



MITIGATED NEGATIVE DECLARATION FOR THE 5705 INDUSTRIAL PARKWAY PROJECT

Lead Agency:

City of San Bernadino
Planning Department
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San Bernardino, CA 92401

Project Applicant:

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June 2023

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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 Warehouse Project, which involves Subdivision (SUB 22-06) (Tentative Parcel Map No. 20591) to allow the subdivision of one parcel containing a total of approximately 10-acres into two parcels, and Development Permit Type-D (DP-D 22-14) to allow the development and establishment of a 105,500 square-foot (SF) tilt up warehouse facility approximately one-half mile southeast of the intersection of Palm Avenue and Industrial Parkway (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
(https://sanbernardino.hosted.civiclive.com/city_hall/community_economic_development/planning)
- City of San Bernardino General Plan EIR
(https://www.sbcity.org/city_hall/community_economic_development/planning/environmental_documents)
- City of San Bernadino Municipal Code
(https://www.sbcity.org/city_hall/city_clerk/municipal_code)

- City of San Bernardino Development Code
(https://www.sbcity.org/city_hall/community_economic_development/development_code)
- University District Specific Plan (UDSP)
(https://www.sbcity.org/city_hall/community_economic_development/planning/specific_plans)
- University District Specific Plan EIR
- 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 Tentative Parcel Map and construction of an approximately 105,500 SF tilt up warehouse facility on an approximately 6.96-acre site located approximately one-half mile southeast of the Palm Avenue and the Industrial Parkway intersection. The Project site has a General Plan Land Use designation of University District Specific Plan (UDSP) and a zoning designation of Industrial Light. Within the UDSP, the Project site is zoned as Industrial Light (IL). 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 and is bounded by Interstate 215 (I-215) to the east and by Industrial Parkway (Hallmark Parkway) to the west and lies approximately 0.42 mile southeast of Palm Avenue. Regional access to the Project site is provided by I-215 via the I-215 Palm Avenue exit. Local access to the site is provided from 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 one parcel encompassing approximately 10-acres. The parcel is identified as Assessor’s Parcel Number (APN) 0266-041-74 and consists of vacant land and an existing telecommunication building totaling approximately 20,000 SF in the southwest portion of the site. The site is relatively flat with minimal surface gradients. The Project site contains vegetation consisting of grasses, weeds, and trees. Existing access to the Project site is via one paved driveway off Industrial Parkway. The Project site’s existing conditions are shown in Figure 2-3, *Aerial* and Figure 2-4, *Site Photos*.

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) and a zoning designation of Industrial Light (IL). Within the UDSP, the Project site is zoned as Industrial Light (IL). The UDSP is a direct implementation of the General Plan direction with the purpose of integrating the University and surrounding community into a unified village. The UDSP states that the IL designation is intended for variety of light industrial uses, including warehousing/distribution, assembly, light manufacturing, research and development, mini storage, and repair facilities conducted within enclosed structures as well as supporting retail and personal uses at a Floor Area Ratio (FAR) of 0.75 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
Northeast	I-215 followed by Devil’s Canyon Flood Control Basin followed by commercial uses	University District Specific Plan (UDSP)	Commercial General (CG-1) and Publicly Owned Flood Control (PFC)	Commercial General (CG-1) and Publicly Owned Flood Control (PFC)
Northwest	Vacant land followed by a warehouse/distribution center	University District Specific Plan (UDSP)	Industrial Light (IL) and Industrial Heavy (IH)	Industrial Light (IL) and Industrial Heavy (IH)
Southeast	I-215 followed by Devil’s Canyon Flood Control Basin followed	University District Specific Plan (UDSP)	Residential Urban (RU) and Publicly Owned Flood Control (PFC)	Residential Urban (RU) and Publicly Owned Flood Control (PFC)

	Existing Land Use	General Plan Designation	Zoning Designation	Specific Plan Designation
	by single-family residences			
Southwest	Warehouse facilities	University District Specific Plan (UDSP)	Industrial Heavy (IH)	Industrial Heavy (IH)

Regional Location

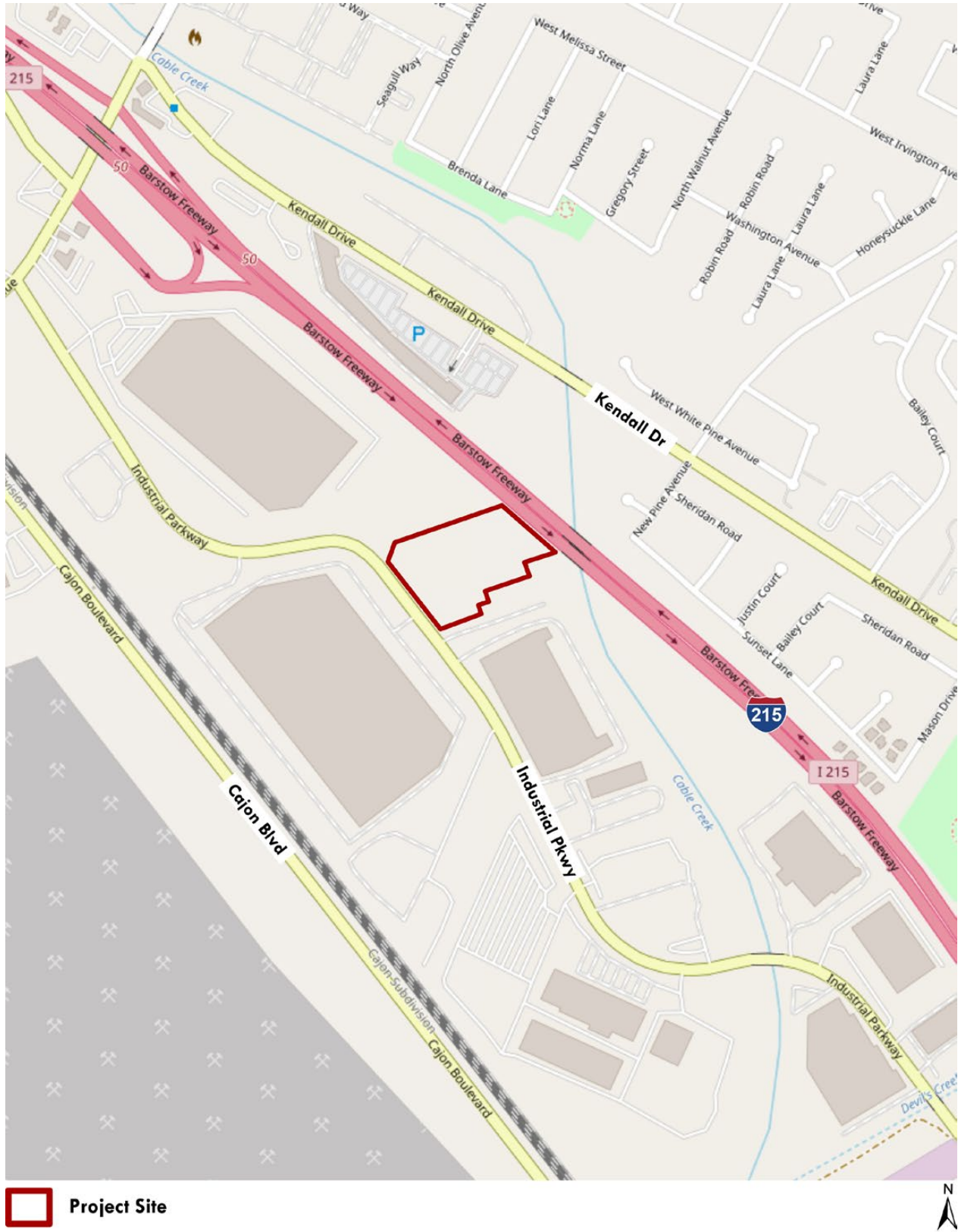


5705 Industrial Parkway Warehouse
City of San Bernardino

Figure 2-1

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Local Vicinity



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 Project Site

5705 Industrial Parkway Warehouse
City of San Bernardino

Figure 2-3

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Site Photos



View from the northeast corner of the site on Hwy 215.



Southwest corner of the site on Industrial Pkwy including existing driveway to adjacent property.

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3 PROJECT DESCRIPTION

3.1 Project Overview

Dedeaux Properties (Applicant) is requesting approval from the City of San Bernardino to subdivide the approximately 10-acre parcel (APN 0266-041-74) into two parcels. Parcel 1 would be 6.96-acres (Project site) and Parcel 2 would be 3.03-acres (not a part). Parcel 2 is currently developed with a telecommunications building, which would remain and continue operation outside of the Project. The Project would redevelop Parcel 1 with an approximately 105,500-SF warehouse. The proposed building would result in a FAR of 0.35. Additional improvements would include landscaping, sidewalks, utility connections, implementation of stormwater facilities, and pavement of parking areas and driveways. Figure 3-1, *Conceptual Site Plan*, illustrates the proposed site plan.

3.2 Project Features

Building Summary and Architecture

The proposed warehouse building would be single-story and approximately 45 feet tall, and include a mezzanine, loading docks, and associated vehicle and truck trailer parking spaces. The warehouse building would have a building footprint of 103,000 SF and include approximately 100,500 SF of warehouse space, 2,500 SF ground floor office, and a 2,500 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 77 feet along Industrial Parkway and 132 feet along the northeast property line, adjacent to the existing telecommunications building. The use of building layout, finish materials, and accenting on the Project site would create a quality architectural presence along Industrial Parkway and the I-215 corridor.

Parking and Loading Dock Summary

Truck loading docks would be located along the southeast side of the building. The building would include 22 loading dock doors and one grade door. The Project would also provide 28 trailer stalls and two truck charging stations located along the southeast property line. Additionally, the Project would provide 96 passenger vehicle parking stalls, inclusive of accessible spaces and electric vehicle/clean air/carpool spaces in surface lots in the northeast, southeast and southwest portions of the site.

Landscaping and Fencing

An 8-foot-tall concrete tilt-up screen wall is proposed along the southeast property line and at the entrance of the truck court. A 7-foot-tall rolling tube steel gate is proposed at the entrance of the truck court. An 8-foot-tall tube steel swing gate is proposed at the entrance of the southwest drive aisle. An 8-foot-tall tube steel fence is proposed along the northwest, northeast and southeast property lines. The proposed Project includes approximately 50,773 SF of ornamental landscaping that would cover approximately 17 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 and parking and loading areas from off-site viewpoints.

Access and Circulation

Access to the proposed Project would be provided via two driveways from Industrial Parkway. The southwest driveway would be 30-feet-wide and would be limited to passenger and emergency vehicles. The southeast driveway would be 45-feet-wide. Internal circulation would be via 30-foot to 45-foot drive aisles. Access to trailer stalls and loading dock areas would be controlled through the use of swinging and rolling gates. Fire department access would be via a 30-foot-wide fire lane. Knox padlocks would be provided for all gates.

Regional access to the Project site would be provided by I-215. Additionally, truck traffic generated by the proposed Project would utilize designated City of San Bernardino truck routes including Kendall Drive and Cajon Boulevard.

Infrastructure Improvements

Water and Sewer Improvements

The Project would install new onsite connections to the existing 12-inch diameter water line in Industrial Parkway. The Project would also install new onsite connections to the existing 8-inch diameter sewer line in Industrial Parkway.

Drainage Improvements

An underground stormwater infiltration system is proposed to collect stormwater. Runoff would be collected via a series of inlets and piped to a clarifier for pre-treatment before being piped into the underground infiltration system. Overflow from the underground storm chambers would be discharged out onto Industrial Parkway via a parkway drain proposed at the southwest corner of the site.

Sidewalk Improvements

The proposed Project would include construction of 6-foot-wide sidewalk along the Project's frontage on Industrial Parkway.

3.3 Construction and Phasing

Construction activities would occur over one phase and include site preparation, grading, building construction, paving, and architectural coatings. Grading work of soils is expected to result in approximately 16,900 cubic yards (CY) of cut and 5,600 CY of fill soils for a net export of 11,300 CY of soil. Construction is expected to occur over 14 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. Table 2 illustrates the anticipated construction schedule.

Table 2: Construction Schedule

Construction Activity	Number of Days
Site Preparation	10
Grading	20
Building Construction	230
Paving	20
Architectural Coating	20

3.4 Operational Characteristics

The Project is analyzed as a speculative warehouse. No cold storage is proposed. 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.

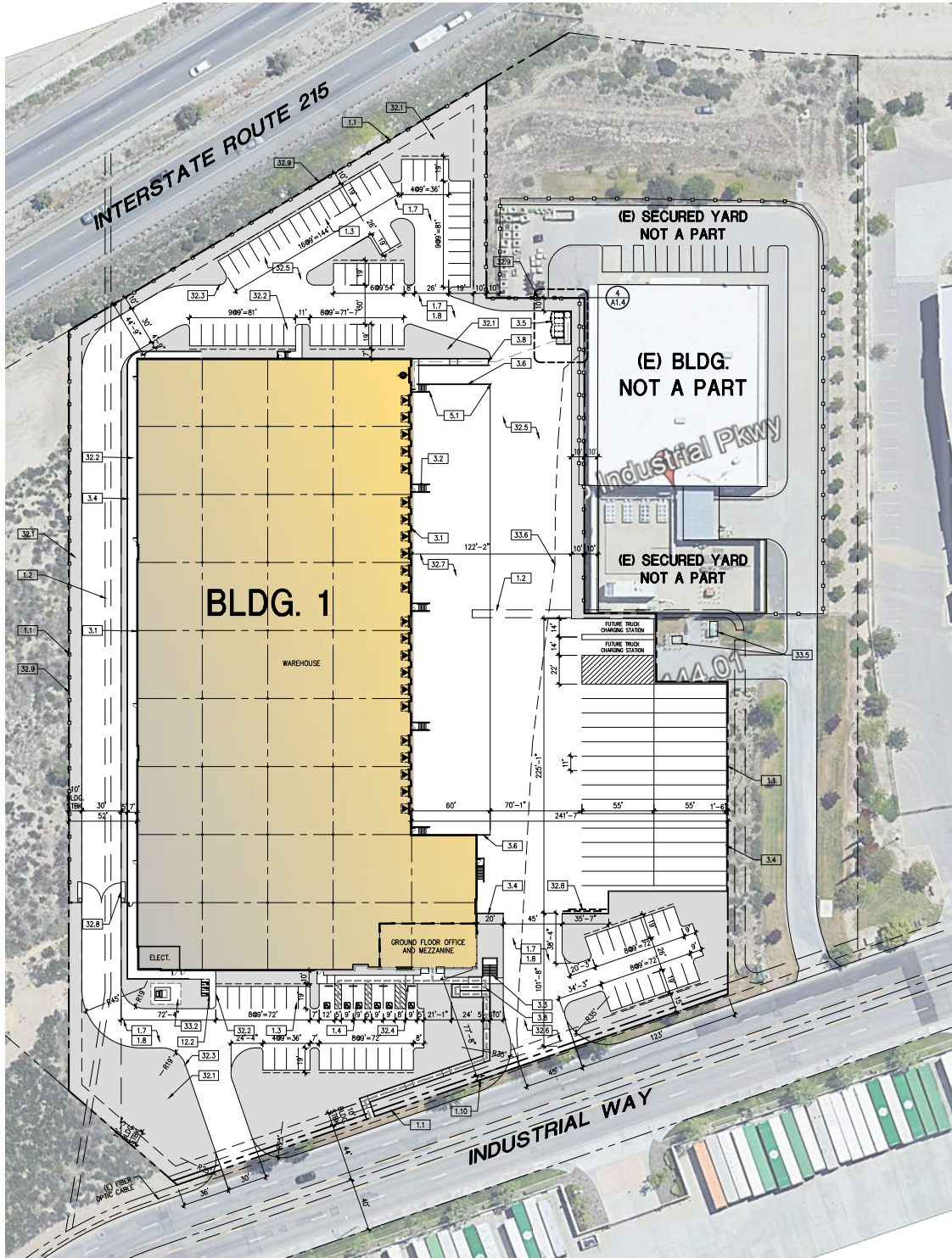
3.5 Discretionary Approvals, Permits, and Studies

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

City of San Bernardino

- Subdivision (SUB22-06) (Tentative Parcel Map No. 20591)
- Development Permit Type-D (22-14)
- Adoption of this Mitigated Negative Declaration
- Ministerial approvals and permits necessary to execute the proposed Project, including but not limited to, grading permit, building permit, etc.

