



Northgate Building 2 CATEGORICAL EXEMPTION

May 2023

Lead Agency:

City of San Bernardino

300 North D Street
San Bernardino, CA 92418

Consultant:

Kimley-Horn and Associates

3801 University Avenue, Suite 300
Riverside, CA 92501

Project Location and Surrounding Land Uses

The Project comprises 4.78 acres of land on a vacant and undeveloped parcel (Assessor’s Parcel Number [APN] 0136-341-80), which totals 31.16 acres. It is important to note that Tentative Parcel Map No 20164 was approved by the City of San Bernardino on November 14, 2022, which subdivided this parcel from the 31.16-acre parcel. The Project site is generally located on the southeast corner of the intersection of Third Street and North Tippecanoe Avenue in the City of San Bernardino California (refer to **Exhibit 1: Regional Location Map** and **Exhibit 2: Project Site Map**). Tippecanoe Avenue and Third Street are built out to full width improvements; however, no driveways currently exist to serve the Project site. The Project site is bounded by Third Street and commercial uses to the north, a medical clinic to the east, industrial warehousing to the south, and Tippecanoe Avenue, commercial uses, and non-conforming residential uses to the west (refer to **Table 1: Existing Land Use** below).

The Project site is located within the Northgate District of the San Bernardino Alliance California Specific Plan (SBACSP). The Project site has a General Plan Land Use Designation of Office Industrial Park (OIP) and is designated as the Northgate District in the specific plan. The Northgate District is intended to accommodate a wide variety of research and development related uses including manufacturing, light industrial, neighborhood commercial, laboratories, office professional use, vocational training and educational facilities, institutional, and recreational open space. The Project site is characterized as heavily disturbed.

Table 1: Existing Land Use

Location	Existing Land Uses Designations	Existing Zoning Designations	Existing Development
Project Site	Office Industrial Park (OIP)	Specific Plan Alliance California (SP 95-01)	Vacant/Undeveloped
North	City of Highland	City of Highland	Commercial Vacant
South	Office Industrial Park (OIP)	SP 95-01	Industrial
East	General Commercial (CG-1)	SP 95-01	Medical Clinic
West	CG-1 and Light Industrial (IL)	Commercial General-1 Industrial Light (IL)	Commercial Non-conforming Residential
Source: General Plan Land Use Map. Figure LU-2. City of San Bernardino General Plan. https://cdnsm5-hosted.civiclive.com/UserFiles/Servers/Server_17442462/File/Government/Department/Community%20&%20Economic%20Development/Planning/Complete%20General%20Plan%20Compressed.pdf (accessed May 2023). Existing Zoning Designations Map. https://sbcity.maps.arcgis.com/apps/webappviewer/index.html?id=dcca6aa4816b4021bd9364888ba669fd (accessed May 2023).			

Project Description

The Northgate Building 2 Project (Project) is in the City of San Bernardino (City) within the SBACSP on the approximately 4.78 acres. The San Bernardino International Trade Center Specific Plan (SBITCSP) was approved by the City in 1995. An Environmental Impact Report (EIR) (SCH No. 95082052) was prepared for SBITCSP and was approved by the City Council (1995 EIR). In 2007, to document CEQA compliance of SBACSP Amendment No. 60-03, the City approved an Initial Study (2007 IS) that examined additional environmental issues relative to the analysis and conclusions of the 1995 EIR. Since 2007, seven addenda to the 1995 EIR have been approved by the City for the Southgate and Westgate Planning Areas of the SBACSP. It should be noted that the SBITCSP was renamed to the SBACSP in 2007 as part of the entitlements associated with Addendum No. 1 to the 1995 EIR.

In 2007, Addendum No. 1 to the EIR was approved by the City, which allowed for the Southgate Planning Area to develop approximately 2,887,036 square feet of enclosed industrial space. In April 2011, Addendum No. 2 was approved by the City, which allowed for the Southgate Planning Area to develop approximately 2,776,219 square feet (3.84 percent less than under Addendum No. 1) of industrial space. Addendum No. 3 documented consistency of Building 2 for the Southgate Planning Area with the approved Specific Plan EIR. Addendum No. 4 documented development of Building 4 with 871,920 square feet of industrial development, consistent with the approved SBACSP EIR. Addendum No. 5 documented consistency of the Central Park project with 290,648 square feet and Building 1 with 157,500 square feet with the approved SBACSP EIR and the previously approved EIR Addenda Nos. 1 – 5 dealing with development within the Southgate portion of the SBACSP. Addendum No. 6 documented development of the Westgate area which included demolishing three existing warehouse buildings and adding two new buildings (Buildings 2 and 3) with a total of 380,172 square feet on 18.53 acres. Addendum No. 7 evaluated consistency with the 1995 EIR and 2007 IS to the development of three parcels within the Northgate District. The addendum evaluated the development of Buildings 3, 4, and 5 of the Northgate District totaling approximately 415,070 square feet. Lastly, Addendum No. 8 evaluated the consistency with the original SBACSP for the last remaining vacant parcel of the Westgate District for the development of Building 4, a logistics warehouse of approximately 476,604 square feet.

As noted below in **Table 2: Project Details**, the Project proposes an industrial development and associated parking facility, consisting of an approximately 103,364 square foot (SF) warehouse building including associated office, mezzanine, and employee parking. Additionally, the Project incorporates ample parking for passenger vehicles and storage for tractor-trailers at 17 dock doors. Access to the facility would be provided by two 40-foot-wide driveways. One driveway would be located along Tippecanoe Avenue and the other driveway would be located along Third Street. Perimeter fencing is to be constructed around the Project site and landscaping is to be installed in accordance with City development standards. The Project is assumed to operate 24 hours a day, seven days a week with two work shifts per day. The Project site is located on APN 0136-341-80.

Table 2: Project Details

Project Element	Project Details
LAND USE	Vacant and heavily disturbed.
SITE AREA	4.78 acres
EXISTING ZONING	Specific Plan Alliance California – Northgate District
EXISTING GENERAL PLAN	OIP
TOTAL BUILDING AREA Warehouse: Mezzanine: Office:	103,364 SF 95,364 SF 4,000 SF 4,000 SF
<u>MAXIMUM FLOOR AREA RATIO (FAR)</u> Allowed: Proposed:	50% 49.7%
<u>BUILDING HEIGHT</u> Max Building Height Allowed: Max Proposed Building Height:	60 Feet 45.5 Feet
<u>BUILDINGS STORIES</u> Max # of Stories Allowed: Proposed # of Stories:	Not specified in the SBACSP 2 Stories
<u>MINIMUM PARKING REQUIRED</u> Total Parking Provided:	83 stalls 95 stalls (including 17 dock doors)
<u>BUILDING SETBACKS</u> Front: Side Setback: Rear Setback:	26 Feet 4 inches 92 Feet 7 inches 135 Feet 10 inches

On-Site Improvements

The on-site water, sanitary sewer, storm drain, walls and fences, enclosures, building facades, and parking improvements would be considered private and would be the responsibility of the property owner. All landscaping and/or common area maintenance would be the responsibility of the owner or by an appointed professional landscaping consultant.

Off-Site Improvements

The Project would construct public street improvements including curb and gutter and driveway connections along the Project frontage to Tippecanoe Avenue and Third Street. These improvements would be limited to the areas disturbed to necessitate the construction of driveways.

Site Access

Primary vehicular access to the Project site would include one ingress/egress driveway provided along Tippecanoe Avenue. Secondary vehicular access to the Project site would consist of one ingress/egress driveway provided to the north along Third Street. Both of these driveways would be 40 feet in width. Emergency vehicle access would be provided via both driveways.

Parking

The City’s required parking spaces are based on the square footage of uses within the proposed building. The City’s parking requirements consist of one (1) stall per 1,250 SF of warehousing square footage. The 103,364 SF building would require a total of 83 parking stalls. The Project would provide a total of

95 parking spaces to include 78 stalls for automobiles and 17 dock doors for trailers. The Project would exceed the minimum required parking.

Open Space

The Project Site is characterized as heavily disturbed consisting of non-native grassland. The Project site is surrounded by existing commercial/industrial development and high traffic roads. No natural undisturbed habitats occur on-site or on surrounding properties, therefore the Project site does not represent a wildlife movement corridor or route between open space habitats. The Project would plant 102 trees to operate as ornamental landscaping and to screen the Project from adjacent land uses or the public right-of-way; refer to **Exhibit 4: Conceptual Landscape Plan**. Additionally, the Project would plant shrubs, flowers, and other groundcover plants.

Construction

The Project site is currently heavily disturbed. Project construction is anticipated to begin March 2024, and construction is anticipated to continue for approximately eight (8) months. New construction would include: (1) site preparation, (2) grading, (3) building construction, (4) paving, (5) architectural coating, (6) landscaping, and the applicable off-site improvements conditioned by the City.

