuation (if any) would be less than significant.

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

**Less than Significant Impact.** As stated previously, the Project site is located within a VHFHSZ. However, the Project site and surrounding area are currently developed or are being developed, and therefore, lack extensive combustible materials and vegetation necessary for the uncontrolled spread of a wildfire.

The Project site is relatively flat and there are limited elevation changes in the Project vicinity. The Project proposes an industrial development in an area characterized by existing industrial uses. Additionally, adherence to the provisions set forth in Municipal Code Chapter 15.10 would limit potential risk associated with wildland fires within the Project site by requiring the use of flame retardant and noncombustible materials. As such, the Project itself would not exacerbate wildfire risks as compared to existing conditions because it is representative of existing development in the area. Thus, impacts related to other factors that would expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire would be less than significant.

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

**No Impact.** The Project does not require the installation or maintenance of associated infrastructure (including roads, fuel breaks, emergency water sources, power lines, or other utilities) that would exacerbate fire risk or that would result in impacts to the environment. Although the Project includes new driveways within the Project site, the Project does not include any changes to public or private roadways that would exacerbate fire risk or that would result in impacts to the environment. Although utility improvements, including domestic water, sanitary sewer, and storm drain lines proposed as part of the Project would be extended throughout the Project site, these utility improvements would be underground and would not exacerbate fire risk. Project design and implementation of utility improvements would be reviewed and approved by the City as part of the Project approval process to ensure the proposed Project is compliant with all applicable design standards and regulations. Therefore, the proposed Project would not include infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities), that would exacerbate fire risk or that would result in impacts to the environment and no impacts would occur.

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

**Less Than Significant Impact.** According to the FEMA FIRM maps, the Project site is zoned as Flood Zone X, area of 0.2% annual chance flood; area of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

As established in Section 5.10 of this IS/MND, during Project construction soil would be compacted and drainage patterns would be temporarily altered due to grading, and there would be an increased potential for flooding compared to existing conditions. However, construction BMPs would be identified and implemented as part of the proposed Project. Implementation of construction BMPs would control and direct surface runoff to prevent flooding, and as such, Project construction would not expose people or structures to significant risks related to downslope and downstream flooding. Therefore, impacts would be less than significant.

During operation, the proposed Project would not substantially alter the existing onsite drainage patterns. Compliance with the proposed operational BMPs would ensure onsite storm drain facilities would be sized

to accommodate stormwater runoff from the Project site so that onsite flooding would not occur. Therefore, impacts would be less than significant.

As established in Section 5.7 of this IS/MND, there are no landslide zones close to or within the boundaries of the Project site. The Project site is relatively flat; therefore, the risk of slope failure represents a limited level of concern on the Project site. Further, projects in the City of San Bernardino are required to comply with the CBC, which would include the incorporation of: 1) seismic safety features to minimize the potential for significant effects as a result of earthquakes; 2) proper building footings and foundations; and 3) construction of the building structures so that it would withstand the effects of strong ground shaking. These features would reduce potential impacts related to landslides to a less than significant level. Therefore, with implementation of the CBC, the Project would not expose people or structures to significant risks, including downslope or downstream landslides, and impacts (if any) would be less than significant.

**Plans, Programs, or Policies (PPPs)**

None.

**Mitigation Measures**

None.

**5.21 MANDATORY FINDINGS OF SIGNIFICANCE.**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

**Less Than Significant Impact with Mitigation Incorporated.** Based on the discussion in Section 5.4, *Biological Resources*, of this document, the proposed Project is anticipated to result in less than significant impacts related to habitat, wildlife species, and/or plant and animal communities. The proposed Project would not eliminate a plant or animal community, nor would it substantially reduce the number or restrict the range of a rare or endangered plant or animal. However, MM BIO-1 has been included to comply with the provisions of the MBTA as there are ornamental trees onsite.

As described in Section 5.5, *Cultural Resources*, the Project site does not contain any buildings or structures that meet any of the California Register of Historical Resources (California Register) criteria or qualify as "historical resources" as defined by CEQA. Therefore, the proposed Project would not cause a substantial adverse change in the significance of a historical resource. As described previously, the Project site has been previously disturbed from various past uses that involve grading and installation of utility infrastructure. As a result of proximity to historic resources and a positive SLF result, the potential for archaeological resources exists on site is moderate. However, Mitigation Measure CUL-1 has been included to require archaeological monitoring of ground disturbing activities to ensure that inadvertent discovery of resources during ground-disturbing activities are less than significant. Implementation of Mitigation Measure CUL-1 and Mitigation Measures TCR-1 and TCR-2 would reduce potential impacts to important examples of California prehistory to a less than significant level.

- 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 with Mitigation Incorporated.** As presented in this document, potential Project-related impacts are either less than significant or would be less than significant with mitigation incorporated. Based on the analysis contained in this document, Project-related impacts would be reduced to less than significant levels with the incorporation of mitigation measures. Given that the potential Project-related impacts would be mitigated to a less than significant level, implementation of the proposed Project would not result in impacts that are cumulatively considerable when evaluated with the impacts of other current projects, or the effects of probable future projects. Therefore, the proposed Project's contribution to any significant cumulative impacts would be less than cumulatively considerable. As discussed in Sections 5.1 through 5.20 of this document, mitigation would be required and incorporated as necessary. Therefore, impacts would be less than significant with mitigation incorporated.

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

**Less Than Significant with Mitigation Incorporated.** Based on the Project Description and the preceding responses in Sections 5.1 through 5.20 of this document, implementation of the proposed Project would not cause substantial adverse effects to human beings because all potentially significant impacts of the proposed Project would be mitigated to a less than significant level. Therefore, since all potentially significant impacts of the proposed Project are expected to be mitigated to a less than significant level, implementation of the proposed Project would not cause substantial adverse effects on human beings.

**Plans, Programs, or Policies (PPPs)**

None.

**Mitigation Measures**

**MM CUL-1**, as listed in Section 5.4.

**MM HAZ-1**, as listed in Section 5.9.

**TCR-1 and TCR-2**, as listed in Section 5.18.

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