Conceptual Site Plan



SITE PLAN - LEGEND

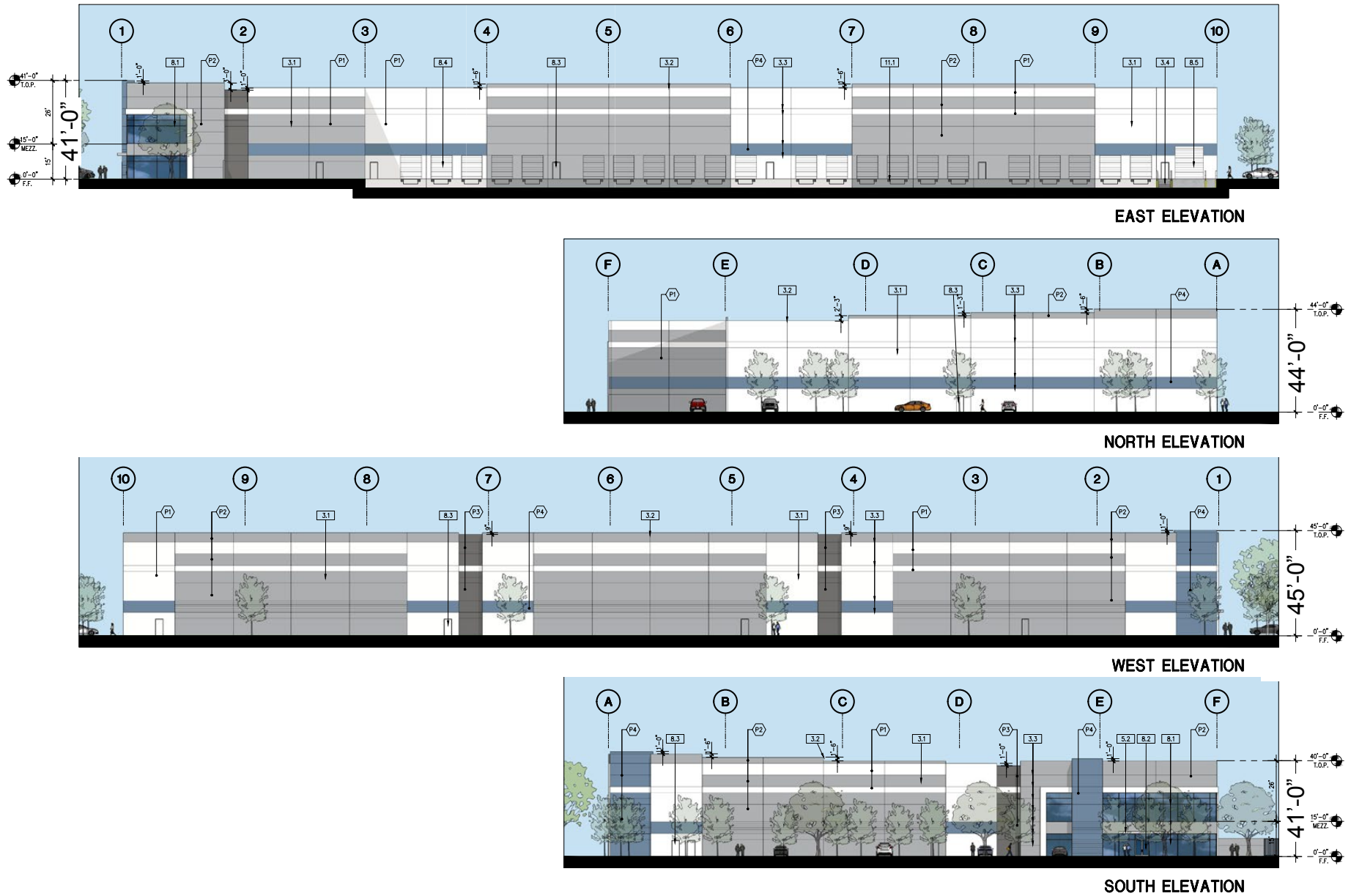
	ACCESSIBLE PATH OF TRAVEL - 4' WIDE MINIMUM - 1:20 MAX RUNNING SLOPE (U.N.O.), AND 1:48 MAX CROSS SLOPE		PARKING STALL WITH EV CHARGER
	ACCESSIBLE PARKING STALL(S), TYP.		LANDSCAPE AREA, REFER TO LANDSCAPE DRAWINGS
	PARKING STALL MARKING PER CALGREEN CLEAN AIR/VANPOOL/EV, TYP.		FIRE LANE - PER FIRE DEPARTMENT REQUIREMENTS
	COMPACT PARKING STALL(S), TYP.		12' X 14' SECTIONAL GRADE DOOR. REFER TO ELEVATIONS
	PROVIDE CONDUIT FOR FUTURE ELECTRICAL VEHICLE CHARGER PER CALGREEN		9' X 10' SECTIONAL DOCK HIGH DOOR. REFER TO ELEVATIONS

5705 Industrial Parkway Warehouse
City of San Bernardino

Figure 3-1

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Elevations



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Landscape Plan



PLANTING LEGEND

TREES			
SYMBOL	TREE NAME	QTY.	WUCOLS
	NEW STREET TREE ALONG INDUSTRIAL WAY PLATANUS ACERIFOLIA, LONDON PLANE TREE 24" BOX SIZE.	8	M
	PARKING LOT SHADE TREE ULMUS PARVIFOLIA, EVERGREEN ELM 24" BOX SIZE.	19	L
	FLOWERING ACCENT TREE LAGERSTROEMIA I. 'WATERMELON RED', CRAPE MYRTLE 24" BOX SIZE.	11	M
	VERTICAL TREE ALONG BUILDING PODOCARPUS GRACILIOR, FERN PINE 15 GAL. SIZE.	8	M
	VERTICAL TREE ALONG BUILDING TRISTANIA CONFERTA, BRISBANE BOX 15 GAL. SIZE.	20	L
	PROPERTY LINE TREE PINUS ELДАРICA, MONDELL PINE 24" BOX SIZE.	56	L
	PLATANUS RACEMOSA, CALIFORNIA SYCAMORE 24" BOX SIZE.	6	M
	GEIJERA PARVIFLORA, AUSTRALIAN WILLOW 24" BOX SIZE.	2	L

SHRUBS

SYMBOL	NAME	WUCOLS
	DODONAEA V. 'PURPUREA', PURPLE HOPSEED BUSH 5 GAL. SIZE.	M
	WESTRINGIA FRUTICOSA, COAST ROSEMARY 5 GAL. SIZE.	L
	LIGUSTRUM TEXANUM, TEXAS PRIVET 5 GAL. SIZE.	L
	LEUCOPHYLLUM FRUTESCENS, TEXAS RANGER 5 GAL. SIZE.	L
	XYLOSMA CONGESTUM, SHINY LEAF CONGESTUM 5 GAL. SIZE.	L
	CALLISTEMON 'LITTLE JOHN', DWARF BOTTLE BRUSH 5 GAL. SIZE.	L

GROUND COVERS

SYMBOL	NAME	WUCOLS
	LANTANA CAMARA 'DWARF GOLD', DWARF LANTANA 1 GAL SIZE @ 30" O.C.	L
	CHONDROPETALUM TECTORUM, SMALL CAPE RUSH 1 GAL @ 36" O.C.	L
	MUHLENBERGIA RIGENS, DEER GRASS 1 GAL @ 42" O.C.	L
	SENECIO MANDRALISCAE, BLUE CHALK STICKS 1 GAL @ 18" O.C.	L
	SALVIA CLEVELANDII, CLEVELAND SAGE 5 GAL @ 48" O.C.	L
	DIANELLA TASMANICA 'VARIEGATA', WHITE STRIPED TASMAN FLAX LILY 1 GAL @ 24" O.C.	L

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4 ENVIRONMENTAL CHECKLIST

4.1 BACKGROUND

Date: February 2023
Project Title: Industrial Parkway Project
Lead Agency: City of San Bernardino, 290 N D Street San Bernardino, CA 92401
Lead Agency Contact: Travis Martin City of San Bernardino, Community & Economic Development martin_tr@sbcity.org (909) 384-5313
Project Location: 6.96-acre site comprised of one parcel located within the northwestern portion of the City of San Bernardino and bounded I-215 to the east and by Industrial Parkway (Hallmark Parkway) to the west and lies approximately 0.42 mile southeast of Palm Avenue.
Project Sponsor's Name and Address: Dedeaux Properties 100 Wilshire Blvd. Suite 250 Santa Monica, CA 90401
General Plan and Zoning Designation: The Project site has a General Plan Land Use designation of University District Specific Plan (UDSP) and a zoning designation of Industrial Light (IL). Within the UDSP, the Project is designated as Industrial Light (IL).
Project Description: Dedeaux Properties (Applicant) is requesting approval from the City of San Bernardino to subdivide the approximately 10-acre parcel into two parcels. Parcel 1 would be 6.96-acres (Project site) and Parcel 2 would be 3.03-acres (not a part). Figure 3-1, <i>Tentative Parcel Map</i> , illustrates the proposed subdivision of land. Parcel 2 is currently developed with an existing telecommunication building which is to remain. No development would occur on Parcel 2. The Project would redevelop Parcel 1 with an approximately 105,500 SF warehouse, inclusive of a 2,500 SF ground floor office and a 2,500 SF mezzanine. The proposed building would result in a FAR of 0.35. Additional improvements would include landscaping, sidewalks, utility connections, implementation of stormwater facilities, and pavement of parking areas and driveways. Figure 3-2, <i>Conceptual Site Plan</i> , illustrates the proposed site plan.
Other Public Agencies Whose Approval is Required: Not Applicable

4.2 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 checked="" type="checkbox"/>	Geology/Soils	<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Hazards and Hazardous Materials
<input type="checkbox"/>	Hydrology/Water Quality	<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources
<input checked="" 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

4.3 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.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>5.1 AESTHETICS. Except as provided in Public Resources Code Section 21099 would the project:</p>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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?

No Impact. The San Bernardino City General Plan does not designate any scenic vistas or protected viewsheds. No scenic vistas or protected viewsheds exist from the Project site. Therefore, the Project would not impact any scenic vistas or protected viewsheds. No impact would occur.

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

No Impact. The Project proposes to develop the 6.96-acre site with a new single-story 45-foot-tall tilt-up concrete warehouse building. 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 16 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) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The Project site is located in an urbanized area. 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: Project Consistency with Industrial Light Development Standards

Industrial Light (IL) Development Standards		Project Consistency
Minimum Net Lot Area	20,000 SF	483,152 SF
Maximum Structure Size/Floor Area Ration (FAR)	0.75 FAR	0.35 FAR
Maximum Lot Coverage	75%	34%
Maximum Structure Height	2 stories/50 feet	45 feet
Minimum Front Yard Setback	10 feet	81 feet
Minimum Rear Yard Setback	10 feet	45 feet
Minimum Side Yard Setback	10 feet	52 feet (east), 241'-7" (west)
Parking	84 spaces	96 spaces

Source: Table 8.02 and Section 19.24.040 of the City of San Bernardino Development Code

As shown above in Table AES-1, the proposed Project would be consistent with the regulations regarding aesthetics and scenic quality. As discussed previously, the proposed Project is consistent with the existing land use and zoning on the Project site. The proposed Project would develop a 45-foot-tall single-story tilt up warehouse facility, which would be within the height maximum for the IL zone and is a similar size to the single-story telecommunications building that currently exists adjacent to the site.

In addition, landscaping would be planted in the 15-foot-wide landscape setback space between Industrial Parkway and the proposed parking areas, and the 10-foot-wide landscape setback between the proposed industrial warehouse and the existing adjacent telecommunications building (as shown in Figure 3-3, *Landscape Plan*), which would minimize the visual scale of the structure. The proposed Project would also install landscaped medians in the vehicle parking areas and along the perimeter of the site as well as along the northeast, northwest, and southwest perimeters of the warehouse. 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 physically alter the visual character of the site, it would not substantially degrade the existing visual character or quality of its surroundings. As discussed above, 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. Therefore, the Project would result in less than significant impacts on visual character and quality.

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 develop the undeveloped portion of the site with an approximately 105,500 SF single-story warehouse building, which would result in an FAR of 0.35. 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.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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 type="checkbox"/>	<input checked="" 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 proposed Project would develop a new single-story, 45-foot-tall speculative warehouse on the 6.96-acre site. 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 Light Industrial (LI) with a land use designation of University District Specific Plan (UDSP). In addition, the Project site is identified as “Other Land” by the California Department of Conservation’s California Important Farmland Finder (FMMP, 2022). 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 Light Industrial (LI) with a land use designation of University District Specific Plan and proposed development would be consistent with the existing land use and zoning designation. 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, 2022). Therefore, development 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 vacant and undeveloped and located in an urban, developed 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 have no 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 vacant and undeveloped and located in an urban, developed 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?

No Impact. The proposed Project includes 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, the Project site does not contain existing farmland or forest land, and therefore, 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. Therefore, the Project would result in no impact.

Plans, Programs, or Policies (PPPs)

None.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
5.3 AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<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"/>

This section was prepared using the Air Quality, Energy, and Greenhouse Gas Analysis Impact Analysis prepared by EPD Solutions on January 9, 2023 (Appendix A).

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. 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 PM₁₀ 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.

SCAQMD’s CEQA Handbook provides the following two criteria to determine whether a project would be consistent or in conflict with the AQMP:

1. The project would not generate population and employment growth that would be inconsistent with SCAG growth forecasts.
2. The project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Consistency Criterion No. 1 refers to SCAG’s growth forecasts and associated assumptions included in the AQMP. The future air quality levels projected in the AQMP are based on SCAG’s growth projections, which are based, in part, on the general plans of cities located within the SCAG region. Therefore, if the level of employment related to the proposed Project are consistent with the applicable assumptions used in the development of the AQMP, the Project would not jeopardize attainment of the air quality levels identified in the AQMP.

The Project site has a General Plan Land Use designation of UDSP. Within the UDSP, the site is designated as IL. The proposed Project would develop the 6.96-acre site with a 105,500 SF warehouse. The proposed building would result in a FAR of 0.35, which is within the maximum allowable FAR of 0.75 in the IL zone. 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.

Consistency Criterion No. 2 refers to the California Ambient Air Quality Standards (CAAQS). An impact would occur if the long-term emissions associated with the proposed Project would exceed SCAQMD’s regional significance thresholds for operation-phase emissions.

As discussed below, the emissions generated by the construction and operation of the proposed Project would not exceed applicable 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 PM₁₀ 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_x, SO_x, PM₁₀, and PM_{2.5}) 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

Air Pollutant	Maximum Daily Emissions (pounds/day)	
	Construction	Operation
ROGs	75	55
NO _x	100	55
CO	550	550
SO ₂	150	150
PM ₁₀	150	150
PM _{2.5}	55	55

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) site preparation, (2) grading, (3) building construction, (4) paving, and (5) 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, PM₁₀, and PM_{2.5} 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 _x	CO	SO ₂	PM10	PM2.5
2023						
Site Prep	4.1	39.8	37.1	0.1	6.9	4.3
Grading	2.2	26.5	24.6	0.1	3.2	2.0
Building Construction	1.6	13.8	18.8	0.0	0.7	0.6
Maximum Daily Emissions	4.1	39.8	37.1	0.1	6.9	4.3
2024						
Building Construction	1.6	13.1	18.3	0.0	0.6	0.5
Paving	1.5	7.9	11.3	0.0	0.4	0.4
Architectural Coating	51.6	0.0	0.8	0.0	0.0	0.0
Maximum Daily Emissions	51.6	13.1	18.3	0.0	0.6	0.5
Maximum Daily Emission 2023-2024	51.6	39.8	37.1	0.1	6.9	4.3
SCAQMD Significance Thresholds	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

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 warehouse building.