Purpose and Need

The purpose of the Project is to construct an approximately 103,364 SF warehouse industrial building with office and mezzanine level spaces and incorporate ample parking and storage. The Project would operate 24 hours a day, seven days a week with two work shifts per day.

Environmental Analysis

Air Quality and Greenhouse Gas Emissions

An Air Quality and Greenhouse Gas Emissions Analysis Memorandum (AQ/GHG Memo) was completed to analyze the air quality impacts of the Project, refer to **Appendix A**. The Project is located within the South Coast Air Basin (SCAB), where air quality is determined by topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions.¹ The Southern California Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB) monitor air quality within the SCAB. The significance criteria is established by the SCAQMD and a Project is deemed to have significant impacts to air quality if it violates any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The SCAQMD has established thresholds of significance for air quality during construction and operational activities of land use development projects, as shown in **Table 3: South Coast Air Quality Management District Emissions Thresholds**.

¹ South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993.

Table 3: South Coast Air Quality Management District Emissions Thresholds

Criteria Air Pollutants and Precursors	Maximum Pounds Per Day	
	Construction-Related	Operational-Related
Reactive Organic Gases (ROG)	75	55
Carbon Monoxide (CO)	550	550
Nitrogen Oxides (NOx)	100	55
Sulfur Oxides (Sox)	150	150
Coarse Particulates (PM10)	150	150
Fine Particulates (PM2.5)	55	55

Source: Kimley-Horn, 2022. Air Quality Assessment. (Appendix A, Air Quality and Greenhouse Gas Emissions Analysis).

The original 1995 EIR identified impacts during construction and operation as a significant and unavoidable impact on air quality. Mitigation Measures (MM) AQ-1 through MM AQ-17 were required to reduce construction and operational impacts. MM AQ-18 was introduced in the 2007 Initial Study (IS) to further reduce operational impacts. The Project will not have construction or operation emissions that exceed SCAQMD thresholds (refer to Table 4: Construction Related Emissions and Table 5: Long-Term Operational Emissions below), and no new mitigation is required.² Table 4: Construction Related Emissions below, demonstrates the Project would not exceed SCAQMD thresholds for the following: Reactive Organic Gases (ROG), Nitrogen Oxide (NO_x), Carbon Monoxide (CO), Sulfur Dioxide (SO₂), Course Particulate Matter (PM₁₀), and Fine Particulate Matter (PM_{2.5}). The maximum daily emissions for the Project do not come close to the SCAQMD thresholds in regard to construction-related emissions.

Table 4: Construction Related Emissions

Construction	Maximum Pounds Per Day					
	Reactive Organic Gases (ROG)	Nitrogen Oxide (NOx)	Carbon Monoxide (CO)	Sulfur Dioxide (SO ₂)	Course Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
Maximum Daily emissions	24.6	36.0	34.4	0.05	21.5	11.6
SCAQMD Threshold	75	100	550	150	150	55
Exceed SCAQMD Threshold?	No	No	No	No	No	No

Notes: SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour.

Source: Kimley-Horn. 2023. Air Quality and Greenhouse Gas Emissions Analysis; Table 1 (Appendix A)

Refer to Table 5: Long-Term Operational Emissions below, which demonstrates the Project will not exceed SCAQMD emission thresholds for the following: Reactive Organic Gases (ROG), Nitrogen Oxide (NOx), Carbon Monoxide (CO), Sulfur Dioxide (SO₂), Coarse Particulate Matter (PM₁₀), and Fine Particulate Matter (PM_{2.5}). As the emissions are below the thresholds, the operation of the Project would not cause a significant impact to the surrounding area.

² Kimley-Horn. 2023. Northgate Building 2 Project – Air Quality and Greenhouse Gas Emissions Analysis.

Table 5: Long-Term Operational Emissions

Source	Maximum Pounds Per Day					
	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO _x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO ₂)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
Operational Emissions						
Area Source Emissions	6.46	0.08	8.98	0.01	0.02	0.02
Energy Emissions	0.06	1.06	0.88	0.01	0.08	0.08
Mobile Emissions	0.45	1.49	4.42	0.02	0.47	0.10
Off-Road Emissions	1.29	8.75	94.67	0.02	0.28	0.24
Backup Generator	1.69	4.71	4.30	0.01	0.25	0.25
Total Emissions	9.95	16.09	113.25	0.07	1.10	0.69
<i>SCAQMD Threshold</i>	<i>55</i>	<i>55</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Exceeds Threshold?	No	No	No	No	No	No
Source: Kimley-Horn. 2023. <i>Air Quality and Greenhouse Gas Emissions Analysis</i> ; Table 2 (Appendix A, Air Quality and Greenhouse Gas Emissions Analysis).						

The Project is anticipated to generate 39 total truck trips per day. An adverse CO concentration, known as a “hot spot,” would occur if an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur. More specifically, the Bay Area Air Quality Management District (BAAQMD) concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour- or 24,000 vehicles per hours where vertical and/or horizontal air does not mix to generate significant CO impact. The Project would not produce this volume of traffic required to generate a CO “hot spot.” The SCAQMD’s Localized Significance Threshold (LST) methodology was used to analyze the neighborhood scale impacts of NO_x, CO, PM₁₀, and PM_{2.5} associated with Project-specific mass emissions. For determining localized air quality impacts from small projects in a defined geographic source receptor area (SRA), the LST methodology provides mass emission rate lookup tables for 1-acre, 2-acre, and 5-acre parcels by SRA. For most projects, the highest daily emission rates occur during the site preparation and grading phases of construction due to the use of heavy earth-moving equipment. The Project site is approximately 4.78 acres in SRA Zone 34, the Central San Bernardino Valley. The Project site is surrounded by existing developments, therefore LSTs for receptors 25 meters or less were used, additionally, LST thresholds for a 5-acre site were used to provide a more conservative operational analysis.

The LST results provided in **Table 6: Construction LST Evaluation** below shows daily localized emissions during each phase of construction, and demonstrates that construction would not result in significant concentration of pollutants at nearby receptors.

Table 6: Construction LST Evaluation

Construction Activity	Pollutant (Maximum Pounds Per Day)			
	Nitrogen Oxide (NO _x)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
Site Preparation (2024)	36.0	32.9	1.60	1.47
Grading (2024)	18.20	18.80	0.84	0.77
Building Construction (2024)	11.20	13.10	0.50	0.46
Paving (2024)	0.41	0.54	0.02	0.02
Architectural Coating (2024)	0.91	1.15	0.03	0.03
Combined 2024 Building Construction, Paving, and Architectural Coating emissions*	66.72	66.49	2.99	2.75
SCAQMD Localized Screening Threshold (adjusted for 5 acres at 25 meters)	270	1,746	14	8
Exceed SCAQMD Threshold	No	No	No	No

Note*: Daily emissions from construction, paving, and architectural coating activities have been combined because these activities may occur on the same day.
Source: Kimley-Horn. 2023. *Air Quality and Greenhouse Gas Emissions Analysis*; Table 4 (Appendix A)

The AQ/GHG Memo also provided a “worst-case” scenario assessment which conservatively included all on-site Project-related stationary sources and 10 percent of the Project-related new mobile sources within 50 meters of the nearest sensitive receptor. Refer to **Table 7: Localized Significance of Operational Emissions** below, which demonstrates the proposed Project will not exceed SCAQMD thresholds through On-Site and Mobile source Emission

Table 7: Localized Significance of Operational Emissions

Activity	Nitrogen Oxide (NO _x)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
On-Site and Mobile Source Emissions	36.23	46.76	2.33	1.94
SCAQMD Localized Operation Screening Threshold (5 acres at 50 meters)	302	2,396	11	3
Exceed SCAQMD Threshold?	No	No	No	No

Note: Includes all on-site and 10 percent of mobile source emissions.
Source: Kimley-Horn. 2023. *Air Quality and Greenhouse Gas Emissions Analysis*; Table 5 (Appendix A)

Project operational emissions would not exceed SCAQMD Thresholds and would not result in significant concentrations of pollutants at nearby receptors. Furthermore, the Project would not be a source of objectional odors because no agriculture, wastewater treatment, food processing, chemical plant, composting, landfills, dairies, or fiberglass molding would exist on the Project site and impacts concerning odors would be less than significant.

Certain gases in the earth’s atmosphere classified as GHGs, play a critical role in determining the earth’s surface temperature. The primary GHGs contributing to the greenhouse effect are carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). Fluorinated gases also make up a small fraction of the GHGs that contribute to climate change. GHG emissions were calculated from activities that would occur from tenant use, mechanical building operations, and trip generations associated with vehicular traffic for the Project. The AQ/GHG Memo utilized this threshold to identify whether Project impacts would be significant. The AQ/GHG Memo utilized CalEEMod to model the Project’s GHG emissions for both construction and operational scenarios.