Operational emissions associated with the proposed Project were modeled using CalEEMod Version 2022.1 land use emission model and compared to the SCAQMD operational emissions thresholds. 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 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 _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Mobile	1.0	7.1	16.1	0.1	2.0	0.5
Area	3.3	7.4	13.5	0.1	2.0	0.5
Energy	2.6	0.5	0.5	0.0	0.0	0.0
Off Road	0.0	9.7	96.8	0.0	0.0	0.0
Total Project Operational Emissions	6.8	24.7	126.9	0.2	4.0	1.0
SCAQMD Significance Thresholds	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

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_x, CO, PM₁₀, and PM_{2.5} 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_x, CO, PM₁₀, and PM_{2.5} 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 I-215 to the north and east and residences along Kendall Drive to the northeast. The closest residence is approximately 100 meters (330 feet) north of the Project boundary. As the existing residences are located approximately 100 meters from the Project site, the 100-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 _x	CO	PM ₁₀	PM _{2.5}
2023				
Site Preparation	39.7	35.5	6.9	4.3
Grading	20.0	19.7	2.8	1.8
Building Construction	12.8	14.3	0.6	0.6
Maximum Daily Emissions	39.7	35.5	6.9	4.3
2024				
Building Construction	12.2	14.2	0.5	0.5
Paving	7.8	10.0	0.4	0.4
Architectural Coating	1.2	1.5	0.0	0.0
Maximum Daily Emissions	12.2	14.2	0.5	0.5
Maximum Daily Emission 2023-2024	39.7	35.5	6.9	4.3
SCAQMD Significance Thresholds	211	2,141	33	9
Threshold Exceeded?	No	No	No	No

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

Operation

Operation of the proposed Project would include mobile source emissions from vehicles traveling to the Project site and from vehicles in the parking lots and loading areas. Area source emissions would occur from landscaping maintenance and periodic architectural coating. Energy source emissions would occur from natural gas and electricity consumption. 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 _x	CO	PM ₁₀	PM _{2.5}
Mobile	0.7	1.6	0.0	0.0
Area	0.7	4.6	0.0	0.0
Energy	0.5	0.5	0.1	0.1
Off Road	9.7	96.8	0.0	0.0
Total Project Operational Emissions	1.9	6.7	0.1	0.1
SCAQMD Significance Thresholds	378	4,142	16	5
Threshold Exceeded?	No	No	No	No

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

Diesel Mobile Source Health Risk Analysis

Construction of the Project would result in short-term diesel particulate matter (DPM) emissions from the use of off-road heavy-duty equipment and medium heavy-duty vendor truck vehicles. DPM is a listed carcinogen and toxic air contaminant (TAC) in the State of California. The significance of the health risk associated with a project is determined based on the dose of the substance and the duration of the exposure. According to the Office of Environmental Health Hazard Assessment (OEHHA), Health Risk Assessments (HRA's) are used to determine the impact of exposure of TAC emissions on sensitive receptors. The period/duration of the assessment is based on a 70-year exposure.

The impact of construction equipment on sensitive receptors would be minimal due to the limited amount of equipment utilized during the construction period and the short duration of construction when analyzed on a 70-year analysis period. Therefore, construction of the Project would be presumed to have a less than significant impact.

CARB requires projects that meet all of the following criteria to complete a full health risk analysis:

- Project is within 1,000 of a sensitive receptor
- Project accommodates more than 100 trucks per day
- Project accommodates 40 trucks with transport refrigeration units (TRUs)
- TRU unit operations exceed 300 hours per week
- Entry and exit points located near residences and other sensitive land uses

As shown in Table T-1, the Project would generate 56 truck trips daily which is well below the 100-trip threshold. Additionally, the proposed Project would not include any refrigeration and therefore no TRU's would be associated with the Project. Lastly, the Project driveways are located on the west side of the Project site, over 1,000 feet away from the nearest residence. Therefore, since the proposed Project would not meet CARB's criteria, further health risk analysis is not required. Therefore, construction of the Project would have a less than significant impact.

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 warehouse facility, 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.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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"/> |

This section was prepared using the Habitat Assessment prepared by ELMT Consulting on August 22, 2022 (Appendix B).

- 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 Habitat Assessment was prepared by ELMT Consulting for the proposed Project, which included a field survey conducted on July 6, 2022 (Appendix B). The Habitat Assessment describes that the majority of the site is undeveloped with human disturbance from vehicle access and illegal dumping occurring primarily on the northern and easternmost boundaries. The

Project site supports one plant community, California buckwheat scrub (*Eriogonum fasciculatum* alliance), and two land cover types that would be classified as disturbed and developed. According to the California Natural Diversity Database (CNDDDB) Rarefind 5 and the California Native Plant Society (CNPS) Electronic Inventory of Rare and Endangered Vascular Plants of California, a total of 28 special-status plant species, 51 special-status wildlife species, and two special-status plant communities have the potential to occur on or within the vicinity of the Project site. 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

According to the CNDDDB and CNPS, a total of 20 special-status plant species have been recorded within the vicinity of the Project site. No special-status plant species were observed on-site during the field investigation. Due to decades of site disturbances from previous land uses and grading activities, and surrounding development, the suitability of the habitat to support special-status plant species known to occur in the general vicinity of the Project site has been greatly reduced. Based on habitat requirements for specific special-status plant species and the availability and quality of habitats needed by each species, the Project site does not provide suitable habitat for any of the special-status plant species known to occur in the area. Therefore, the proposed Project would have no impact on special status plant species.

Sensitive Wildlife Species

According to the CNDDDB, a total of 51 special-status wildlife species have been recorded within the vicinity of the Project site. No special-status wildlife species were observed onsite during the field investigation conducted on July 6, 2022. However, two California Species of Special Concern, the San Diego desert woodrat (*Neotoma lepida intermedia* and Los Angeles pocket mouse (*Perognathus longimembris brevinasus*) were captured during the small mammal trapping study conducted on the Project site from July 25 thru July 29, 2022. Based on habitat requirements for specific species and the availability and quality of on-site habitats, ELMT determined that the Project site has a potential to support the species listed in Table BIO-1 below. All remaining special-status wildlife species are presumed to be absent from the Project site due to a lack of quality habitat.

Table BIO-1: Special Status Species with Potential to Occur on the Project Site

Species Name	Listing Status	Potential to Occur on Site
Cooper's hawk (<i>Accipiter cooperii</i>)	Watch List	Moderate
San Bernardino kangaroo rat (<i>Dipodomys smerriami parvus</i>)	California Specific of Concern	Moderate
loggerhead shrike (<i>Lanius ludovicianus</i>)	California Species of Concern	Moderate
Costa's hummingbird (<i>Calypte costae</i>)	Not listed	Low
California horned lark (<i>Eremophila alpestris actia</i>)	Watch List	Low

Source: Habitat Assessment (Appendix B)

The existing ornamental landscaping trees on the site have the potential to provide habitat for nesting migratory birds, including Copper's hawk, loggerhead shrike, Costa's hummingbird, and California horned lark. 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 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.

Based on regional significance and results of the small mammal trapping study, the suitability of the Project site to support burrowing owl, San Bernardino kangaroo rat, Los Angeles pocket mouse, and San Diego desert woodrat are discussed in further detail below.

Burrowing owl

No burrowing owls or recent sign thereof (i.e., pellets, feathers, castings, or whitewash) were observed during the field investigation. Additionally, no suitable burrows were observed during the field investigation. Further, the site is surrounded by power poles, overhead power lines, ornamental trees, and buildings, which decrease the likelihood that burrowing owls would occur on the Project site as these features provide perching opportunities for larger raptor species that prey on burrowing owls. Based on the results of the field investigation, it was determined that the project site does not have potential to support burrowing owls and focused surveys are not needed.

San Bernardino Kangaroo Rat

The Project site abuts Cable Creek, which connects to Lytle Creek, thus the Project site was determined to have a moderate potential to support San Bernardino kangaroo rat. A small mammal trapping study was conducted on Project site from July 25 thru July 29, 2022, for a total of 475 trap nights. No San Bernardino kangaroo rats were captured onsite, and therefore are presumed absent.

Los Angeles Pocket Mouse

A total of 39 Los Angeles pocket mice were captured on-site during the 2022 trapping study.

San Diego Desert Woodrat

One San Diego desert woodrat was captured onsite during the trapping study.

Impacts to state sensitive species, such as Los Angeles pocket mouse and San Diego desert woodrat, are not typically considered significant under CEQA due to their abundance on a local and regional level. Furthermore, the site is isolated due to surrounding development, and consequently the onsite habitat has been cut off from other natural habitats in the area, as well as essential ecological processes such as fluvial transport and scouring needed to maintain a native buckwheat scrub habitat, thereby reducing its long-term conservation value. Additionally, the buckwheat scrub plant community onsite has been subject to significant anthropogenic disturbances and has revegetated following those disturbances. Therefore, impacts to the Los Angeles pocket mouse are not considered significant and mitigation would not be required

Special Status Plant Communities

According to the CNDDDB, two special-status plant communities have been reported to occur within the Project vicinity: Riversidian Alluvial Fan Sage Scrub, and Southern Sycamore Alder Riparian Woodland. However, no special-status plant communities were observed onsite during the field investigation. Therefore, the proposed Project would not impact special status plant communities.

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 Habitat Assessment (Appendix B), 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 Habitat Assessment (Appendix B), 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 any state or 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. The nearest wildlife corridor occurs within the Cajon Creek Wash, approximately 0.9-mile west of the site. However, the site is isolated from the wash by existing development including Cajon Boulevard. Thus, 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 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. 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 Habitat Assessment was prepared for the proposed Project, which included a field survey conducted On July 6, 2022 (Appendix B). The Habitat 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

Mitigation Measure 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.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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5.5 CULTURAL RESOURCES. 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"/> |

This section was prepared using the Cultural Resources Study prepared by Brian F. Smith and Associates, Inc. on June 24, 2022 (Appendix C).

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.

A Cultural Resources Assessment was conducted for the proposed Project to locate and record any cultural resources that may be present within the Project site (Appendix C). Aerial photographs indicate that in the late 1960s, dirt roads begin to appear throughout the Project site and between 1980 and 1984 the site was cleared of all vegetation and graded; however, no development has occurred on the Project site. Additionally, the presence of water from the Cajon Wash exists along the east boundary of the Project site. As part of the Cultural Resources Assessment, an archaeological records search was conducted through the South Central Coastal Information Center (SCCIC) at Cal State University, Fullerton (CSU Fullerton) on June 14, 2022. The results of the records search did not identify any resources within the Project site; however, nine previously recorded resources were identified within one-half mile of the Project boundaries. The resources identified are all historic and consist of a highway, one paved road, one dirt road, a railroad, two sites containing foundations, a water conveyance system, one trash scatter, and one isolate. Additionally, the

records search indicated that 22 previous cultural resources studies have been conducted within a one-half mile of the Project site, two of which intersect the Project site. The first study consists of a large overview focused primarily on historic structures within the city of San Bernardino. As such, it does not directly address the current Project. The second study was conducted for a small portion of the Project site in support of the construction of a telecommunications structure.

In addition to the records search, a Sacred Lands File (SLF) search was requested from the Native American Heritage Commission (NAHC) on May 11, 2022 (Appendix C). The NAHC responded on June 13, 2022, stating the SLF search was positive for previously known tribal cultural resources or sacred lands within one mile of the Project site. Additional outreach has been conducted by the City of San Bernardino under the official AB 52 Native American consultation process and is discussed in Section 5.18, *Tribal Cultural Resources*. Further, a field survey of the Project site was conducted on June 2, 2022 and did not identify the presence of any historic or prehistoric cultural resources as defined by CEQA. 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, and the Project site's proximity to fresh water from the Cajon Wash, Mitigation Measure CUL-1 is included to require archaeological evaluation in the event a resource is inadvertently discovered. With implementation of Mitigation Measure 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 and dense groundcover. As discussed above, the records search indicated that no resources have been recorded within the Project site boundaries. The Project site has been previously disturbed; therefore, there is reduced potential for the Project to impact archeological resources. However, due to the previously identified resources within the Project vicinity, Project grading activities may have potential to yield archaeological resources that may have been obscured by the previous clearing and use of the site (BFS 2022). However, with implementation of Mitigation Measures CUL-1, which lists protocols in the event of the discovery of archaeological resources or tribal cultural resources, impacts would be less than significant.

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 (included as PPP CUL-1). 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

Mitigation Measure CUL-1: Inadvertent Discoveries. Prior to the issuance of any permits for ground-disturbing activities that cause excavation of soils (including as grading, excavation, and trenching), the City of San Bernardino shall ensure that all Project grading and construction plans include specifications stating that in the event that potential cultural or archaeological resources are discovered during excavation, grading, or construction activities, work shall cease within 60 feet of the find until a qualified archaeologist from the City or County List of Qualified Archaeologists has evaluated the find to determine whether the find constitutes a “unique archaeological resource,” as defined in Section 21083.2(g) of the California Public Resources Code. Work on the other portions of the Project outside of the buffered area may continue during this assessment period. Any resources identified shall be treated in accordance with California Public Resources Code Section 21083.2(g).

Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed within Mitigation Measure 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 significant pre-contact and/or historic-era cultural resources, as defined by CEQA, are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to YSMN for review and comment, as detailed within TCR-1. The archaeologist shall monitor the remainder of the construction of the Project and implement the Plan accordingly.

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?

This section was prepared using the Air Quality, Energy, and Greenhouse Gas Analysis Impact Analysis prepared by EPD Solutions on January 9, 2023 (Appendix A).

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	Horse-power	Load Factor	Days of Construction	Total Horsepower-hours	Fuel Rate (gal/hp-hr)	Fuel Use (gallons)
Site Preparation	Rubber Tired Dozers	3	367	0.4	10	35232	0.020615155	726
	Tractors/Loaders/Backhoes	4	84	0.43	10	11558	0.019155948	221
Grading	Excavators	1	36	0.38	20	2189	0.019868435	43
	Graders	1	148	0.41	20	9709	0.021167864	206
	Rubber Tired Dozers	1	367	0.4	20	23488	0.020615155	484
	Tractors/Loaders/Backhoes	3	84	0.43	20	17338	0.019155948	332
Building Construction	Cranes	1	367	0.29	230	195831	0.014896922	2,917
	Forklifts	3	82	0.2	230	90528	0.010444038	945
	Generator Sets	1	14	0.74	230	19062	0.081165978	1,547
	Tractors/Loaders/Backhoes	3	84	0.37	230	171562	0.019155948	3,286
Paving	Welders	1	46	0.45	230	38088	0.032248142	1,228
	Pavers	2	81	0.42	20	10886	0.021536901	234
	Paving Equipment	2	89	0.36	20	10253	0.01846541	189
	Rollers	2	36	0.38	20	4378	0.019837453	87

Architectural Coating	Air Compressors	1	37	0.48	20	2842	0.030238803	86
							Total	12,531

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

Table E-2 shows that construction workers would use approximately 8,320 gallons of gasoline fuel to travel to and from the Project site. Haul trucks would use 1,907 gallons of diesel and vendor trucks would use 5,803 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	565	11,300	5.92	1,907	0
Vendor Trucks	17	52,020	8.96	5,803	0
Worker Vehicles	101	204,980	24.64	0	8,320
Total				7,710	8,320

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

Table E-3 shows the overall fuel consumption for construction of the proposed Project. As shown, construction of the Project would consume approximately 8,320 gallons of gasoline fuel and 20,241 gallons of diesel fuel.

Table E-3: Total Construction Fuel Consumption

Construction Source	Gallons of Diesel Fuel	Gallons of Gasoline Fuel
Construction Vehicles	7,710	8,320
Off-road Construction Equipment	12,531	0
Total	20,241	8,320

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-4, operation of the proposed Project is estimated to result in the annual use of approximately 31,200 gallons of gasoline fuel, 86,001 gallons of diesel fuel, approximately 2,018,297 thousands British thermal units (BTU) of natural gas, and approximately 522,989 kilowatt-hours (kWh) of electricity.

Table E-4: Project Annual Operational Energy Demand Summary

Operational Source	Energy Usage	
Electricity (Kilowatt-Hours)		
Proposed	522,989	
Natural Gas (Thousands British Thermal Units)¹		
Project	2,018,297	
Petroleum (gasoline) Consumption		
	Annual VMT	Gallons of Gasoline Fuel
Project	792,940	31,200
Diesel Consumption		
	Annual VMT	Gallons of Diesel Fuel
Project	541,305	86,001

¹Includes natural gas consumption from forklifts
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 2022 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
5.7 GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

This section was prepared using the Geotechnical Investigation prepared by Sladden Engineering on June 16, 2022 (Appendix D) and the Paleontological Assessment prepared by Brian F. Smith and Associates on June 24, 2022 (Appendix E).

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 Geotechnical Investigation was conducted by Sladden Engineering for the Project site (see Appendix D). 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 faults are the San Jacinto Fault which is located approximately 1.3 miles southwest of the site and the San Andreas Fault, which is located approximately 1.7 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 faults are the San Jacinto Fault and the San Andreas Fault, located approximately 1.3 miles southwest and approximately 1.7 miles northeast of the site, respectively. 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 D) conducted for the Project site did not encounter groundwater during the field investigation. Additionally, the Geotechnical Investigation determined due to the relatively dense nature of the site's underlying native earth materials and the presence of bedrock, risks associated with liquefaction would be considered "low". 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. According to the Geotechnical Investigation, the Project site is relatively level with minimal surface gradients (Sladden 2022). Elevations at the Project site range from 1,618 feet above mean sea level (msl) to 1,640 feet above msl (ELMT 2022). As the Project site and the adjacent parcels are flat and do not contain any hills or steep slopes, 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 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 warehouse 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 1,618 feet above msl to 1,640 feet above msl (ELMT 2022). 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 dense native alluvial materials underlain by bedrock. Therefore, the Geotechnical Investigation determined that the Project site is not susceptible to liquefaction (Sladden 2022). 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 due to the relatively dense nature of the underlying soils and the presence of bedrock, onsite soils are considered to have a low risk for 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 one bulk sample 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 have a very low expansion potential. 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 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 with Mitigation. The proposed Project would develop the site with a warehouse facility. The Project would include earthmoving activities, such as grading, with the potential to disturb previously unknown paleontological resources. The Paleontological Resources Assessment (included

as Appendix E) describes that the Project site is underlain by Holocene alluvial wash and alluvial deposits of metamorphic rock, which have a low paleontological sensitivity. A paleontological literature review and collections and records search was conducted for a nearby project approximately one and a half miles northwest of the current Project site. The records search indicated that no known fossil localities are present within the prior project boundaries or within several miles of the prior project. Additionally, a search of published literature also indicated no known nearby fossil localities. According to the Paleontological Assessment, the nearest vertebrate fossil localities are likely mammal remains from Miocene-aged deposits in the area of Cajon Pass, several miles north of the Project site.

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. Additionally, due to the existence of Holocene alluvial wash and alluvial deposits and metamorphic rocks at the Project site, and the lack of any known fossil specimens or fossil localities from within a several mile radius encompassing the Project site, paleontological monitoring is not recommended during earth disturbance activities. However, should fossils of any sort be discovered during grading and earthmoving activities, Mitigation Measure PAL-1 is included to stop construction until the potential resources has been evaluated by a qualified paleontologist. Mitigation Measure PAL-2 has been included to ensure proper treatment of potential resources, should any inadvertent discovery be unearthed during Project construction through development and implementation of a Paleontological Resource Impact Mitigation Program (PRIMP). With implementation of the Mitigation Measures PAL-1 and PAL-2, any adverse impacts to potential nonrenewable paleontological resources would be less than significant.

Plans, Programs, or Policies (PPPs)

None.

Mitigation Measures

Mitigation Measure PAL-1: Inadvertent Paleontological Discoveries. Prior to issuance of a grading permit, the City of San Bernardino Building Department shall verify that all Project grading and construction plans and specifications state that in the event that potential paleontological resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find until a qualified paleontologist (i.e., a practicing paleontologist that is recognized in the paleontological community and is proficient in vertebrate paleontology) from the City or County List of Qualified Paleontologists has evaluated the find in accordance with federal and state regulations. Construction personnel shall not collect or move any paleontological materials and associated materials. If any fossil remains are discovered, the paleontologist shall make a recommendation if monitoring shall be required for the continuance of earth moving activities.

Mitigation Measure PAL-2: Paleontological Resource Impact Mitigation Program. If paleontological resources of any sort are discovered during grading and earthmoving activities, a paleontologist must be retained to develop a Paleontological Resource Impact Mitigation Program (PRIMP) consistent with the provisions of CEQA and those of the guidelines of the Society of Vertebrate Paleontology (2010). Implementation of the paleontological PRIMP would mitigate any adverse impacts (loss or destruction) to potential nonrenewable paleontological resources, if present, to a level below significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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"/>

This section was prepared using the Air Quality, Energy, and Greenhouse Gas Analysis Impact Analysis prepared by EPD Solutions on January 9, 2023 (Appendix A).

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 MTCO₂e per year
 - Industrial land use: 10,000 MTCO₂e per year
 - Based on land use type: residential: 3,500 MTCO₂e per year; commercial: 1,400 MTCO₂e per year; or mixed use: 3,000 MTCO₂e 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 MTCO₂e/SP/year for projects and 6.6 MTCO₂e/SP/year for plans;
 - Option 3, 2035 target: 3.0 MTCO₂e/SP/year for projects and 4.1 MTCO₂e/SP/year
- Tier 5 involves mitigation offsets to achieve target significance threshold.

In addition, SCAQMD methodology for a projects construction emissions 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 warehouse 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 threshold of 10,000 MTCO_{2e} per year. 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 _{2e})
Project Operational Emissions	
Mobile	1,285
Area	3
Energy	190
Water	60
Waste	31
Refrigeration (Office Space)	465
Off-Road	253
Total Project Gross Operation Emissions	2,287
Project Construction Emissions	17
Total Project Emissions	2,304
Significance Threshold	10,000
Threshold Exceeded?	No

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 construction of a 105,500 SF warehouse 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. In 2022, CARB updated their Scoping Plan to reflect a reduction target for 2045 at 85 percent below 1990 levels. 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 85 percent below 1990 levels by 2045, 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. Table GHG-2 below show the Project’s consistency with the 2022 Scoping Plan.

Table GHG-2: Project Consistency with 2022 Scoping Plan

Action	Consistency
GHG Emissions Reductions Relative to the SB 32 Target	
40% Below 1990 levels by 2030.	Consistent. The project would comply with the 2022 Title 24, Part 6 building energy requirements, as well as SCAQMD Rule 2305 Warehouse Actions and Investments to Reduce Emissions (WAIRE), along with other local and state initiatives that aim to achieve the 40% below 1990 levels by 2030 goal.
Smart Growth/Vehicle Miles Traveled VMT	
VMT per capita reduced 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045.	Consistent. The location of the proposed project encourage alternative modes of transportation as it is located within a High Quality Transit Area. Additionally, the project is consistent with the existing General Plan Land Use, so the project would not interfere with the analysis completed for the Connect SoCal (SCAG, 2020) report outlining VMT reduction targets and measures.
Light-Duty Vehicle (LDV) Zero-Emission Vehicles (ZEVs)	
100% of LDV sales are ZEV by 2035.	Consistent. The proposed project would be designed and constructed in accordance with the 2022 Title 24 Part 6 and Part 11 requirements, which includes ZEV designated parking spaces and charging stations.
Truck ZEVs	
100% of medium-duty (MDV)/HDC sales are ZEV by 2040 (AB 74 University of California Institute of Transportation Studies [ITS] report).	Consistent. The proposed project would be designed and constructed in accordance with the 2022 Title 24 Part 6 and Part 11 requirements, which includes Truck ZEV charging stations at designated loading docks.
Aviation	
20% of aviation fuel demand is met by electricity (batteries) or hydrogen (fuel cells) in 2045. Sustainable aviation fuel meets most or the rest of the aviation fuel demand that has not already transitioned to hydrogen or batteries.	Not Applicable. The proposed project would not utilize aviation fuel.
Ocean-going Vessels (OGV)	
2020 OGV At-Berth regulation fully implemented, with most OGVs utilizing shore power by 2027. 25% of OGVs utilize hydrogen fuel cell electric technology by 2045.	Not Applicable. The proposed project would not utilize any OGVs.
Port Operations	
100% of cargo handling equipment is zero-emission by 2037.	Not Applicable. The proposed project would not impact any operations at any ports.

100% of drayage trucks are zero emission by 2035.	
Freight and Passenger Rail	
100% of passenger and other locomotive sales are ZEV by 2030. 100% of line haul locomotive sales are ZEV by 2035. Line haul and passenger rail rely primarily on hydrogen fuel cell technology, and others primarily utilize electricity.	Not Applicable. The proposed project would not involve any freight or passenger rail operations.
Oil and Gas Extraction	
Reduce oil and gas extraction operations in line with petroleum demand by 2045.	Not Applicable. The proposed project would not involve any oil or gas extraction.
Petroleum Refining	
CCS on majority of operations by 2030, beginning in 2028. Production reduced in line with petroleum demand.	Not Applicable. The proposed project would not involve any petroleum refining.
Electricity Generation	
Sector GHG target of 38 million metric tons of carbon dioxide equivalent (MMTCO _{2e}) in 2030 and 30 MMTCO _{2e} in 2035. Retail sales load coverage 134 20 gigawatts (GW) of offshore wind by 2045. Meet increased demand for electrification without new fossil gas-fired resources.	Consistent. The project would comply with the 2022 Title 24, Part 6 building energy requirements, including increases in onsite renewable energy generation requirements as well as improved insulation reducing energy consumption.
New Residential and Commercial Buildings	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030.	Consistent. The project would comply with the 2022 Title 24, Part 6 building energy requirements, including installing electrical wiring for all built in appliances.
Existing Residential Buildings	
80% of appliance sales are electric by 2030 and 100% of appliance sales are electric by 2035. Appliances are replaced at end of life such that by 2030 there are 3 million all-electric and electric-ready homes—and by 2035, 7 million homes—as well as contributing to 6 million heat pumps installed statewide by 2030.	Not Applicable. The proposed project would not involve any existing residential buildings.
Existing Commercial Buildings	
80% of appliance sales are electric by 2030, and 100% of appliance sales are electric by 2045. Appliances are replaced at end of life, contributing to 6 million heat pumps installed statewide by 2030.	Not Applicable. The proposed project would not involve any existing commercial buildings.
Food Products	
7.5% of energy demand electrified directly and/or indirectly by 2030; 75% by 2045.	Consistent. The proposed project would not include refrigeration; therefore, no perishable food products would be associated with the operation of the proposed warehouse. However, the proposed project could be utilized for nonperishable food products. The proposed project would comply with the 2022 Title 24, Part 6 building energy requirements, including

	increases in onsite renewable energy generation requirements as well as improved insulation reducing energy consumption.
Construction Equipment	
25% of energy demand electrified by 2030 and 75% electrified by 2045.	Consistent. The proposed project would be required to use construction equipment that are registered by CARB and meet CARB's standards. CARB set's its standards to be inline with the goal of reducing energy demand by 25% in 2030 and 75 m% in 2045.
Chemicals and Allied Products; Pulp and Paper	
Electrify 0% of boilers by 2030 and 100% of boilers by 2045. Hydrogen for 25% of process heat by 2035 and 100% by 2045. Electrify 100% of other energy demand by 2045.	Consistent. The proposed project could be utilized for pulp and/or paper products food products. The proposed project would comply with the 2022 Title 24, Part 6 building energy requirements, including installing electrical wiring for all built in appliances.
Stone, Clay, Glass, and Cement	
CCS on 40% of operations by 2035 and on all facilities by 2045. Process emissions reduced through alternative materials and CCS.	Consistent. The proposed project could be utilized for stone, clay, glass, and/or cement storage. The proposed project does not include manufacturing operations; however, all necessary and applicable air permits associated with the storage of stone, clay, glass, and/or cement would be obtained before operations commence.
Other Industrial Manufacturing	
0% energy demand electrified by 2030 and 50% by 2045.	Not Applicable. The project site does not involve manufacturing operations.
Combined Heat and Power	
Facilities retire by 2040.	Not Applicable. The proposed project would not involve any existing combined heat and power facilities.
Agriculture Energy Use	
25% energy demand electrified by 2030 and 75% by 2045.	Not Applicable. The proposed project would not involve any agricultural uses.
Low Carbon Fuels for Transportation	
Biomass supply is used to produce conventional and advanced biofuels, as well as hydrogen.	Not Applicable. The proposed project would not involve any production of biofuels.
Low Carbon Fuels for Buildings and Industry	
In 2030s, biomethane ¹³⁵ blended in pipeline Renewable hydrogen blended in fossil gas pipeline at 7% energy (~20% by volume), ramping up between 2030 and 2040. In 2030s, dedicated hydrogen pipelines constructed to serve certain industrial clusters	Not Applicable. The proposed project would not involve any production of fuels for buildings and industry.
Non-combustion Methane Emissions	
Increase landfill and dairy digester methane capture. Some alternative manure management deployed for smaller dairies. Moderate adoption of enteric strategies by 2030. Divert 75% of organic waste from landfills by 2025.	Not Applicable. The proposed project would not involve any landfill and/or dairy uses.

Oil and gas fugitive methane emissions reduced 50% by 2030 and further reductions as infrastructure components retire in line with reduced fossil gas demand	
High GWP Potential Emissions	
Low GWP refrigerants introduced as building electrification increases, mitigating HFC emissions.	Not Applicable. The proposed project does not include refrigeration uses nor would the Project include any manufacturing operations.

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

In addition to the 2022 Scoping Plan, the City of San Bernardino General Plan also includes goals and policies aimed at reducing greenhouse gas emissions. Table GHG-3 below shows the proposed Project’s consistency with the City’s General Plan.