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Construction emissions typically occur over a short period of time and due to the regional impact and long-term effects GHGs have on the atmosphere and climate, the short-term construction emissions are amortized over 30 years to provide an estimation for the Project’s long-term impacts that are resultant of the short-term emissions. **Table 8: CO₂e Construction Emissions** below displays the CalEEMod construction results.

Table 8: CO₂e Construction Emissions

Construction Year	CO ₂ e Emissions, metric tons/year
2024	287
Emissions amortized over 30 years	10
Source: CalEEMod version 2022. Refer to Appendix A for model outputs	

Operational emissions were also identified within CalEEMod in the form of area, energy, mobile, waste, and water sources. **Table 9: Operational GHG Emissions** below displays the CalEEMod results. The Project is consistent with SBACSP Addendum No. 6, because emissions would be below SCAQMD’s 10,000 MTCO₂e annual threshold for industrial uses and the Project would not have a significant and unavoidable impact on an applicable plan adopted for the purpose of reducing GHG emissions.

Table 9: Operational GHG Emissions

Emissions Source	CO ₂ e Emissions, metric tons/year
Area	2
Energy	242
Mobile	289
Off-road	330
Waste	72
Water	30
Subtotal	965
Amortized Construction Emissions	10
Total Annual Project GHG Emissions	1,940
Threshold	10,000
Exceeds Threshold?	No
Source: CalEEMod version 2022. Refer to Appendix A for model outputs	

Furthermore, the Project would be consistent with the stated goals of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Therefore, the Project would not result in any significant impacts or interfere with Southern California Association of Governments (SCAG’s) ability to achieve the region’s post-2020 mobile source GHG reduction targets, and impacts would be less than significant.

The Project would not require any new mitigation beyond those previously disclosed in the 1995 EIR and 2007 IS. The SBACSP Addendum No. 1 modernizes and clarifies the mitigation measures from the 1995 Final EIR. The following measures identified in Addendum No. 1 are applicable to the proposed Project.

- AQ-1** Prior to the issuance of any grading or building permits, the project sponsor shall submit to the City an Air Quality Mitigation Measure Implementation Plan. This plan will detail each mitigation measure and include daily logs documenting implementation of each mitigation measure. Daily logs for each piece of construction equipment will include the hours per day the equipment ran. A master daily log will document the hours of operation all equipment ran each day. The master daily log will also document timing and tuning of equipment, the type of fuel used on construction equipment, and any add-on emissions reduction equipment used such as oxidized diesel catalysts.
- AQ-2** Prior to construction of the proposed improvements, the applicant will provide the City and the SCAQMD with a project specific dust control plan for their review and approval. The dust control plan will be consistent with SCAQMD Rule 403 and will include Best Available Control Measures (BACM) that include application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved access roadways, cessation of construction activity when instantaneous wind speeds exceed 25 mph average wind speeds exceed 15 mph (15 minute average) and establishing a permanent, stabilizing ground cover on finished areas. The dust control plan will also limit on-site grading operations to a maximum of 6 acres/day. Implementation of the project specific dust control plan and BACMs will take place during construction of the proposed improvements.
- AQ-3** During construction of the proposed improvements, construction equipment will be properly maintained with all maintenance repairs completed at an off-site location and include proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on-site in the air quality mitigation implementation plan outlined in AQ-1 during construction.
- AQ-4** During construction of the proposed improvements, all contractors will be advised not to idle construction equipment for more than five minutes.
- AQ-5** On-site grading and construction equipment will require any one of the following:
- Use of on-site grading and construction equipment equipped with cooled exhaust gas recirculation.
 - Use of on-site grading and construction equipment equipped with oxidized diesel catalyst and fueled with aqueous diesel fuel during grading and construction operations with a reduced equipment fleet or hours of operation totaling a maximum of 16,224 horsepower hours per day.
 - Use of on-site grading and construction equipment equipped with oxidized diesel catalyst with a reduced equipment fleet or hours of operation totaling a maximum of 13,594 horsepower hours per day.
 - Use of on-site grading and construction equipment fueled with aqueous diesel fuel during grading and construction operations with a reduced equipment fleet or hours of operation totaling a maximum of 12,030 horsepower hours per day.
 - Reduce the grading and construction equipment fleet or hours of operation to a maximum total of 9,272 horsepower hours per day.

- AQ-6** During construction of the proposed improvements, on-site electrical hookups shall be provided for electric construction tools including saws, drills, and compressors, to eliminate the need for diesel-powered electric generators.
- AQ-7** Roadway and parking lot plans shall indicate the use of low emissions emulsified asphalt or asphaltic cement in accordance with the specifications described in SCAQMD Rule 1108.
- AQ-8** During construction of the proposed improvements, only low-volatility paints and coatings as defined in SCAQMD Rule 1113 shall be used. All paints shall be applied using either high volume low pressure (HVLV) spray equipment or by hand application.
- AQ-9** Provide on-site information services connecting truck drivers with employee carpools, bus and Metrolink schedules, and shuttle services in the area that service the project site including maps showing the routes of transit services and employee carpool destinations. On-site local phone services will be provided to truck drivers free of charge to facilitate drivers contacting family or making arrangements for rides.
- AQ-10** Businesses that lease the proposed warehousing space and employ 250 or more part-time or full-time employees shall submit an emissions reduction program that includes an emissions reduction target (ERT) as required in SCAQMD Rule 2202. Emissions reduction options include incorporating clean fuel vehicles into the company fleet, scrapping of older vehicles within the company fleet, participation in the Air Quality Investment Program (AQIP), which requires payment of set fees per employee into a fund used to implement mobile source emissions reduction programs approved by the SCAQMD Governing Board. This mitigation reduces emissions by participating in emissions reduction programs authorized by SCAQMD.
- AQ-11** Provide preferential parking spaces for employee carpools and van pools. This mitigation measure reduces commuting vehicle trips, which reduces vehicle emissions.
- AQ-12** The project proponent will contact the local transit authority to determine the practicality of a bus route in the project area and the infrastructure needed including bus turnouts, bus shelters/benches, street lighting, and safe ingress/egress between the designated bus stop and the offices/employee areas of the warehouse.
- AQ-13** Configure employee and visitor parking in a separate location from the truck fleet parking and loading docks. This mitigation measure reduces traffic interference between the truck fleet and passenger vehicles, which reduces vehicle emissions.
- AQ-14** The project design shall include signs posted in visible places in the truck parking areas that state, "No Idling." The project proponent shall install electrical hookups to allow truck operators the opportunity to pay for the electricity necessary to power their various interior appliances.
- AQ-15** The project proponent will include insulation in all buildings beyond the requirements of Title 24 standards.
- AQ-16** The project proponent shall incorporate skylights into the design of the building. Low energy lights shall be installed inside the building to reduce energy demand.
- AQ-17** Drought tolerant plants shall be incorporated into the landscape design to reduce landscape equipment emissions.

AQ-18 Prior to the start of construction, the applicant shall prepare an Air Quality Monitoring Plan and submit it to the City Planning Department for review and approval. This plan shall explain how all air quality measures will be effectively implemented for this project. During construction, the applicant shall implement the AQMP to the satisfaction of City inspectors and the City Planning Director.

Health Risk

A Health Risk Assessment (HRA) was conducted by Kimley-Horn staff for the Project site in order to evaluate potential health risks associated with Diesel Particulate Matter (DPM) resulting from Project implementation (refer to **Appendix B**). The HRA was prepared in accordance with the SCAQMD *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* and the Office of Environmental Health Hazard Assessment (OEHHA) *Air Toxics Hot Spots Program Risk Assessment Guidance Manual for Preparation of Health Risk Assessments*. The SCAQMD air pollution thresholds for air toxic emissions are as follows:

- Cancer Risk: Emit contaminants that exceed the maximum individual cancer risk of 10 in one million.
- Non-Cancer Risk: Emit contaminants that exceed the maximum hazard quotient of one.

Construction would generate DPM emissions from the use of off-road diesel equipment required for demolition, grading and excavation, paving, and other construction activities. For construction activity, DPM is the primary toxic air contaminant of concern.

However, the closest sensitive receptors to the Project site are residences approximately 125 feet to the southwest. Additionally, the use of diesel-powered construction equipment would be episodic and would occur throughout the Project site. Construction activities would limit idling to no more than five minutes, which would further reduce nearby sensitive receptors’ exposure to temporary and variable DPM emissions. Refer to **Table 4: Construction Related Emissions** above for construction emissions rates for PM₁₀ (DPM).