Table GHG-3: Project Consistency with City of San Bernardino General Plan

Measure	Consistency
Goal 12.5: Promote air quality that is compatible with the health, wellbeing, and enjoyment of life.	
P 12.5.1: Reduce the emission of pollutants including carbon monoxide, oxides of nitrogen, photochemical smog, and sulfate in accordance with SCAQMD standards.	Consistent. The proposed project’s criteria pollutant emissions are below the SCAQMD regional thresholds and would be consistent with SCAQMD rules and regulations for industrial uses.
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.	Consistent. The proposed project would not contribute to air quality degradation and would be consistent with the Advanced Clean Truck Guidance.
P 12.5.3: Require dust abatement measures during grading and construction operations.	Consistent. The construction of the proposed project would comply with SCAQMD Rule 403 and would not have a significant regional or localized impact for PM 10 or PM 2.5 emissions.
P 12.5.4: Evaluate the air emissions of industrial land uses to ensure that they will not impact adjacent uses.	Consistent. The proposed project would not have significant impact on regional or localized emissions.
P 12.5.5: Purchase City vehicles that use energy efficient fuel and minimize air pollution.	Not Applicable. The proposed project would not interfere with this policy.
Goal 12.6: Reduce the amount of vehicular emissions in San Bernardino.	
P 12.6.1: Promote a pattern of land uses which locates residential uses in close proximity to employment and commercial services and provides, to the fullest extent possible, local job opportunities and commercial services to minimize vehicular travel and associated air emissions.	Consistent. The proposed project is located within a high-quality transit area, which encourages alternative modes of transportation.
P 12.6.2: Disperse urban Service centers (libraries, post offices, social services, etc.) throughout the City to minimize vehicle miles traveled and the concomitant dispersion of air pollutants.	Not Applicable. The proposed project would not interfere with service centers being developed in a way to minimize vehicle miles traveled.
P 12.6.3: Install streetscape improvements and other amenities to encourage pedestrian activity in key City areas and reduce vehicular travel and associated air emissions.	Consistent. The proposed project would construct sidewalks along the project boundary, adding pedestrian facilities that will improve sidewalk connectivity.
P 12.6.4: Facilitate the development of centralized parking lots and structures in	Not Applicable. The proposed project is not a commercial district and would not interfere with the

commercial districts to promote walking between individual businesses in lieu of the use of automobiles.	development of centralized parking lots in commercial districts.
P 12.6.5: Require qualifying development to implement or participate in transportation demand management programs, which provide incentives for car pooling, van pools, and the use of public transit and employ other trip reduction techniques (consistent with the Circulation Element and South Coast Air Quality Management Plan).	Not Applicable. The proposed project would not interfere with the implementation or participation in transportation demand management programs.
P 12.6.6: Continue to cooperate with Omnitrans and the Rapid Transit District to expand as necessary the comprehensive mass transit system for the City to reduce vehicular travel.	Not Applicable. The proposed project would not interfere in the cooperation with Omnitrans and the Rapid Transit District.
P 12.6.7: Promote the use of public transit and alternative travel modes to reduce air emissions.	Consistent. The proposed project is located within a high-quality transit area, which encourages alternative modes of transportation.
Goal 12.7: Participate in regional initiatives and programs to improve the South Coast Basin's air quality.	
P 12.7.1: Cooperate with the South Coast Air Quality Management District and incorporate pertinent local implementation provisions of the Air Quality Management Plan.	Consistent. The proposed project would comply with all SCAQMD provisions and would not interfere in the cooperation with SCAQMD.
P 12.7.2: Work with the South Coast Air Quality Management District to establish controls and monitor uses in the City that could add to the air basin's degradation (e.g. auto repair, manufacturers).	Not Applicable. The proposed project would not interfere in the cooperation with SCAQMD to establish controls and monitor uses in the City.
P 12.7.3: Coordinate with SCAQMD to ensure that all elements of air quality plans regarding reduction of air pollutant emissions are being enforced.	Consistent. The proposed project would comply with all SCAQMD provisions interfere in the coordination with SCAQMD to enforce air quality plans.
P 12.7.4: Work with the other cities in the South Coast Air Basin to implement regional mechanisms to reduce air emissions and improve air quality.	Not Applicable. The proposed project would not interfere in the cooperation with other cities within the SCAB region to implement regional mechanisms to reduce air emissions and improve air quality.
P 12.7.5: Support legislation that promotes cleaner industry, clean fuel vehicles, and more efficient burning engines and fuels.	Not Applicable. The proposed project does not interfere with the support of legislation that promotes cleaner industry, clean fuel vehicles, and more efficient burning engines and fuels.
P 12.7.6: Encourage, publicly recognize, and reward innovative approaches to improve air quality.	Not Applicable. The proposed project does not interfere with the promotion of innovative approaches to improve air quality.
P 12.7.7: Involve environmental groups, the business community, special interests, and the general public in the formulation and implementation of programs that actively reduce airborne pollutants.	Not Applicable. The proposed project does not interfere in the involvement of environmental groups, business community, special interests, and the general public to actively reduce airborne pollutants

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

Regional Transportation Plan/Sustainable Communities Strategy

SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) determines that land use strategies that focus on new housing and job growth in areas served by high quality transit and other opportunity areas would be consistent with a land use development pattern that supports and complements

the proposed transportation network. The core vision in the 2020–2045 RTP/SCS is to better manage the existing transportation system through design management strategies, integrate land use decisions and technological advancements, create complete streets that are safe to all roadway users, preserve the transportation system, and expand transit and foster development in transit-oriented communities. The 2020–2045 RTP/SCS does not require that local general plans, specific plans, or zoning be consistent with the 2020–2045 RTP/SCS but provides incentives for consistency for governments and developers.

Implementing SCAG’s RTP/SCS will greatly reduce the regional GHG emissions from transportation, helping to achieve statewide emissions reduction targets. The proposed Project would not interfere with SCAG’s ability to achieve the region’s GHG reduction target of 19 percent below 2005 per capita emissions levels by 2035. Furthermore, the proposed Project is not regionally significant per State CEQA Guidelines Section 15206 and as such, it would not conflict with the SCAG RTP/SCS targets, since those targets were established and are applicable on a regional level.

As demonstrated in the discussion above and in Tables GHG-2 and GHG-3, the proposed Project is consistent with the actions and measures of the 2022 Scoping Plan, City of San Bernardino General Plan, and SCAG’s RTP/SCS, and would not interfere with the policies and goals set within those plans. In addition, the proposed Project’s greenhouse gas emissions of 2,304 MTCO_{2e} per year is below the SCAQMD significance threshold of 10,000 MTCO_{2e} per year. Therefore, the proposed Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. 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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5.9 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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 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 U.S. Department of Transportation (USDOT), California Division of Occupational Safety and Health (CalOSHA), California Environmental Protection Agency (CalEPA) and Department of Toxic Substances Control (DTSC). Additionally, construction activities would require a Stormwater Pollution Prevention Plan (SWPPP), which is mandated by the National Pollution Discharge Elimination System (NPDES) General Construction Permit (included as PPP WQ-1 herein) and enforced by the Santa Ana Regional Water Quality Control Board (SARWQCB). The SWPPP will include strict onsite handling rules and Best Management Practices (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 speculative warehouse 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.

In May 2022, Stantec completed a Phase I Environmental Assessment (Phase I ESA) of Assessor's Parcel Number 0266-041-74 within the Project site (Appendix F). The 2022 Phase I ESA identified the following Recognized Environmental Conditions (RECs) related to the Project site:

Groundwater Plume Associated with Newmark Superfund Site. The Newmark Groundwater Contamination Superfund Site encompasses 23 square miles of mapped impacted groundwater contamination 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 (COCs) include tetrachloroethylene (PCE) and trichloroethylene (TCE). However, multiple groundwater extraction and treatment facilities have been implemented under United States Environmental Protection Agency (USEPA) oversight to treat the contaminated groundwater and responsible parties have been identified. In addition, the depth to groundwater below the Project site is greater than 100 feet below ground surface and the highest detections of the Volatile Organic Compounds (VOCs) in groundwater are not in immediate proximity to the Project site. Given these findings and that the intended use of the Project site is for non-residential use, vapor encroachment is not considered a concern to the non-residential use of the Project. As a result, the Phase I ESA considers the groundwater plume associated with the Newmark Groundwater Contamination to be a controlled recognized environmental condition (CREC) to the Project site and no further assessment is recommended.

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 NPDES 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.

Therefore, Project construction would result in less than significant impacts related to hazards to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Operation

Operation of the proposed warehouse and associated areas could 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 speculative warehouse building 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?

No Impact. Palm Elementary School is located approximately 1.05-miles from the Project site and is not located along any truck routes. 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. 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 1527-21 and E 1527-13. The Phase I ESA determined that the Project site address was identified in Environmental Database Report and was listed on the Facility Index System (FINDS), San Bernardino County Permit, AST, California Hazardous Material Incident Report System (CHMIRS), and Hazardous Waste Tracking System (HWTS) databases. However, these listings are actually related to the structure, Level 3 Communications Co. and CenturyLink Sanbern, located to the southeast of the Project site which has been associated with the address of 5705 North Industrial Parkway. Given that there is a lack of violations or evidence of a release, these listings are not considered a REC to the Project site. As such, impacts would be less than significant to the public and the environment.

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 8.43 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 44 feet in height at the parapet which is below the maximum height standard of 50 feet for Light Industrial (LI). Thus, the proposed industrial development within the approved height limit for the Project site. 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 site.

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. 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 potential construction-related emergency access or evacuation impacts would be less than significant.

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 Industrial Parkway to the southwest, I-215 to the northeast, a JCPenney Distribution Center to the northwest, and an industrial building to the southeast. The Project site is in close proximity to the San Gabriel Mountain foothills, which is a wildland area. However, according to the CAL FIRE Fire Hazard Severity Zone map, the Project site is not within an area identified as a Very High Fire Hazard Severity Zone (VHFHSZ) (CAL FIRE 2022). Thus, 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

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>

This section was prepared using the Preliminary Water Quality Management Plan and Drainage Report prepared by Goodman & Associates on July 15, 2022, and included as Appendix G and Appendix H, respectively.

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 warehouse 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 onto Industrial Parkway via a parkway drain proposed at the southwest corner

of the site. Proposed stormwater facilities would mitigate the 2-year 1-hour storm event to pre-Project conditions by providing 42,858 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 G) 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 144,195 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 50,773 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 6.96 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 and undeveloped land. 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 144,195 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 H) existing drainage patterns would 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 40,609 cubic feet of runoff. Proposed LID infiltration BMPs would provide 42,858 cubic feet of total underground retention volume, which would provide 105.5 percent of the required design capture volume (DCV).

Also, as discussed in the Drainage Report prepared for the proposed Project, 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 onto Industrial Parkway via a parkway drain proposed at the southwest corner of the 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 144,195 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 42,858 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 the FEMA's FIRM Map #06071C7940J, the Project site is zoned as Flood Zone X, area with reduced flood risk due to levee. 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 with reduced flood risk due to levee. 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 6.4 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). The Bunker Hill Basin is an adjudicated groundwater basin through a 1969 judgment in *Western Municipal Water District v. East San Bernardino County Water District* which appointed San Bernardino Valley Municipal Water District (SBMWD) and Western Municipal Water District as Watermasters for the San Bernardino Basin Area. As Watermaster, SBMWD is required to monitor and replenish the basin when surface diversions and groundwater extractions exceed the determined safe yield. Groundwater extraction and replenishment activities must be carefully balanced in the Bunker Hill Basin due to the unique hydrogeology of the basin. 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.¹ This value is more than the 2020 report due to the decreased availability of native and State Water Project water for recharge. 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 would not obstruct implementation of a water quality control plan or sustainable groundwater management plan. No impact would occur.

Plans, Programs, or Policies (PPPs)

PPP WQ-1: SWPPP. 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

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

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.

PPP WQ-2: WQMP. 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.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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 vacant and undeveloped. The site is surrounded by existing roadways, and existing industrial uses. The Project is 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 IL in the UDSP. Per the UDSP, the purpose of the IL designation is intended to provide for development of a variety of light industrial uses, including warehousing/distribution, assembly, light manufacturing, research and development, mini storage, and repair facilities conducted within enclosed structures as well as supporting retail and personal uses per the San Bernardino Development Code Chapter 19.08. As the proposed Project would develop a warehouse 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.

Table LU-1: San Bernardino General Plan Consistency

Policy	Consistency
2.1.1: Actively enforce development standards, design guidelines, and policies to preserve and enhance the character of San Bernardino’s neighborhoods.	Consistent. As shown on Table AES-1, the proposed Project would be consistent with the development standards for the IL designation.
2.1.2: Require that new development with potentially adverse impacts on existing	Consistent. The Project would mitigate impacts determined to be significant on the environment,

<p>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>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>2.2.7: Control the development of industrial and similar uses that use, store, produce or transport toxics, air emissions, and other pollutants.</p>	<p>Consistent. The Project would construct a new tilt up warehouse facility. Project would be consistent with the development standards for the IL designation, as currently zoned.</p>
<p>2.2.9 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>Consistent. The Project is anticipated to operate during 24 hours a day, 7 days a week and would include crime deterrents, including security lights and tree setbacks from the proposed building. A concrete screen wall is proposed around the truck court. 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>2.2.10 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>Consistent. 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>2.3.2 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>Consistent. The Project would be consistent with the development standards for IL designation, as currently zoned. Additionally, the Project site is served by sbX Green Line, Kendall Drive and Palm Avenue bus stop, approximately one mile from the Project site.</p>
<p>2.5.4 Require that all new structures achieve a high level of architectural design and provide a careful attention to detail.</p>	<p>Consistent. As shown on Table AES-1, the proposed Project would be consistent with the development standards for the IL designation.</p>
<p>2.5.6 Require that new developments be designed to complement and not devalue the physical characteristics of the surrounding environment, including consideration of:</p> <ul style="list-style-type: none"> a. The site’s natural topography and vegetation; 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; 	<p>Consistent. The Project would include construction of a new industrial warehouse. 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 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 IL 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, as further discussed in Section 5.1.</p> <p>As discussed in Section 5.1, the proposed Project would install landscaping onsite and along</p>

<p>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>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>2.6.2 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>Consistent. As discussed in Section 5.4, Biological Resources, the Project would not result in significant impacts on plant and wildlife habitats.</p>
<p>2.7.1 Enhance and expand drainage, sewer, and water supply/storage facilities to serve new development and intensification of existing lands.</p>	<p>Consistent. 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>2.7.5 Require that development be contingent upon the ability of public infrastructure to provide sufficient capacity to accommodate its demands and mitigate its impacts.</p>	<p>Consistent. 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>2.8.1 Ensure that all structures comply with seismic safety provisions and building codes.</p>	<p>Consistent. As discussed in Section 5.7, Geology and Soils, the Project would comply with seismic safety provisions and building codes.</p>
<p>2.8.2 Ensure that design and development standards appropriately address the hazards posed by wildfires and wind, with particular focus 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>Consistent. As discussed in Section 5.20, Wildfires, the Project would not significantly exacerbate wildfire risk, exposing employees and surrounding areas to threats associated with wildfire.</p>
<p>2.8.3 Encourage projects to incorporate the Crime Prevention Through Environmental Design (CPTED) and defensible space techniques to help improve safety.</p>	<p>Consistent. 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>2.8.4 Control the development of industrial and other uses that use, store, produce, or transport toxics, air emissions, and other pollutants.</p>	<p>Consistent. The Project would construct a new tilt up warehouse facility. Project would be consistent with the development standards for the IL designation, as currently zoned.</p>
<p>2.10.1 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>Consistent. As presented in this Section, the Project would be consistent with the City’s General Plan.</p>
<p>4.1.4 Diversify the industrial use mix with a balance of warehousing/ distribution, manufacturing, and research and development uses.</p>	<p>Consistent. The Project proposes to construct a new tilt up warehouse facility. The Project would be consistent with the development standards for the IL designation, as currently zoned.</p>
<p>4.5.1 Focus on developing the export-oriented economic capacity of the City, which includes ‘production businesses’ (i.e., manufacturing and service firms).</p>	<p>Consistent. The Project proposes to construct a new tilt up warehouse facility. The Project would provide a warehouse facility to facilitate regional storage of goods.</p>
<p>5.3.2 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>Consistent. As discussed in Section 5.1, the proposed Project would install landscaping onsite and along Industrial Parkway frontage. 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 surface parking lots. Landscaping would be complimentary to the surrounding community character.</p>
<p>5.3.4 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.</p>	<p>Consistent. As discussed in Section 5.1, the proposed Project would construct a sidewalk along the Project frontage along Industrial Parkway. Additionally, the Project would install landscaping onsite and along the project’s boundary, including 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 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.</p>
<p>5.7.2 Orient buildings toward major thoroughfares, sidewalks, and public spaces so that parking is convenient but not visually dominating.</p>	<p>Consistent. 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</p>

	<p>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, such that the parking areas are not visually dominating.</p>
<p>5.7.3 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.</p>	<p>Consistent. As shown in Figure 3-2, the proposed building elevations would incorporate 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.</p>
<p>5.7.6 Encourage architectural detailing, which includes richly articulated surfaces and varied facade treatment, rather than plain or blank walls.</p>	<p>Consistent. As shown on Table AES-1, the proposed Project would be consistent with the development standards for the IL designation. Proposed elevations would include a variety of materials such as aluminum and glazed windows. Furthermore, a variety of gray, white and blue paint colors would be incorporated into the design of the building 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 and along the I-215.</p>
<p>5.7.7 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.</p>	<p>Consistent. The use of landscaping, building layout, finish materials, and accenting on the Project site would create a quality architectural presence along Industrial Parkway and I-215. The majority of parking is proposed along the back and east side of the building.</p>
<p>5.7.9 Ensure that the scale and massing of office, commercial, and industrial uses are sensitive to the context of surrounding residential development.</p>	<p>Consistent. As shown on Table AES-1, the proposed Project would be consistent with the development standards for the IL 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.</p>
<p>5.7.10 Lighting should provide for safety and to highlight features of center but not shine directly onto neighboring properties or into the eyes of motorists.</p>	<p>Consistent. Security lighting is proposed around the building. Lighting would be directed downwards and shielded from surrounding properties. Lighting would comply with City lighting standards.</p>
<p>5.7.11 Loading bays should be screened by walls and landscaping and oriented away from major streets and entries.</p>	<p>Consistent. A concrete screen wall is proposed on the Project boundaries along Industrial Parkway and Palm Avenue. An 8-foot-tall concrete tilt-up screen wall is proposed along the southeast property line and at the entrance of the truck court. A 7-foot-tall rolling tube steel gate is proposed at the entrance of the truck court. An 8-foot-tall tube steel swing gate is proposed at the entrance of the southwest drive aisle. An 8-foot-tall tube steel fence is proposed along the northwest and northeast property lines. The proposed Project includes</p>

	<p>approximately 50,773 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.</p>
<p>6.2.1 Maintain a peak hour level of service D or better at street intersections.</p>	<p>Consistent. As discussed in Section 5.17, Transportation, the Project would not result in impacts on transportation.</p>
<p>6.2.3 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.</p>	<p>Consistent. 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 be located within a Transit Priority Area (TPA). Additionally, 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.</p>
<p>6.3.6 Locate new development and their access points in such a way that traffic is not encouraged to utilize local residential streets and alleys.</p>	<p>Consistent. The Project would provide access along Industrial Parkway, consistent with the existing condition. Residential streets and alleys would not be utilized for access.</p>
<p>6.3.7 Require that adequate access be provided to all developments in the City including secondary access to facilitate emergency access and egress</p>	<p>Consistent. The proposed Project site 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 site, and would provide routes for emergency responders to access different portions of the Project site. The Project would provide a 30-foot or wider fire access lane around the proposed warehouse 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.</p>
<p>6.4.1 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.</p>	<p>Consistent. 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 (LSA 2023). As shown in Table N-6 in Section 5.13, Noise, construction noise at the nearby receiver locations would range from 65 to 77 dBA Leq, which would not exceed the 80 dBA and 90 dBA 1-hour construction noise level criteria for daytime construction noise level criteria as established by the FTA for residential and</p>

	<p>industrial/commercial land uses, respectively. Therefore, noise generated from operation of the proposed Project would not exceed noise standards and impacts would be less than significant.</p>
<p>6.4.8 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.</p>	<p>Consistent. 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 (LSA 2023). As shown in Table N-6 in Section 5.13, Noise, noise generated from operation of the proposed Project would not exceed noise standards and would be less than significant.</p>
<p>6.5.4 Require that on-site loading areas minimize interference of truck loading activities with efficient traffic circulation on adjacent roadways.</p>	<p>Consistent. The proposed Project site would be accessed by trucks from one driveway on Industrial Parkway. The construction permitting process would provide adequate and safe circulation to, from, and through the Project site. Loading docks would be located along the southeast side of the building and would not interfere with traffic along Industrial Parkway.</p>
<p>6.9.1 Ensure that developments provide an adequate supply of parking to meet its needs either on-site or within close proximity.</p>	<p>Consistent. The Project would provide 96 parking spaces, which would meet the requirement of 82 parking spaces.</p>
<p>7.1.5 Ensure that landscaping (i.e., trees and shrubbery) around buildings does not obstruct views required to provide security surveillance.</p>	<p>Consistent. 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.</p>
<p>7.1.6 Require adequate lighting around residential, commercial, and industrial buildings in order to facilitate security surveillance.</p>	<p>Consistent. 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.</p>
<p>7.1.7 Require the provision of security measures and devices that are designed to increase visibility and security in the design of building siting, interior and exterior design, and hardware.</p>	<p>Consistent. Operation of the warehouse 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, 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>Consistent. 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</p>

	protection services that would be created by the Project.
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.	Consistent. 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.
7.2.6 Require that all buildings subject to City jurisdiction adhere to fire safety codes.	Consistent. 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.
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.	Consistent. The Project applicant would construct new onsite water lines that would connect to the existing 12-inch diameter water line in Industrial Parkway, and new onsite sewer lines that would connect to the existing 8-inch diameter sewer line in Industrial Parkway. The Project would not require the construction of new facilities.
9.3.4 Monitor the demands on the water system and, as necessary, manage development to mitigate impacts and/or facilitate improvements.	Consistent. As discussed in Section 5.19, Utilities and Service Systems, the City of San Bernardino Municipal Water Department has sufficient capacity to serve the proposed Project.
9.3.5 Impose limits on new water hook-ups, if necessary, to comply with available domestic water supply.	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.
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.	Consistent. The Project would include implementation of on-site storm drain facilities. As discussed in Section 5.10, Hydrology and Water Quality, an underground stormwater infiltration system is proposed to collect stormwater. Runoff would be collected via a series of inlets and piped to a clarifier for pre-treatment before being piped into the underground infiltration system. Overflow from the underground storm chambers would be discharged out onto Industrial Parkway via a parkway drain proposed at the southwest corner of the site. 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.
9.4.8 Minimize the amount of impervious surfaces in conjunction with new development.	Consistent. 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.
9.4.10 Ensure compliance with the Federal Clean Water Act requirements for National Pollutant	Consistent. As discussed in Section 5.10, Hydrology and Water Quality, the Project would comply with

<p>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>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"> • Increase permeable areas, utilize pervious materials, install filtration controls (including grass lined swales and gravel beds), and divert flow to these permeable areas to allow more percolation of runoff into the ground; • Replanting and hydroseeding of native vegetation to reduce slope erosion, filter runoff, and provide habitat; • Use of porous pavement systems with an underlying stone reservoir in parking areas; • Use natural drainage, detention ponds, or infiltration pits to collect and filter runoff; • Prevent rainfall from entering material and waste storage areas and pollution-laden surfaces; and • Require new development and significant redevelopment to utilize site preparation, grading, and other BMPs that provide erosion and sediment control to prevent construction-related contaminants from leaving the site and polluting waterways. 	<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 the County Solid Waste Management Plan and State law.</p>	<p>Consistent. 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 warehouse would generate approximately 131.82 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 32.71 tons per year or 0.63 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>Consistent. 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>Consistent. The Project would include installation of onsite water and sewer lines that would connect 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>Consistent. 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>Consistent. 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 2022 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>Consistent. 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>Consistent. 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>Consistent. 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>Consistent. 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>10.2.1 Require the proper handling, treatment, movement, and disposal of hazardous materials and hazardous waste.</p>	<p>Consistent. 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>10.2.2 Encourage businesses to utilize practices and technologies that will reduce the generation of hazardous wastes at the source.</p>	<p>Consistent. The Project would include development of a warehouse facility, which would not include generation of hazardous materials.</p>
<p>10.2.3 Implement federal, state, and local regulations for the disposal, handling, and storage of hazardous materials.</p>	<p>Consistent. 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</p>

	<p>activities at the Project site would limit potentially significant hazards to construction workers, the public, and the environment.</p>
<p>10.4.2 Protect surface water and groundwater from contamination.</p>	<p>Consistent. 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 G) 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>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.</p>	<p>Consistent. 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>10.5.2 Continue to implement an urban runoff reduction program consistent with regional and federal requirements, which includes requiring and encouraging the following:</p> <ul style="list-style-type: none"> • Increase permeable areas to allow more percolation of runoff into the ground; • Use natural drainage, detention ponds or infiltration pits to collect runoff; • Divert and catch runoff using swales, berms, green strip filters, gravel beds and French drains; • Install rain gutters and orient them towards permeable surfaces; • Construct property grades to divert flow to permeable areas; • 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; • Use porous materials, wherever possible, for construction of driveways, walkways and parking lots; and 	<p>Consistent. 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>

<ul style="list-style-type: none"> • Divert runoff away from material and waste storage areas and pollution-laden surfaces such as parking lots 	
<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>Consistent. Development of the proposed Project would introduce approximately 272,860 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>Consistent. The Project would include implementation of on-site storm drain facilities. As discussed in Section 5.10, Hydrology and Water Quality, an underground stormwater infiltration system is proposed to collect stormwater. Runoff would be collected via a series of inlets and piped to a clarifier for pre-treatment before being piped into the underground infiltration system. Overflow from the underground storm chambers would be discharged out onto Industrial Parkway via a parkway drain proposed at the southwest corner of the site. 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>Consistent. 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 Agency (FEMA) unless adequate mitigation is provided against flood hazards.</p>	<p>Consistent. According to FEMA's FIRM Flood Map, the Project site is zoned as Flood Zone X, area with reduced flood risk due to levee. 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>Consistent. 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>Consistent. The Project would include construction of a new warehouse facility. The Project would connect to existing stormwater facilities adjacent to the Industrial Parkway. The Project would be reviewed by Public Works and other applicable department prior to Project approval in order to</p>

	ensure the provision of adequate utility infrastructure and capacity.
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.	Consistent. 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.
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.	Consistent. A Preliminary Geotechnical Investigation was conducted by Sladden Engineering for the Project site (see Appendix D). Recommendations of the report would be implemented as part of the Project.
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.	Consistent. As discussed in Section 5.7, Geology and Soils, the Project site is not within an Alquist-Priolo Earthquake Fault Zone.
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.	Consistent. 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.
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.	Consistent. As discussed in Section 5.7, Geology and Soils, the Project site is not within an Alquist-Priolo Earthquake Fault Zone.
10.9.1 Minimize risk to life and property by properly identifying hazardous areas, establishing proper construction design criteria, and distribution of public information.	Consistent. 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.
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.	Consistent. A Preliminary Geotechnical Investigation was conducted by Sladden Engineering for the Project site (see Appendix D). Recommendations of the report would be implemented as part of the Project.
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.	Consistent. 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.
10.10.4 Require that structures be sited to prevent adverse funneling of wind on-site and on adjacent properties.	Consistent. According to the City's General Plan, the Project is located within a designated "High Wind Area". However, the proposed building would not be multi-story and would be constructed according to the City's standards for structures in the "High Wind Area".

<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>Consistent. The proposed Project would be located within a Local Responsibility Area (LRA) and is not within a Very High Fire Hazard Severity Zone (VHFHSZ) (CAL FIRE 2022).</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>Consistent. As discussed in Section 5.20, Wildfire, the proposed Project would be located within a Local Responsibility Area (LRA) and is not within a Very High Fire Hazard Severity Zone (VHFHSZ) (CAL FIRE 2020).</p>
<p>10.12.5 Prevent serious damage and injuries through effective hazard mitigation.</p>	<p>Consistent. 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 historically significant since completion of the survey in 1991.</p>	<p>Consistent. As described in the Project Description, the Project site is vacant and undeveloped. As such, the proposed Project would not cause an impact to a building of historic age.</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>Consistent. The Phase I Cultural Resources Assessment prepared for the Project included an archaeological records search that was completed at the SCCIC (Appendix C). The Phase I Cultural Resources Assessment, there is a potential for previously unknown archaeological resources to be below the soil surface. Therefore, Project-specific Mitigation Measure CUL-1, is included to require archaeological evaluation in the event a resource is inadvertently discovered. With implementation of Mitigation Measure CUL-1, impacts related to unknown historical resources onsite would be less than significant.</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>Consistent. As discussed in Section 5.4 Biological Resources, the Habitat Assessment determined that the Project site does not provide suitable habitat for any special status plant species or special status plant communities due to the disturbed nature of the site. Both Los Angeles pocket mouse and San Diego desert woodrat were documented onsite during the 2022 trapping study. However, impacts to state sensitive species, such as San Diego pocket mouse and San Diego desert woodrat are not typically considered significant under CEQA due to their abundance on a local and regional level. Furthermore, the site is isolated due to surrounding development, and consequently the onsite habitat has been cut off from other natural habitats in the area, as well as essential ecological processes such as fluvial transport and scouring needed to maintain a native buckwheat scrub habitat, thereby reducing</p>

	its long-term conservation value. Additionally, the buckwheat scrub plant community onsite has been subject to significant anthropogenic disturbances and has revegetated following those disturbances. Therefore, impacts to the Los Angeles pocket mouse and San Diego desert woodrat are would be less than significant and mitigation would not be required
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.	Consistent. As discussed in Section 5.4 Biological Resource, the Project site does not contain riparian habitat or corridors.
12.4.7 Restrict incompatible land uses within the impact area of existing or potential surface mining areas.	Consistent. 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 vacant and undeveloped 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.
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.	Consistent. 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.
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.	Consistent. 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.
12.5.3 Require dust abatement measures during grading and construction operations.	Consistent. 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.	Consistent. 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.	Consistent. 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.
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.	Consistent. 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.	Consistent. 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 2022 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.	Consistent. 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 G) 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.	Consistent. 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.
13.2.5 Mitigate degradation of the groundwater basins that may have already occurred by existing commercial, industrial, and other uses.	Consistent. 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 G) 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.
13.2.7 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.	Consistent. 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 G) 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.
13.2.8 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.	Consistent. 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.
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.	Consistent. Development of the proposed Project would introduce approximately 272,860 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.
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).	Consistent. As discussed in Section 5.13, Noise, Project-related operational noise level impacts would range from 29.7 dBA Leq to 51.1 dBA Leq at the surrounding sensitive receptors. As such, 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.
14.2.3 Require that development that increases the ambient noise level adjacent to noise-sensitive land uses provide appropriate mitigation measures.	Consistent. As discussed in Section 5.13, Noise, Project-related operational noise level impacts would range from 29.7 dBA Leq to 51.1 dBA Leq at the surrounding sensitive receptors. As such, 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 mitigation would be required.
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.	Consistent. As discussed in Section 5.13, Noise, Project-related operational noise level impacts would range from 29.7 dBA Leq to 51.1 dBA Leq at the surrounding sensitive receptors. As such, 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.
14.2.10 Provide for the development of alternate transportation modes such as bicycle paths and	Consistent. The Project would be located approximately one mile from the sbX Green Line, which is located south of Kendall Drive and west of

pedestrian walkways to minimize the number of automobile trips.	Palm Avenue. Additionally, the Project would also provide a sidewalk along Industrial Parkway, which would provide increased pedestrian access.
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.	Consistent. 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.
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.	Consistent. As discussed in Section 5.13, Noise, the proposed Project would be located outside the Airport Influence Area according to the 2017 Existing CNEL Contours and Generalized Land Uses – San Bernardino International Airport (San Bernardino County 2017). Therefore, the project would not be adversely affected by airport/airfield noise, nor would the project contribute to or result in adverse airport/airfield noise impacts.
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.	Consistent. As discussed in Section 5.13, Noise, the proposed Project would be located outside the Airport Influence Area according to the 2017 Existing CNEL Contours and Generalized Land Uses – San Bernardino International Airport (San Bernardino County 2017). Therefore, the project would not be adversely affected by airport/airfield noise, nor would the project contribute to or result in adverse airport/airfield noise impacts.
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.	Consistent. As discussed in Section 5.13, Noise, a Noise Impact Analysis (Appendix I) was prepared for the Project, to identify the existing and future ambient noise level environment.