The air dispersion modeling for the HRA was performed using the U.S. EPA AERMOD dispersion model and the analysis was prepared in accordance with the SCAQMD Modeling Guidance for AERMOD. The emission sources in the model are line volume sources (comprised of smaller adjacent volume sources) for the loading dock idling areas, on-site truck circulation, and off-site truck routes. Heavy duty vehicle emissions were assigned a vehicle height of 3.66 meters (12 feet), a release height of 3.11 meters (10 feet), and a plume height of 6.22 meters (20 feet). Release height and plume height are calculated based on U.S. EPA guidance; refer to **Table 10: AERMOD Emission Sources** below.

Table 10: AERMOD Emission Sources

Emission Source Type	Geometric Configuration	Relevant Assumptions
Off-Site Diesel Trucks	Line Source (Adjacent Volume)	Off-Release Height of 3.11 meters
On-Site Diesel Trucks		Plume Height of 6.22 meters
Trucks Idling at Loading Docks		Plume Width of 8.5 meters
Backup Emergency Generator	Point Source	Of Release Height of 5 meters Stack Inside Diameter of 0.22 meters
Refer to Appendix A, Health Risk Assessment for model data.		

Maximum (worst case) PM₁₀ exhaust from construction emissions over the entire construction period were used in AERMOD to approximate construction DPM emissions. Risk levels were calculated with the CARB Hotspots Analysis and Reporting Program (HARP) Risk Assessment Standalone Tool (RAST) based on the OEHHA *Guidance Document, Air Toxics Hot Spots Program Risk Assessment Guidelines*. The results of this assessment are summarized in **Table 11: Construction Risk**.

Table 11: Construction Risk

Exposure Scenario	Pollutant Concentration (µg/m ³)	Maximum Cancer Risk (Risk per Million)	Chronic Noncancer Hazard
Worker	0.096	0.17	0.019
Resident	0.026	2.87	0.001
Threshold	N/A	10	1.0
Threshold Exceeded	No	No	No
*Maximum exposed worker is located adjacent to the south *Maximum exposed resident is located 125 feet southwest of the Project site Refer to Appendix B, Health Risk Assessment for model data.			

Results of this assessment indicate that the maximum concentration of diesel PM₁₀ would be 0.096 µg/m³, located south of the Project site. The maximum concentration of diesel PM₁₀ at a residential use would be 0.026 µg/m³ and resultant cancer risk of 2.87 in one million, which would not exceed the SCAQMD threshold of 10 in one million. Non-cancer hazards for DPM would be below SCAQMD threshold of 1.0, with a chronic hazard index computed at 0.001. Although pollutant concentrations surrounding the Project site are greater than at residential uses, worker exposure is assumed to occur 8 hours per day for 250 days per year, while residential exposure is assumed to occur 24 hours per day for 350 days per year.

Based on the AERMOD outputs, the highest expected annual average diesel PM₁₀ concentrations from diesel truck traffic would be 0.0004 µg/m³ for workers located adjacent to the south of the Project site. The maximum concentration at a residential use would be 0.0006 µg/m³, located 125 feet west of the Project site. These calculations conservatively assume no cleaner technology with lower emissions in future years. As shown in **Table 12: Operational Risk** below, the highest calculated operational carcinogenic risk resulting from the project is 0.04 per million residents and 0.27 per million workers, both of which are below the SCAQMD threshold of 10 per million. Chronic hazards also would be below the SCAQMD significance threshold of 1.0.

Table 12: Operational Risk

Exposure Scenario	Pollutant Concentration (µg/m ³)	Maximum Cancer Risk (Risk per Million)	Chronic Noncancer Hazard
Worker	0.0004	0.27	0.0001
Resident	0.0006	0.04	0.0001
Threshold	N/A	10	1.0
Threshold Exceeded	No	No	No
*Maximum exposed worker is located adjacent to the south *Maximum exposed resident is located 125 feet southwest of the Project site Refer to Appendix B, Health Risk Assessment for model data.			

The SCAQMD considers projects that do not exceed the project-specific thresholds to generally not be cumulatively significant. Therefore, impacts related to health risk from the Project would be less than significant.

Biological Resources

A Biological Resources Assessment was conducted by Cadre Environmental to determine the biological resources impacts within the Project area (refer to **Appendix C**). The assessment included a literature review and site reconnaissance characterizing existing conditions.

Cadre Environmental reviewed the existing conditions of the Project site as well as the prior environmental documentation for the SBACSP and evaluated the consistency of the Project with the California Environmental Quality Act (CEQA) (California Public Resources Code Sections 21000 et seq.) and the CEQA Guidelines (Title 14, California Code of Regulations Sections 15000 et seq.).

This Biological Resources Assessment concluded the Project would not have a substantial adverse effect, either directly or through habitat modifications, on any plant or wildlife species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Service (USFWS).

No native undisturbed suitable habitat, soils, or sensitive plant/wildlife species observations were documented or expected to occur within the Project site, and no federal or state permits are required. Additionally, no riparian, sensitive or undisturbed native or natural habitats were documented within or adjacent to the Project site, and no wetlands or jurisdictional resources regulated by the United States Army Corps of Engineers (USACE), CDFW, or the Regional Water Quality Control Board (RWQCB) were documented as well. The Project is not located within or adjacent to a Conservation Program Area and would not conflict with the provisions of an adopted Habitat Conservation Plan.

The Project would be consistent with the City of San Bernardino Municipal Code (MC) Title 15, Section 15.34 Ordinance MC-1027, 9-8-98 and MC-682, 11-6-89 to ensure a tree removal permit would be required from the Director of Community and Economic Development.

The Project site was determined to be heavily disturbed non-native grassland that is surrounded by existing high traffic roads and commercial and industrial development. The on-site disturbed habitat represents low potential habitat for common ground nesting bird species such as killdeer. However, the numerous ornamental trees located immediately east of the Project Site provide suitable nesting habitat for both birds and raptors. The Project would be consistent with California (CDFG) codes 3503 and 3513 to ensure a qualified biologist would conduct a pre-construction nesting bird survey no more than 3 days prior to ground disturbing activities.

Due to the nature of the Project site, a less than significant impact would occur, and no mitigation is required.

Cultural Resources

A Cultural Resources Assessment and a Paleontological Resource Assessment were conducted by BCR Consulting Incorporated (BCR) to determine the presence of cultural and paleontological sensitivity within the Project area, refer to **Appendix D**. BCR conducted a cultural resources records search, a systematic pedestrian survey, a vertebrate paleontology resources report through the Western Science Center, and a Sacred Lands File Search with the Native American Heritage Commission (NAHC).

BCR conducted the cultural records search at the South-Central Coastal Information Center (SCCIC) to identify previously recorded cultural resources and studies located within a one half-mile radius of the Project site.

Data from the SCCIC revealed that 15 previous cultural resources studies have taken place, and that 14 cultural resources have been recorded within one half-mile of the Project site. Of the 15 previous studies, none has assessed the Project site. No cultural resources exist on the Project site.

BCR conducted the systematic pedestrian survey of the Project site on February 22, 2023 that was intended to locate and document previously recorded or new cultural resources.

Prehistoric cultural materials may include the following:

- Prehistoric flaked-stone artifacts and debitage consisting of obsidian, basalt, and or cryptocrystalline silicates;
- Groundstone artifacts, including mortars, pestles, and grinding slabs; dark, greasy soil that may be associated with charcoal, ash, bone, shell, flaked stone, groundstone, and fire affected rocks;
- Human remains that may be encountered during ground disturbing activities.

Historic cultural materials may include the following:

- Historic-period artifacts such as glass bottles, cans, nails, ceramics, and other metals;
- Historic-period structural or building foundations that may be encountered during ground disturbing activities.

Based on the systematic pedestrian survey, sediments, where visible, included highly disturbed pale sandy clay loam with some gravels. Vegetation included various nutgrasses, and some seasonal grasses. Majority of the Project site is currently vacant, and no cultural resources of any kind were identified. Based on these results, no significant impact related to historical resources is anticipated and no mitigation measures were recommended.

The Project is located within the United States Geological Survey (USGS) San Bernardino South, California 7.5-minute topographic quadrangle. The geological units underlying the Project area are alluvial fan deposits dating from the Holocene epoch; however, the presence of any fossil material is unlikely and excavation would be unlikely in paleontologically sensitive areas. Therefore, no significant archaeological or paleontological deposits were present on the Project site.

To further reduce potential effects to cultural and paleontological resources, best practices should be maintained throughout Project development.

Prior to the initiation of any ground-disturbing activities, field personnel would be alerted to the possibility of buried cultural deposits. If cultural materials are uncovered, all work in the immediate vicinity would cease until a qualified archaeologist assess the significance of the find. The qualified archaeologist would plan treatment, evaluation, and mitigation for any cultural resources listed on the California Register or the National Register of Historic Places (National Register).

If human remains are encountered on the Project site, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and

disposition pursuant to PRC 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 NAHC, which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. Therefore, impacts concerning cultural resources would be less than significant.

Noise

An Acoustical Analysis was conducted for the Project site (refer to **Appendix E**).

To determine the ambient noise levels in the Project area, Kimley-Horn staff collected three short-term (10-minute) noise measurements using a Larson Davis SoundExpert LxT Type I integrating sound level meter on April 6, 2023. Two of these measurements were taken to record the ambient noise level at residence surrounding the Project site, while one was taken to record the existing noise levels at the nearby medical offices. Traffic along Third Street and North Tippecanoe Avenue, along with stationary noise from nearby commercial and industrial operations, were determined to be the primary noise sources during the time of the noise measurements. **Table 13: Noise Measurements**, provides the ambient noise levels measured at these locations (refer to **Appendix E** for more details on measurement locations).

Table 13: Noise Measurements

Measurement	Location	Leq (dBA)	Lmin (dBA)	Lmax (dBA)	Lpeak (dBA)	Time
1	Residence along N. Tippecanoe Ave.	72.7	45.1	85.1	102.0	10:15 a.m. – 10:25 a.m.
2	Park to the east of the Project site.	58.5	44.2	69.0	88.7	9:51 a.m. – 10:01 a.m.
3	Residence along Third St	72.7	48.4	84.5	100.9	9:29 a.m. – 9:39 a.m.

Note: Daytime hours are from 7:00 a.m. to 10:00 p.m. and nighttime hours are from 10:00 p.m. to 7:00 a.m.
Source: Kimley-Horn. 2023. Northgate Building 2 Project – Acoustical Analysis. Refer to **Appendix E**

Noise exposure standards vary for different land uses. Residences, hospitals, schools, guest lodging, libraries, and churches are treated as the most sensitive to noise intrusion and therefore have more stringent noise exposure targets compared to other uses. Sensitive receptors near the Project site include residential uses and medical offices (refer to **Table 14: Sensitive Receptors** below).

Table 14: Sensitive Receptors

Receptor Description	Distance and Direction from the Project Site
Residential Uses	125 feet southwest
Residential Uses	180 feet northeast
Medical Offices	250 feet east

Note: distances are measured from the Project site boundary to the property line.
Source: Google Earth, 2023

Construction activities for the Project would include site preparation, grading, building construction, paving, and architectural coating. These activities would require the use of graders, scrapers, and tractors during site preparation; graders, dozers, and tractors during grading; cranes, forklifts, generators, tractors, and welders during building construction; pavers, rollers, mixers, tractors, and paving equipment during paving; and air compressors during architectural coating. Noise generated by the above construction

equipment can reach high levels. However, the nearest noise sensitive receptors (outlined in **Table 14**, above) are approximately 125 feet southwest of the property line and would consist of vibration velocities from construction equipment of 0.024 in/sec Peak Particle Velocity (PPV), which is well below the Federal Transit Administration’s (FTA’s) 0.20 PPV threshold. Therefore, the Project would not generate groundborne vibration that could be felt at surrounding uses. Project operations would not involve railroads or substantial heavy truck operations, and therefore would not result in vibration impacts at surrounding uses. As such, impacts from vibration would be less than significant.

Following FTA methodology, all equipment is assumed to operate at the center of the Project site because equipment would operate throughout the site and not a fixed location for extended periods of time. **Table 15: Project Construction Noise Levels** below represents exterior noise levels during Project construction would range between 55.2 decibels A (dBA) and 70.7 dBA, not exceeding the FTA’s construction noise thresholds.

Table 15: Project Construction Noise Levels

Phase	Land Use	Distance and Direction	Worst Case Modeled Exterior Noise Level (dBA Leq)	Noise Threshold (dBA Leq)	Exceeded?
Site Preparation	Residential	350 SW	70.7	80	No
	Residential	420 NE	69.1	80	No
Grading	Residential	350 SW	70.4	80	No
	Residential	420 NE	68.8	80	No
Construction	Residential	350 SW	69.2	80	No
	Residential	420 NE	67.6	80	No
Paving	Residential	350 SW	66.7	80	No
	Residential	420 NE	65.1	80	No
Architectural Coating	Residential	350 SW	56.8	80	No
	Residential	420 NE	55.2	80	No

Notes:
 In accordance with methodology from the FTA Noise and Vibration Manual, the equipment distance is assumed at the center of the project. Threshold from the FTA *Transit Noise and Vibration Impact Assessment Manual*, September 2018.
 Source: Federal Highway Administration, *Roadway Construction Noise Model*, 2006. Refer to **Appendix E Acoustical Analysis** for noise modeling results.

In addition to being within the FTA’s construction noise thresholds, the Project would adhere to San Bernardino Municipal Code (MC) Section 8.54.070 which limits construction activities to occur within the hours of 7:00 a.m. and 8:00 p.m. to minimize potential impacts from construction noise, as construction would be limited to daytime hours on weekdays and Saturdays, and impacts would be less than significant.

CalEEMod determined the Project would generate the highest number of daily trips during the building construction phase, generating up to 43 worker trips and 17 vendor trips per day, and would result in a noise level increase of 3 dBA. Furthermore, the Project would generate approximately 183 operational daily trips.³ Additionally, Third Street and North Tippecanoe Avenue are categorized as Collector Roads and have a relatively low volume of 5,000-20,000 average daily trips, according to the San Bernardino General Plan. These roads have average daily traffic volumes of 12,375 and 21, 900 daily vehicles, respectively.

³ Kimley-Horn. 2023. Acoustical Analysis. **Appendix E.**

Secondary Arterial roads have volumes with 12,000 to 30,000 vehicles per day and Major Arterial roads have volumes with 12,000 to 40,000 vehicles per day. Therefore, 60 construction trips (43 worker trips plus 17 vendor trips) and 183 operation trips would not double the existing traffic volume per day on Third Street and North Tippecanoe Avenue. Construction related traffic noise would not be noticeable and would not create a significant noise impact.

Furthermore, Project implementation would create new sources of stationary noise in the Project vicinity, including mechanical equipment, loading areas, parking lot noise, and landscape maintenance. Noise associated with stationary sources for the Project would not exceed the City's 65 dBA thresholds once operational and therefore, impacts are less than significant, and no new mitigation is required.

The Project site is located within the San Bernardino International Airport Influence Area; however, the Project site is located outside of the 65 dBA CNEL noise level contour boundary of the airport, and is not located within the vicinity of a private airstrip. Therefore, a less than significant impact would occur, and no new mitigation is required.

Although no new mitigation measures are required, the Project would be required to adhere to the MM's previously disclosed in the 1995 EIR and the 2007 IS. **MM NOI-8.1** through **MM NOI-8.6** as described in the 1995 EIR would be applicable to the Project and are provided below.

- NOI-8.1** Construction shall be restricted to between 7:00 a.m. and 7:00 p.m., on weekdays (8:00 a.m. and 7:00 p.m. on Saturday). No construction shall take place on Sundays or federal holidays.
- NOI-8.2** Construction equipment (both fixed and mobile) shall be equipped and maintained with properly functioning mufflers.
- NOI-8.3** Stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive areas.
- NOI-8.4** Should construction activities exceed City Noise Ordinances or noise complaints are received from residences within 450 feet or commercial units within 250 feet of the project site, temporary noise barriers shall be installed to lessen impacts to affected adjacent properties. *(This measure has been revised to allow the project to comply with City noise ordinances prior to the requirement of noise barriers being installed on site while maintaining the intent of the previous mitigation measure.)*
- NOI-8.5** Low noise level equipment shall be utilized.
- NOI-8.6** Noisy activities shall be planned to occur together, whenever practical.

Transportation

Translutions Incorporated analyzed trip generation for the Project and its comparison to the previously approved 2006 Traffic Impact Analysis (TIA) (refer to **Appendix F**). The 2006 TIA was prepared to meet the traffic study requirements of the City at that time, and since then the City has approved revisions to the Specific Plan and, thereby, approved corresponding trip levels and traffic impact mitigations for the subareas. Translutions Incorporated's analysis was based on peak hours represented below:

- Weekday AM (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM (peak hour between 4:00 PM and 6:00 PM)

Consistent with general Specific Plan level documents, the maximum possible developable envelopes are identified during the Specific Planning process. As final building plans are designed later, design constraints are included which results in a plan that is lower than those identified in the Specific Plan document. Of that total, new construction has subsequently used 1,245,940 SF. This leaves 1,515,363 SF for additional new development in Northgate.