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-2: RTP/SCS Consistency

RTP/SCS Policy	Proposed Project Consistency with Policy
RTP/SCS G1: Encourage regional economic prosperity and global competitiveness.	Consistent. 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>RTP/SCS G2: Improve mobility, accessibility, reliability, and travel safety for people and goods.</p>	<p>Consistent. 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>RTP/SCS G3: Ensure the preservation, security, and resilience of the regional transportation system.</p>	<p>Not Applicable. 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>RTP/SCS G4: Increase person and goods movement and travel choices within the transportation system.</p>	<p>Not Applicable. 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 would support the overall distribution and movements of goods in the region.</p>
<p>RTP/SCS G5: Reduce greenhouse gas emissions and improve air quality.</p>	<p>Consistent. 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>RTP/SCS G6: Support healthy and equitable communities.</p>	<p>Consistent. 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 site.</p>
<p>RTP/SCS G7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.</p>	<p>Consistent. 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>RTP/SCS G8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.</p>	<p>Not Applicable. 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>RTP/SCS G9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.</p>	<p>Not Applicable. The proposed Project would develop a warehouse facility in an area that is designated and zoned for industrial development.</p>
<p>RTP/SCS G10: Promote conservation of natural and agricultural lands and restoration of habitats.</p>	<p>Consistent. The proposed Project would be consistent with goals and policies of the City's</p>

	General Plan and would not cause significant environmental impacts to agricultural lands or biological resources.
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Municipal Code. According to Title 19 of the Municipal Code, the Project site is zoned for 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.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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) (City of San Bernardino 2005). 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 IL and is planned for light industrial uses. Furthermore, the Project site is vacant 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) (City of San Bernardino 2005). 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 IL and is planned for light industrial uses. Furthermore, the Project site is vacant 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
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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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

This section was prepared using the Noise and Vibration Impact Analysis prepared by LSA, in February 2023 (Appendix I).

Existing Ambient Noise Levels

As detailed in the Noise and Vibration Impact Analysis (Appendix I), to identify the existing ambient noise level environment, long term noise level measurements were taken at two locations in the Project study area (see Figure 5-1). The Noise Impact Analysis describes that the background ambient noise levels in the Project area are dominated by transportation related noise from I-215 adjacent to the Project site, in addition to existing industrial land use activities in the vicinity. The existing noise levels are provided in Table N-1.

Table N-1: Short Term Noise Measurement Summary

Site No.	Location	Daytime Noise Levels ¹ (dBA Leq)	Evening Noise Levels ² (dBA Leq)	Nighttime Noise Levels ³ (dBA Leq)	Daily Noise Levels (dBA CNEL)
LT-1	West of a single-family residence at 2733 Sunset Lane, opposite of the backyard on a sign.	72.1-75.0	71.6-75.1	71.3-74.8	79.7
LT-2	South of a single-family residence at 2741 White Pine Avenue, opposite of the backyard on a tree.	72.3-75.6	72.4-74.6	65.3-71.5	76.9

Source: Noise and Vibration Impact Analysis (Appendix I)

Note: Noise measurements were conducted from November 10 to November 11, 2022, starting at 4:00 p.m.

¹ Daytime Noise Levels = noise levels during the hours from 7:00 a.m. to 7:00 p.m.

² Evening Noise Levels = noise levels during the hours from 7:00 p.m. to 10:00 p.m.

³ Nighttime Noise Levels = noise levels during the hours from 10:00 p.m. to 7:00 a.m.

dBA = A-weighted decibels



CNEL = Community Noise Equivalent Level

Leq = equivalent continuous sound level

Noise Monitoring Locations



LEGEND

-  - Project Site Boundary
-  - Long-term Noise Monitoring Location

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City of San Bernardino General Plan

The Noise Element of the General Plan (Chapter 14) provides the City’s goals and policies related to noise, including the land use compatibility guidelines for community exterior noise environments. Additionally, Figure N-1 of the General Plan, *Land Use Compatibility for Community Noise Exposure*, provides noise criteria to evaluate the land use compatibility of transportation-related noise. The criteria indicate that residential uses are considered “normally acceptable” with noise levels below 60 dBA Ldn or CNEL and conditionally acceptable with noise levels of less than 70 dBA Ldn or CNEL.

City of San Bernardino Municipal Code

The City of San Bernardino Municipal Code (SBMC) Noise Control Ordinance (Chapter 8.54) includes regulations to control the negative effects of nuisance noise, but it does not identify specific exterior noise level limits. In addition, SBMC Chapter 19.20 contains exterior and interior noise level standards for residential land uses. Section 8.54.060 states when: “such noises are an accompaniment and effect of a lawful business, commercial or industrial enterprise carried on in an area zoned for that purpose...” these activities shall be exempt (Section 8.54.060(B)). However, due to the Project’s proximity to residential land uses, Section 19.20.030.15(A) limits the operational stationary-source noise from the proposed Project to an exterior noise level of 65 dBA for residential land uses.

Construction Noise Standards. The City has set restrictions to control noise impacts associated with the construction of projects within the city. Section 8.54.070, Disturbances from Construction Activity, limits construction activities to within the hours of 7:00 a.m. and 8:00 p.m.

Federal Transit Administration (FTA) Manual

Because the City does not have construction noise level limits, construction noise for the Project was assessed using criteria from the Federal Transit Administration’s (FTA) Transit Noise and Vibration Impact Assessment Manual (FTA 2018). Table N-2 presents the FTA’s general assessment daytime construction noise criteria.

Table N-2: Federal Transit Administration Daytime Construction Noise Criteria

Land Use	Daytime 1-hour L _{eq} (dBA)	Nighttime 1-hour L _{eq} (dBA)
Residential	80	70
Commercial	85	85
Industrial	90	90

Source: Transit Noise and Vibration Impact Assessment Manual (FTA 2018)

FTA Vibration Standards

Vibration standards included in the FTA Manual are used in this analysis for ground-borne vibration impacts on human annoyance. The criteria for environmental impact from ground-borne vibration and noise are based on the maximum levels for a single event. Table N-3 provides the criteria for assessing the potential for interference or annoyance from vibration levels in a building.

Table N-3: Vibration Annoyance Criteria

Land Use	Max L _v (VdB) ¹	Description of Use
Workshop	90	Vibration that is distinctly felt. Appropriate for workshops and similar areas not as sensitive to vibration.
Office	84	Vibration that can be felt. Appropriate for offices and similar areas not as sensitive to vibration
Residential Day	78	Vibration that is barely felt. Adequate for computer equipment and low-power optical microscopes (up to 20×).
Residential Night and Operating Rooms	72	Vibration is not felt, but ground-borne noise may be audible inside quiet rooms. Suitable for medium-power microscopes (100×) and other equipment of low sensitivity.

Source: Transit Noise and Vibration Impact Assessment Manual (FTA 2018)

Table N-4 lists the potential vibration building damage criteria associated with construction activities, as suggested in the FTA Manual. FTA guidelines show that a vibration level of up to 0.5 in/sec in peak particle velocity (PPV) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. For non-engineered timber and masonry buildings, the construction building vibration damage criterion is 0.2 in/sec in PPV.

Table N-4: Vibration Damage Criteria

Building Category	PPV (in/sec)
Reinforced concrete, steel or timber (no plaster)	0.50
Engineered concrete and masonry (no plaster)	0.30
Non-engineered timber and masonry buildings	0.20
Buildings extremely susceptible to vibration damage	0.12

Source: Transit Noise and Vibration Impact Assessment Manual (FTA 2018)

- 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.

Construction

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: site preparation, grading, building construction, architectural coating, paving. The Project would not include pile driving, which typically results in the highest construction noise volumes.

The Project 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 construction equipment involves one or two minutes of full power operation followed by three or four minutes at lower power settings.

Table N-5 below lists typical construction equipment noise levels based on a distance of 50 feet between with equipment and a noise receptor. As shown, noise levels generated by heavy construction equipment can range from approximately 55 dBA to 85 dBA when measured at 50 feet.

Table N-5: Typical Construction Equipment Noise Levels

Equipment Description	Acoustical Use Factor¹ (percent)	Maximum Noise Level (L_{max}) at 50 feet²
Auger Drill Rig	20	84
Backhoes	40	80
Compactor (ground)	20	80
Compressor	40	80
Cranes	16	85
Dozers	40	85
Dump Trucks	40	84
Excavators	40	85
Flat Bed Trucks	40	84
Forklift	20	85
Front-end Loaders	40	80
Graders	40	85

Impact Pile Drivers	20	95
Jackhammers	20	85
Paver	50	77
Pickup Truck	40	55
Pneumatic Tools	50	85
Pumps	50	77
Rock Drills	20	85
Rollers	20	85
Scrapers	40	85
Tractors	40	84
Trencher	50	80
Welder	40	73

Note: Noise levels reported in this table are rounded to the nearest whole number

¹ Usage factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.

² Maximum noise levels were developed based on Specification 721.560 from the Central Artery/Tunnel program to be consistent with the City of Boston's Noise Code for the "Big Dig" project.

Lmax = maximum instantaneous sound level

Source: Noise and Vibration Impact Analysis (Appendix I)

For the purposes of the Noise Impact Analysis, the closest off-site sensitive receiver to the Project site are the existing homes opposite of I-215, approximately 260 feet from the Project boundary. Table N-6 below shows the nearest sensitive uses to the Project site, their distance from the center of construction activities, and composite noise levels expected during construction. As shown, construction noise at the nearby receiver locations would range from 65 to 77 dBA Leq, which would not exceed the 80 dBA and 90 dBA 1-hour construction noise level criteria for daytime construction noise level criteria as established by the FTA for residential and industrial/commercial land uses, respectively.

Table N-6: Construction Noise Levels at Sensitive Receivers

Receptor (Location)	Composite Noise Level (dBA Leq) at 50 feet ¹	Distance (feet)	Construction Noise Threshold (dBA Leq)	Composite Noise Level (dBA Leq)
Industrial Uses (South)	88	180	90	77
Residences (East)		630	80	66
Industrial Uses (West)		660	90	65

Source: Noise and Vibration Impact Analysis (Appendix I)

¹ The composite construction noise level represents the site preparation phase which is expected to result in the greatest noise level as compared to other phases.

Additionally, as described above, Municipal Code Section 8.54.070 exempts construction noise between the hours of 7:00 a.m. and 8:00 p.m. The Project would comply with the City's construction hours regulations. Therefore, Project construction would result in less than significant impacts on substantial temporary or permanent increase in ambient noise levels.

Operation

Onsite Operational Noise. Long term off-site stationary noise impacts from the Project could include on-site heating, ventilation, and air conditioning (HVAC) equipment, trash enclosure activity, truck deliveries, and loading and unloading activities. Table N-7 shows the combined hourly noise levels generated by HVAC equipment and truck delivery activities at the closest off-site land uses.

Table N-7: Exterior Noise Level Impacts

Receptor	Direction	Existing Quietest Noise Level (dBA Leq)	Project Generated Noise Levels (dBA Leq)	Project Future Noise Level (dBA Leq) ¹	Potential Operational Noise Impact? ²
Daytime					
Residential (2733 Subset Ln)	East	72.1	51.1	72.1	No
Residential (2741 White Pine Ave)	Northeast	72.3	29.7	72.3	No
Nighttime					
Residential (2733 Subset Ln)	East	71.3	51.1	71.3	No
Residential (2741 White Pine Ave)	Northeast	65.3	29.7	65.3	No

¹ The projected future noise level is a combination of the existing ambient noise level and the project noise contribution. If the project contribution is 10 dBA or more below the existing ambient noise level, there would be no expected noise increase.

² A potential operational noise impact would occur if (1) the quietest daytime ambient hour is less than the applicable hourly standard and project noise impacts would cause an exceedance of said standard, OR (2) the quietest daytime ambient hour is greater than the applicable hourly standard and project noise impacts are 3 dBA greater than the quietest daytime ambient hour.

Source: Noise and Vibration Impact Analysis (Appendix I)

As shown in Table N-7, Project related noise level impacts would range from 29.7 dBA Leq to 51.1 dBA Leq at the surrounding receptors. These levels would be below the City's exterior noise standard of 65 dBA Leq. Because Project noise levels would not generate a noise level that exceeds existing ambient noise levels by 3 dBA or more or exceed the City's thresholds, impacts would be less than significant.

Off-Site Traffic Noise. The proposed Project would generate traffic related noise from operation. The proposed Project provides access from Industrial Parkway. The guidelines included in the FHWA Highway Traffic Noise Prediction Model (FHWA-RD-77-108) were used to evaluate highway traffic-related noise conditions along roadway segments in the Project vicinity (Appendix I). Table N-8 provides the traffic noise levels for the existing with and without Project and opening year with and without Project scenarios. These noise levels represent the worst-case scenario, which assumes no shielding is provided between the traffic and the location where the noise contours are drawn.

As shown in Table N-8, the increase in Project-related traffic noise would be no greater than 0.3 dBA. Noise level increases less than 1.0 dBA are not perceptible to the human ear. Therefore, traffic noise impacts from Project related traffic on off-site sensitive receptors would be less than significant.

Table N-8: Traffic Noise Levels Without and With Proposed Project

Roadway Segment	Existing		Existing with Project			Opening Year with Cumulative		Opening Year Plus Project			Future Year		Future Year Plus Project		
	ADT	CNEL (dBA) 50 feet from Centerline of Nearest Lane	ADT	CNEL (dBA) 50 feet from Centerline of Nearest Lane	Increase from Existing Conditions	ADT	CNEL (dBA) 50 feet from Centerline of Nearest Lane	ADT	CNEL (dBA) 50 feet from Centerline of Nearest Lane	Increase from Existing Conditions	ADT	CNEL (dBA) 50 feet from Centerline of Nearest Lane	ADT	CNEL (dBA) 50 feet from Centerline of Nearest Lane	Increase from Existing Conditions
Industrial Way South of Palm Avenue	4,040	62.2	4,130	62.3	0.1	5,180	63.3	5,520	63.3	0.0	10,770	66.5	10,810	66.5	0.0
Industrial Way North of University Parkway	20,090	70.3	21,300	70.6	0.3	21,520	70.6	21,560	70.6	0.0	25,100	71.3	25,140	71.3	0.0

ADT = Average daily traffic

Source: Noise and Vibration Impact Analysis (Appendix I)

b) Generation of excessive groundborne vibration or groundborne noise levels?**Less Than Significant with Mitigation Incorporated.****Construction**

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.

The Noise and Vibration Impact Analysis (Appendix I) uses vibration standards in the FTA Manual to analyze ground-borne vibration impacts on human annoyance. The Analysis discusses the level of human annoyance using vibration levels in VdB and assesses the potential for building damages using vibration levels in PPV (in/sec). Vibration levels calculated in VdB are best for characterizing human response to building vibration, while vibration level in PPV is best for characterizing potential for damage. The FTA guidelines indicated that for a non-engineered timber and masonry building, the construction vibration damage criterion is 0.2 in/sec in PPV. The threshold at which vibration levels would result in annoyance would be 78 VdB for daytime residential uses and 90 VdB for workshop or industrial type uses. Table N-9 shows the PPV and VdB values at 25 feet from the construction vibration source.

Table N-9: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV/Lv at 25 ft	
	PPV (in/sec)	Lv (VdB) ¹
Pile Driver (Impact), Typical	0.644	104
Pile Driver (Sonic), Typical	0.170	93
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large Bulldozer²	0.089	87
Caisson Drilling	0.089	87
Loading Trucks²	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

¹ RMS vibration velocity in decibels (VdB) is 1 μin/sec.

² Equipment shown in **bold** is expected to be used on site.

μin/sec = microinches per second; ft = foot/feet; in/sec = inch/inches per second; Lv = velocity in decibels; PPV = peak particle velocity; VdB = vibration velocity decibels

Source: Noise and Vibration Impact Analysis (Appendix I)

Table N-10 shows the summary of vibration annoyance levels due to construction equipment at each of the closest receptors. As shown in Table N-10, vibration levels are expected to approach 61 VdB at the closest industrial use to the south and 45 VdB at the closest residential use to the east, which is below the 90 VdB and 78 VdB annoyance threshold for workshop or industrial types uses and for daytime residential uses, respectively.