Translutions Incorporated compared the totals for only the six prospective buildings from the 2006 TIA to the new development Project because it is a more conservative comparison than using the total available SF for Northgate. Three additional building have been approved in the area; Building 3, Building 4, and Building 5, equaling a total square footage of 420,243 SF, which is 580,757 SF less than allocated to the six 2006 prospective buildings. The Project includes 103,364 SF of warehouse space and in addition to the other three approved buildings in the area, would have a total of 523,607 SF, which is still 477,393 SF less than allocated to the six 2006 prospective buildings.

The 2006 TIA was developed for all prospective buildings in the Specific Plan area. Buildings 2, 4, 5, 6, 7, and 8 (Northgate area) trip totals were available for daily, AM peak, and PM peak time periods. **Table 16: Trip Generation for Project Area (Based on Approved Specific Plan)** shows the trips approved as part of the 2006 TIA.

Table 16: Trip Generation for Project Area (Based on Approved Specific Plan)

Land Use	Rates/Trips	Trip Generation Rates ¹						
		Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Building 2	ITE 7 th Ed. Rates Used							
	Auto	230	17	3	20	5	16	21
	Truck PCE	538	40	8	48	14	37	51
	Total	768	57	11	68	19	53	72
Building 4	ITE 7 th Ed. Rates Used							
	Auto	98	7	1	8	2	7	9
	Truck PCE	228	17	4	21	6	16	22
	Total	326	24	5	29	8	23	31
Building 5	ITE 7 th Ed. Rates Used							
	Auto	98	7	1	8	2	7	9
	Truck PCE	228	17	4	21	6	16	22
	Total	326	24	5	29	8	23	31
Building 6	ITE 7 th Ed. Rates Used							
	Auto	84	6	1	7	2	6	8
	Truck PCE	196	15	3	18	5	14	19
	Total	280	21	4	25	7	20	27
Building 7	ITE 7 th Ed. Rates Used							
	Auto	149	11	2	13	3	10	13
	Truck PCE	347	26	5	31	9	24	33
	Total	496	37	7	44	12	34	46
Building 8	NAIOP Rates Used*							
	Auto	424	16	14	30	12	18	30
	Truck PCE	1,023	37	31	68	28	40	68
	Total	1,447	53	45	98	40	58	98
Total Auto Trips		1,083	64	22	86	26	64	90
Total Truck PCE Trips		2,560	152	55	207	68	147	215
Total PCE Trips		3,643	216	77	293	94	211	305

*Daily rate for High Cube Warehouse based on SANBAG Guidance from 2006

The table above demonstrates the trips approved in the Specific Plan included 293 a.m. peak hour PCE trips, 305 p.m. peak hour PCE trips, and 3,643 daily PCE trips. It is important to note that in order to make a comparison between the trip totals from the 2006 TIA and the Project, the newer ITE High Cube rate was used for the Project with a conversion to PCEs.

Furthermore, the trip totals for the approved projects (Buildings 3,4, and 5) are forecast to generate 93 a.m. peak hour PCE trips, 100 p.m. peak hour PCE trips, and 911 daily PCE trips. Translutions Incorporated also analyzed the trip totals for the proposed trailer parking (cumulative project). The cumulative project is forecast to generate 27 a.m. peak hour PCE trips, 30 p.m. PCE trips, and 600 daily PCE trips.

Table 17: Building 2 Trip Generation below demonstrates the trip totals for the Project by vehicle classification, daily trips, and peak hour period trips. The Table also shows the conversion of truck trips to PCEs, and the totals for time periods.

Table 17: Building 2 Trip Generation

Land Use	ITE Code	Unit	Trip Generation Rates ¹						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates		TSF	1.740	0.131	0.039	0.170	0.051	0.139	0.190
PCE Inbound/Outbound Splits			50%/50%	77%	23%	100%	27%	73%	100%
Passenger Car Equivalent Rates Calculations									
Passenger Cars									
Recommended Mix (%)			79.57%	79.57%	79.57%	79.57%	79.57%	79.57%	79.57%
PCE Factor			1.0	1.0	1.0	1.0	1.0	1.0	1.0
PCE Rates			1.385	0.613	0.031	0.135	0.041	0.110	0.151
2-Axle Trucks									
Recommended Mix (%)			3.46%	3.46%	3.46%	3.46%	3.46%	3.46%	3.46%
PCE Factor			2.0	2.0	2.0	2.0	2.0	2.0	2.0
PCE Rates			0.120	0.009	0.003	0.012	0.004	0.010	0.013
3-Axle Trucks									
Recommended Mix (%)			4.64%	4.64%	4.64%	4.64%	4.64%	4.64%	4.64%
PCE Factor			2.5	2.5	2.5	2.5	2.5	2.5	2.5
PCE Rates			0.202	0.015	0.005	0.020	0.006	0.016	0.022
4-Axle Trucks									
Recommended Mix (%)			12.33%	12.33%	12.33%	12.33%	12.33%	12.33%	12.33%
PCE Factor			3.0	3.0	3.0	3.0	3.0	3.0	3.0
PCE Rates			0.644	0.048	0.014	0.063	0.019	0.051	0.070
Total Project Trip Generation (Trips, By Vehicle Type)									
Warehouse		TSF							
Passenger Cars			144	11	3	14	5	11	16
2-Axle Trucks			7	1	0	1	1	0	1
3-Axle Trucks			9	1	0	1	0	1	1
4+ Axle Trucks			23	3	0	3	1	2	3
Total Trucks			39	5	0	5	2	3	5
Total Vehicles			183	16	3	19	7	14	21
Total Project Trip Generation (Passenger Car Equivalent Trips, By Vehicle Type)									
Passenger Cars			144	11	3	14	5	11	16
Truck PCE									
2-Axle Trucks			14	2	0	2	2	0	2
3-Axle Trucks			23	3	0	3	0	3	3
4+ Axle Trucks			69	9	0	9	3	6	9
Total Truck PCE			106	14	0	14	5	9	14
Total PCE			250	25	3	28	10	20	30

Notes:

Land Use	ITE Code	Unit	Trip Generation Rates ¹						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Rates are based on Land Use 150 – “Warehousing” from Institute of Transportation Engineers (ITE) Trip Generation (10 th Edition) Recommended Truck Mix Percentages per City of Fontana Truck Trip Generation Study for Heavy Warehouse Uses, August 2003. Recommended PCE Factor per City of San Bernardino. TSF = Thousand Square Feet									

As shown in the table above, the Project is forecast to generate 28 a.m. peak hour trips, 30 p.m. peak hour PCE trips, and 250 daily PCE trips.

Additionally, Translutions compared the trip totals from the 2006 TIA to the Project. This comparison is summarized in **Table 18: Trip Generation Comparison** below.

Table 18: Trip Generation Comparison

Land Use	Unit	Trip Generation Rates ¹						
		Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
2006 TIA	Passenger Car	1,083	64	22	86	26	64	90
	Truck PCE	2,560	152	55	207	68	147	215
	Total PCE	3,643	216	77	293	94	211	305
Approved Projects	Passenger Car	614	44	13	57	18	49	67
	Truck PCE	297	26	10	36	8	25	33
	Total PCE	911	70	23	93	26	74	100
Cumulative Project	Passenger Car	0	0	0	0	0	0	0
	Truck PCE	600	15	12	27	15	15	30
	Total PCE	600	15	12	27	15	15	30
Proposed Project	Passenger Car	144	11	3	14	11	11	16
	Truck PCE	106	14	0	14	5	9	14
	Total PCE	250	25	3	28	10	20	30
Total New Proposed	Passenger Car	758	55	16	71	23	60	83
	Truck PCE	1,003	55	22	77	28	49	77
	Total PCE	1,761	110	38	148	51	109	160
Difference Approved NG2 – Proposed)	Passenger Car	325	9	6	15	3	4	7
	Truck PCE	1,557	97	33	130	40	98	138
	Total PCE	1,882	106	39	145	43	102	145

As shown in **Table 18: Trip Generation Comparison** above, the Project is forecast to generate significantly fewer PCE trips than those in the approved 2006 Specific Plan. The Project is forecast to generate 145 fewer a.m. peak hour PCE trips, 145 fewer p.m. peak hour PCE trips, and 1,882 fewer PCE trips daily than the 2006 TIA.

Furthermore, Translutions Incorporated examined several intersections near the Project, specifically along Tippecanoe Avenue which provides primary access to the Project area. Six nearby intersections were examined for intersections that were available for a 2005 vs. 2022 comparison. These intersections were selected based on availability of data for both time periods and the fact they are key intersections in the area. Counts were collected by Counts Unlimited at these six intersections in April 2022, and Vehicle classification counts were conducted at each of the intersections. PCE volumes at these intersections were calculated using a PCE factor of 2.0 for 2-axle trucks, 2.5 for 3-axle trucks, and 3.0 for trucks with 4 or more axles. **Table 19: Change in Traffic Volumes on Tippecanoe Avenue – (2005 to 2022)** below shows that during the a.m. peak hour, two intersections traffic volumes decrease. Additionally, although three of the six intersections volume increases, the growth is no more that two (2) percent since 2005. During the p.m. peak hour, all six intersections volumes decrease significantly when compared to the 2005 traffic volumes.

Table 19: Change in Traffic Volumes on Tippecanoe Avenue – (2005 to 2022)

Intersection	Total Intersection Volumes (In PCEs)						% Growth (2005 to 2022)	
	AM Peak Hour			PM Peak Hour			AM Peak	PM Peak
	2022	2005	Difference	2022	2005	Difference		
Tippecanoe Avenue/Third Street	4,634	4,580	54	5,488	6,168	-680	1%	-5%
Tippecanoe Avenue/Harry Shepard Boulevard	3,968	3,898	70	5,084	5,470	-386	2%	-7%
Tippecanoe Avenue/Mill Street	4,354	4,658	-304	5,736	6,476	-740	-7%	-11%
Tippecanoe Avenue/Central Avenue	4,508	4,170	338	5,832	6,548	-716	8%	-11%
Tippecanoe Avenue/Orange Show Road	4,516	5,282	-766	6,708	8,208	-1,500	-15%	-18%
Tippecanoe Avenue/Hospitality Lane	4,456	4,426	30	5,236	6,430	-1,194	1%	-19%

Traffic volumes may be reducing due to the large amount of high cube transload and short-term warehousing uses within the local area when compared to 2005. With the availability of more employment centers in the area, employees can find jobs closer to home, which has the effect of reducing vehicle travel. In addition, the Covid pandemic has also influenced travel patterns with fewer workers traveling longer distances to commute to work.

The Project would consist of less SF and would generate fewer trips than the prospective buildings analyzed in the 2006 TIA. Furthermore, the existing 2022 peak hour traffic volumes along Tippecanoe Avenue are similar to or less than traffic counts from 2005, and it can be concluded that 2023 volumes would be similar to or even less than the existing traffic volumes. The Project’s trip generation is also lower than what was analyzed in the 2006 TIA, and impacts would remain less than significant.

Reasons Why Project is Exempt

The Project is categorically exempt pursuant to State CEQA Guidelines Section Code 15332, Class 32, for the following reasons:

- A. The Project is consistent with the applicable General Plan Designation and all applicable General Plan policies as well as with the applicable Zoning district and regulations.
- B. The Project development occurs within City limits on a Project site of no more than 5 acres substantially surrounded by urban uses.
- C. The Project site has no value, as habitat for endangered, rare, or threatened species.
- D. Approval of the Project would not result in any significant effects related to traffic, noise, air quality, or greenhouse gas emissions.
- E. The site can be adequately served by all required utilities and public services. The Project is considered an in-fill development.

Additionally, the “General Rule” exemption is also applicable to the proposed Project. The General Rules means that *CEQA only applies to projects which have the potential for causing a significant impact*—if there is no possibility that the activity in question may have a significant impact, the activity is not covered by CEQA.

As described above, no significant adverse impacts would occur as a result of the proposed Project.

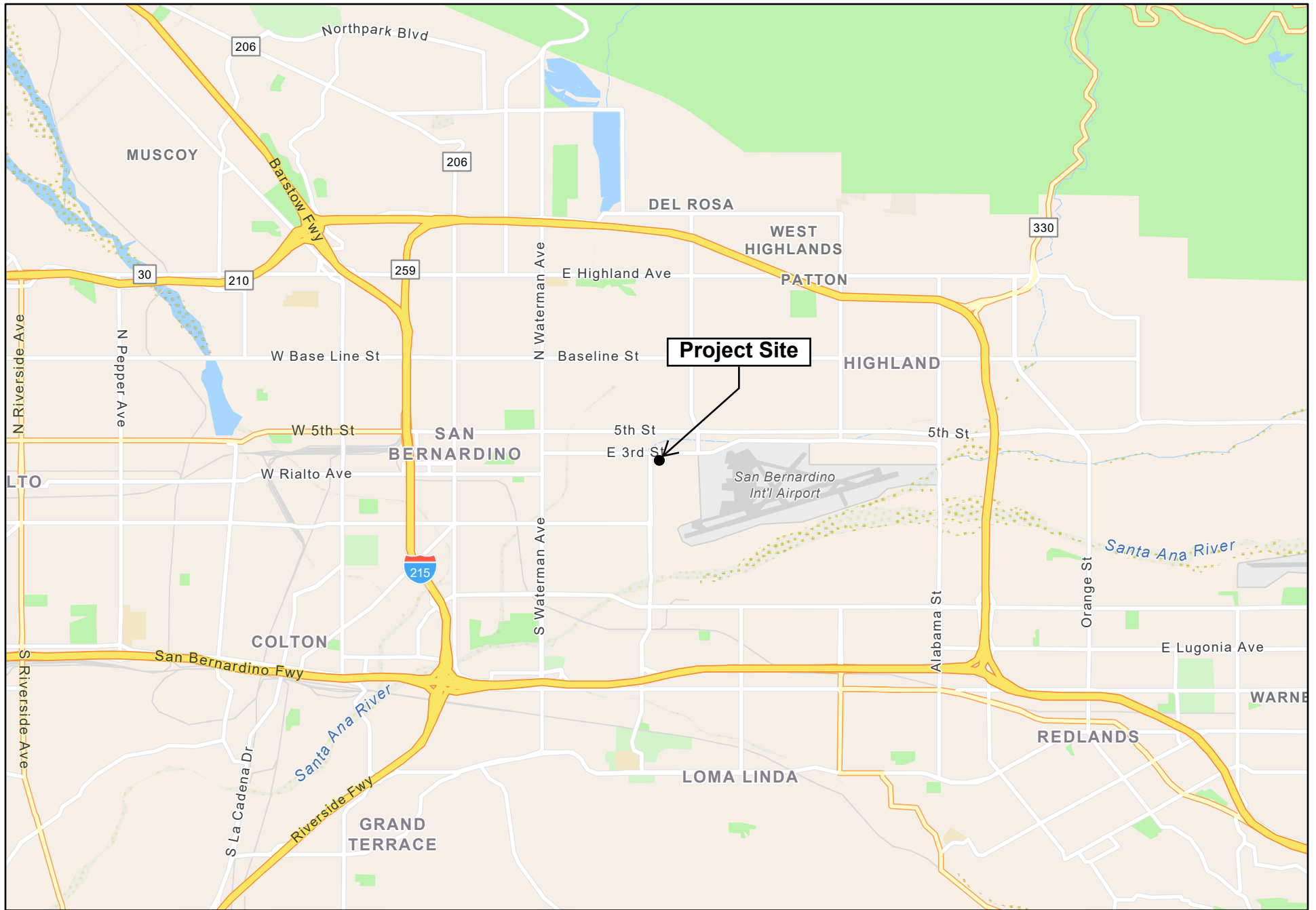
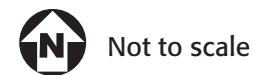


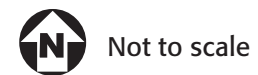
EXHIBIT 1: Regional Location Map
Northgate Building 2 Industrial Development, City of San Bernardino