Table N-10: Potential Construction Vibration Annoyance Impacts at Nearest Receptor

Receptor (Location)	Reference Vibration Level (VdB) at 25 feet ¹	Distance (feet) ²	Vibration Level (VdB)
Industrial Uses (south)	87	180	61
Residence (east)		630	45
Industrial Uses (west)		660	44

¹ The reference vibration level is associated with a large bulldozer which is expected to be representative of the heavy equipment used during construction.

² The reference distance is associated with the average condition, identified by the distance from the center of construction activities to surrounding uses

VdB = vibration velocity decibels

Source: Noise and Vibration Impact Analysis (Appendix I)

Table N-11 shows the summary of potential construction damage due to construction equipment at each of the closest receptors.

Table N-11: Potential Construction Vibration Damage Impacts at Nearest Receptor

Receptor (Location)	Reference Vibration Level (PPV) at 25 feet ¹	Distance (feet) ²	Vibration Level (PPV)
Industrial Uses (south)	0.089	10	0.352
Residence (east)		260	0.003
Industrial Uses (west)		300	0.002

¹ The reference vibration level is associated with a large bulldozer which is expected to be representative of the heavy equipment used during construction.

² The reference distance is associated with the peak condition, identified by the distance from the perimeter of construction activities to surrounding structures

PPV = peak particle velocity

Source: Noise and Vibration Impact Analysis (Appendix I)

The closest structure to the Project site is the industrial use immediately to the south of the site, approximately 10 feet from the limits of construction activity. As shown in Table N-11, it is expected that vibrations levels generated by dump trucks and other large equipment that would be as close as 10 feet from the property line would generate groundborne vibration levels of up to 0.352 PPV (in/sec) at the closest structure to the Project site. As such, this vibration level would exceed the 0.2 PPV (in/sec) threshold considered safe for non-engineered timber and masonry buildings. It is expected that construction activities utilizing heavy equipment would generate vibration levels greater than 0.2 in/sec in PPV when operating within five feet of the property line, which would result in a potentially significant impact. At 15 feet, dump trucks and other large equipment would generate ground-borne vibrations levels of up to 0.191 PPV (in/sec) at the closest structure to the Project site and would not exceed the 0.2 PPV (in/sec) threshold (Appendix I).

If heavy equipment is necessary within five feet of the south boundary of the Project site, Mitigation Measure NOI-1 would be implemented to ensure impacts related to vibration would be less than significant. Mitigation Measure NOI-1 would prohibit the use of heavy equipment within 15 feet of existing structures or require a vibration monitoring plan that would ensure that vibration levels are below the 0.2 PPV (in/sec) and vibration damage would not occur. Therefore, with implementation Mitigation Measure NOI-1, vibration levels would be less than significant.

Additionally, as discussed above, construction activities are regulated by the City’s Municipal Code, which states that temporary construction, maintenance, or demolition activities are not allowed between 8:00 p.m. and 7:00 a.m. With the implementation of the above practices, vibration impacts would be less than significant.

Operation

Once operational, the Project would not be a significant source of groundborne vibration. Groundborne vibration surrounding the Project currently result from heavy-duty vehicular travel (e.g., refuse trucks, heavy duty trucks, delivery trucks, and transit buses) on the nearby local roadways. Operations of the Project would include passenger cars and trucks. Due to the rapid drop-off rate of ground-borne vibration and the short duration of the associated events, vehicular traffic-induced ground-borne vibration is rarely perceptible beyond the roadway right-of-way, and rarely results in vibration levels that cause damage to buildings in the vicinity. Therefore, the Project would result in no new impacts related to ground born vibration.

- 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 to the Project site is San Bernardino International Airport, located approximately 8.5 miles southeast of the Project site. According to the *2017 Existing CNEL Contours and Generalized Land Uses – San Bernardino International Airport*, 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

Mitigation Measure NOI-1: Construction Vibration Damage. Due to the close proximity to surrounding structures, the City of San Bernardino (City) Director of Community Development, or designee, shall verify prior to issuance of demolition or grading permits, that the approved plans require that the construction contractor shall implement the following specifications during project construction activities to ensure that damage does not occur at surrounding structures:

- The use of heavy equipment shall be prohibited within 15 feet of existing structures. If heavy equipment is necessary within 15 of existing structure the following actions shall be implemented:
 - Identify structures that could be affected by ground-borne vibration and would be located within 15 feet of where heavy construction equipment would be used. This task shall be conducted by a qualified structural engineer as approved by the City's Director of Community Development or designee.
 - Develop a vibration monitoring and construction contingency plan for approval by the City's Director of Community Development, or designee, to identify structures where monitoring would be conducted; set up a vibration monitoring schedule; define structure-specific vibration limits; and address the need to conduct photo, elevation, and crack surveys to document before and after construction conditions. Construction contingencies would be identified for when vibration levels approached the limits.
 - At a minimum, monitor vibration during initial demolition activities. Monitoring results may indicate the need for more intensive measurements if vibration levels approach the 0.2 PPV (in/sec) threshold.
 - When vibration levels approach the 0.2 PPV (in/sec) limit, suspend construction and implement contingencies as identified in the approved vibration monitoring and construction contingency plan to either lower vibration levels or secure the affected structures.

	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 construct a new tilt up warehouse facility. The Project site has a General Plan Land Use designation of UDSP. Within the UDSP, the Project site is designated as IL. Development of the Project would be consistent with the General Plan land use designation and zoning for the site.

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 105,500 SF warehouse, operation of the Project would require approximately 88 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 November 2022 was 4.9 percent, the City of Rialto was 4.2 percent, and the City of Fontana was at 3.6 percent (California Employment Development Department 2022). 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 3.9 percent. San Bernardino has a total of 66,179 housing units; 63,576 of which are occupied (California Department of Finance 2022). 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 vacant and undeveloped and does not contain any housing, nor has it historically been used for housing. The Project site has a UDSP designation of IL, 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 at approximately 0.6 mile 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 3.6 miles from the proposed Project site at 18697 Verdemon Ranch Road, San Bernardino, CA 92407. The new warehouse facility and the 88-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 5.5 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 warehouse 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 warehouse 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 warehouse facility on a site that is currently vacant and undeveloped, 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 site 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.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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 warehouse facility on a site that is currently vacant and undeveloped. 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 0.34-mile north 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 warehouse facility on a site that is currently vacant and undeveloped, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

This section was prepared using the Vehicle Miles Traveled (VMT) Analysis prepared by EPD Solutions, Inc., on September 20, 2022 (Appendix J).

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

Less Than Significant Impact.

Construction. Construction activities associated with the Project would generate vehicular trips from construction workers traveling to and from the Project site, delivery of construction supplies and import materials to, and export of debris from, the Project site. However, these construction activities would be temporary in nature and only occur during the anticipated 14-month construction period. The increase of trips during construction activities would be limited and are not anticipated to exceed the number of operational trips described below. The short-term vehicle trips from construction of the Project would generate less than significant traffic related impacts.

Operation. The proposed Project involves the construction of a 105,500 SF warehouse facility, associated parking, landscaping, and utility improvements to serve the site. Operation of the Project would introduce new vehicular and truck traffic from workers and proposed industrial operations. Vehicular traffic to and from the Project site would utilize the existing network of regional and local roadways that currently serve the Project site.

Table T-1 shows that during operation, the proposed Project would generate a total of 268 daily trips, with 31 trips produced in the weekday AM peak hour and 31 trips produced in the weekday PM peak hour. The trip generation analysis for the Project was prepared using trip rates from the Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition (2021) based on the "General Light Industrial" land use.

Table T-1: Project Trip Generation

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Rates								
Warehouse ¹	TSF	1.71	0.13	0.04	0.17	0.05	0.13	0.18
Proposed Project Trip Generation								
Industrial Warehouse	105.50 TSF	180	14	4	18	5	14	19
Vehicle Mix²								
	Percent²							
Passenger Vehicles	72.50%	130.79	10.01	2.99	13.00	3.85	9.91	13.77
2-Axle truck	4.60%	8.30	0.64	0.19	0.83	0.24	0.63	0.87
3-Axle truck	5.70%	10.28	0.79	0.24	1.02	0.30	0.78	1.08
4+-Axle Trucks	17.20%	31.03	2.38	0.71	3.08	0.91	2.35	3.27
	100%	180.41	13.81	4.13	17.94	5.32	13.67	18.99
Proposed PCE Trip Generation³								
	PCE Factor							
Passenger Vehicles	1.0	131	11	3	14	4	10	14
2-Axle truck	2.0	17	2	1	3	1	2	3
3-Axle truck	2.5	26	2	1	3	1	2	3
4+-Axle Trucks	3.0	94	8	3	11	3	8	11
Project PCE Trip Generation		268	23	8	31	9	22	31

TFS = Thousand Square Feet

PCE = Passenger Car Equivalent

¹ Trip rates from the Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 150 - Warehouse.² Vehicle Mix from the AQMD Warehouse Truck Trip Study, 2014. Without Cold Storage.³ 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: Vehicle Miles Traveled Analysis (Appendix J).

The Project has been designed to construct onsite roadway improvements consistent with the City guidelines. As described under Table LU-1, Land Use Consistency, the Project would be consistent with applicable goals and policies from the City's General Plan Circulation Element. 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 be located within a Transit Priority Area (TPA). According to the City's guidelines, projects located in a TPA may be presumed to have a less than significant impact. The Project site would be fully located within a TPA as it is within a half mile radius of the transit center located at Kendall Drive and Palm Avenue (Appendix J). 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 site. 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 site 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 site, and would provide routes for emergency responders to access different portions of the Project site. The Project would provide a 30-foot or wider fire access lane around the proposed warehouse 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.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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.” Also, per AB 52 (specifically PRC 21080.3.1), Native American consultation is required upon request by a California Native American tribe that has previously requested that the City provide it with notice of such projects.

An archaeological records search was completed in order to identify any previously recorded archaeological sites within the Project boundary or in the immediate vicinity. According to the records search nine resources were identified within a one-half mile radius, none of which are located on the Project site. Additionally, on May 11, 2022, Brian F. Smith and Associates requested a Sacred Lands File (SLF) search from the Native American Heritage Commission. On June 13, 2022, the NAHC responded that the SLF search

yielded positive results for known tribal cultural resources or sacred lands within a one-mile radius of the Project site. Pursuant to the requirements of AB 52, the City sent informational letters about the proposed Project and requests for consultation to the following three tribes on September 27, 2022.

- Gabrieleño Band of Mission Indians - Kizh Nation responded on October 19, 2022, requesting consultation. Consultation was scheduled for December 8, 2022, where Gabrieleño requested to defer the Project to San Manuel.
- Yuhaaviatam of San Manuel Nation (YSMN) (formerly known as the San Manuel Band of Mission Indians) responded on October 20, 2022, with requested mitigation measures.
- Soboba Band of Luiseno Indians did not respond to the City's request for consultation.

Mitigation Measure TCR-1 has been included to require a qualified archaeologist to coordinate with YSMN in the event of a pre-contact and/or historic-era cultural resource discovery. Mitigation Measure TCR-2 has been included to require dissemination of any archaeological/cultural documents created as a part of the project to YSMN. Coordination with YSMN 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 Mitigation Measure TCR-1 and Mitigation Measure 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 YSMN 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 Mitigation Measure 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

Mitigation Measure TCR-1: Yuhaaviatam of San Manuel Nation. The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed in CUL-1, of any pre-contact and/or historic-era cultural resources discovered during Project implementation and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resource

Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents YSMN for the remainder of the project, should YSMN elect to place a monitor on-site.

Mitigation Measure TCR-2: Dissemination to YSMN. Any and all archaeological/cultural documents created as a part of construction of the Project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to YSMN. The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the Project.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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 warehouse 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 new 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 clarifier for pre-treatment before being piped into the underground infiltration system. 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.

Telecommunications

The Project would be served by several private telecommunication providers including Verizon, AT&T and T-Mobile. The Project would not require the construction of new telecommunications facilities.

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.² As described previously, the Project includes development of a 6.96-acre site. Thus, the Project would generate an increased water demand of 13,800 gallons per day or 15.46 acre-feet per year, which is within the anticipated increased demand and supply for water, as shown on Table UT-1.

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

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

Source: 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 6.96-acre Project site would generate approximately 11,611 gpd of wastewater. As such, 11,611 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 site. 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?

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

² 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.

a remaining capacity of 61,219,377 tons. As of October 2022, the average daily tonnage received was 4,381 tons. Thus, on average, the facility had additional capacity of 3,119 tons per day (CalRecycle 2022).

Construction

The proposed Project does not involve demolition of existing structures; however, Project construction would generate solid waste for landfill disposal from construction packaging and discarded materials. Utilizing a construction waste factor of 3.89 pounds per square foot (EPA 1998), construction of the Project would generate approximately 205.2 tons of waste during construction from packaging and discarded materials. However, Section 5.408.1 of the 2022 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 construction solid waste that would be disposed of at the landfill would be approximately 35 percent of the waste generated. Therefore, construction activities, which would generate the most solid waste would generate approximately 71.82 tons of solid waste. As described in the Air Quality Analysis, included in Appendix A to this IS/MND, construction is expected to take 230 days. As such this would equate to approximately 0.31 tons of solid waste per day.

As described above, the Mid Valley Sanitary has additional capacity of approximately 3,119 tons per day. Therefore, the facility would be able to accommodate the addition of 0.31 tons of waste per day during construction 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 warehouse would generate approximately 130.82 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 32.71 tons per year or 0.63 ton per week.

As the Mid Valley Sanitary Landfill has additional capacity of approximately 3,119 tons per day, the facility would be able to accommodate the addition of 0.63 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 2022 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.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
5.20 WILDFIRES. 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 not within an area identified as a Very Fire Hazard Severity Zone (VFHSZ) or a State Responsibility Area (SRA) (CALFIRE 2022). The proposed Project would be located within a Local Responsibility Area (LRA). Additionally, 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, 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 not located within a VHFHSZ. Additionally, 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. 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 map #06071C7940J, the Project site is zoned as Flood Zone X, area with reduced flood risk due to levee.

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*, the Project site does not provide suitable habitat for any special status plant species or special status plant communities due to the disturbed nature of the site. However, the existing ornamental landscaping trees on the site have the potential to provide habitat for nesting migratory birds, including Copper’s hawk, loggerhead shrike, Costa’s hummingbird, and California horned lark. Therefore, Mitigation Measure BIO-1 has been incorporated to 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.

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 past vegetation clearing and grading activities; however, no development has occurred on the portion of the Project site in which development is proposed. The records search conducted as part of the Cultural Resources Assessment did not identify any historic, archaeological, or cultural resources on the Project site. However, it did reveal previously identified resources within one-half mile of the Project site. As a result of proximity to historic resources and a positive SLF result, there is a potential for archaeological resources to exist on site. However, Mitigation Measure CUL-1 has been included to require

archaeological evaluation in the event a resource is inadvertently discovered. Additionally, Mitigation Measure TCR-1 has been included to require a qualified archaeologist to coordinate with YSMN in the event of a pre-contact and/or historic-era cultural resource discovery. Mitigation Measure TCR-2 has been included to require dissemination of any archaeological/cultural documents created as a part of the project to YSMN. 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)

PPP AES-1, as listed in Section 5.1.

PPP AQ-1, as listed in Section 5.3.

PPP AQ-2, as listed in Section 5.3.

PPP AQ-3, as listed in Section 5.3.

PPP BIO-1, as listed in Section 5.4.

PPP CUL-1, as listed in Section 5.5.

PPP WQ-1, as listed in Section 5.10.

PPP WQ-2, as listed in Section 5.10.

Mitigation Measures (MM)

MM BIO-1, as listed in Section 5.4.

MM CUL-1, as listed in Section 5.5.

MM PAL-1, as listed in Section 5.7.

MM PAL-2, as listed in Section 5.7.

MM NOI-1, as listed in Section 5.13.

MM TCR-1, as listed in Section 5.18.

MM TCR-2, as listed in Section 5.18.

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