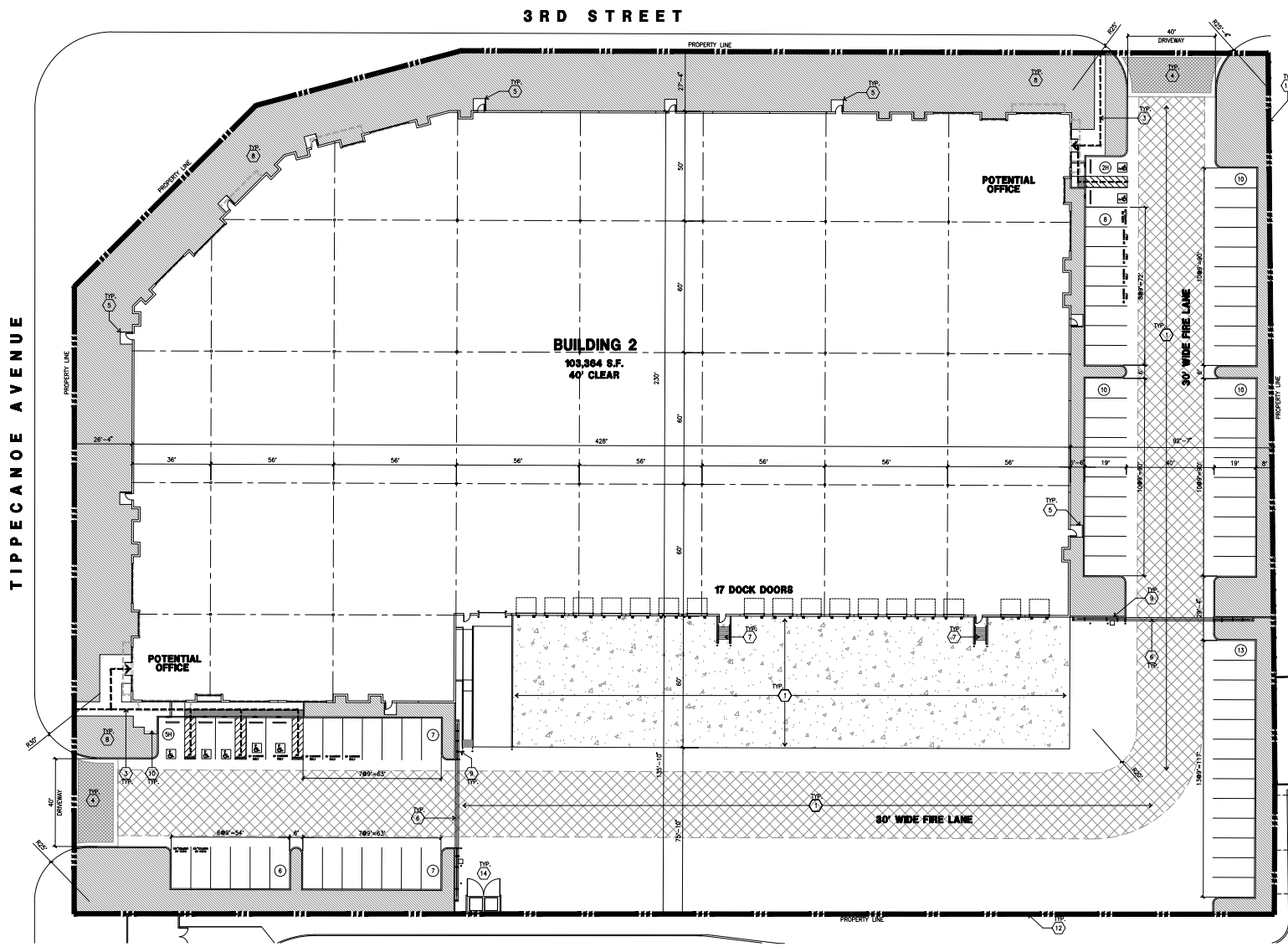




Source: Nearmap, 2023

EXHIBIT 2: Project Site Map
Northgate Building 2 Industrial Development, City of San Bernardino



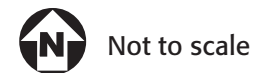


PROJECT DATA

SITE AREA	
In s.f.	208,051 s.f.
In acres	4.78 ac
BUILDING AREA	
Office	4,000 s.f.
Mezzanine	4,000 s.f.
Warehouse	95,364 s.f.
TOTAL	103,364 s.f.
COVERAGE	49.7%
AUTO PARKING REQUIRED	
Whse: 1/1,250 s.f.	83 stalls
AUTO PARKING PROVIDED	
Standard (9' x 19')	61 stalls
ADA Standard (9' x 19')	4 stalls
ADA Van (12' x 19')	1 stalls
EV Standard (9' x 19')	8 stalls
EV Van (12' x 19')	1 stalls
Clean Air (9' x 19')	3 stalls
Trailer (10' x 53')	0 stalls
TOTAL	78 stalls
Dock Door	17
TOTAL PARKING PROVIDED	95

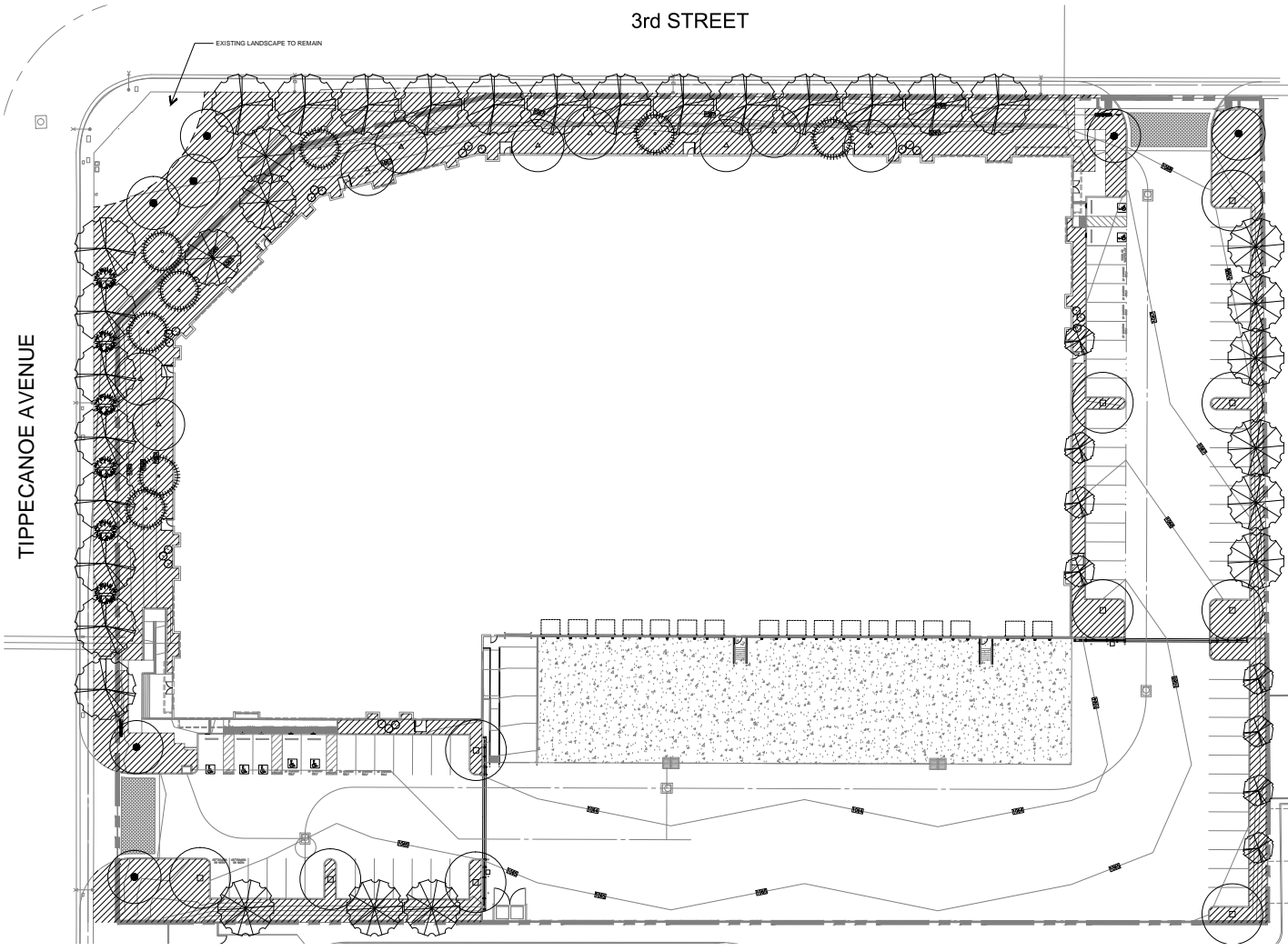
Source: HPA Architects

EXHIBIT 3: Overall Site Plan
Northgate Building 2, City of San Bernardino



3rd STREET

TIPECANOE AVENUE



PLANTING LEGEND

TREES					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	<i>Cercidium</i> 'Desert Museum' Blue Palo Verde	48" Box	7	L	Multi
	<i>Chilopsis linearis</i> Desert Willow	48" Box	8	L	Multi
	<i>Chitalpa tashkentensis</i> Chitalpa	24" Box	12	L	Standard
	<i>Cupressus sempervirens</i> Italian Cypress	24" Box	21	M	Standard
	<i>Koelreuteria bipinnata</i> Chinese Flame Tree	24" Box	21	M	Standard
	<i>Pinus canariensis</i> Canary Island Pine	36" Box	9	M	Standard
	<i>Rhus lancea</i> African Sumac	36" Box 24" Box	6 4	L	Standard
	<i>Tristania conferta</i> Brisbane Box	15 Gal	8	M	Standard
	<i>Washingtonia robusta</i> Mexican Fan Palm	10' bt	6	L	Skinned

SHRUBS					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	SPACING
	<i>Callistemon</i> 'Little John'	5 Gal	637	M	3' OC
	Dwarf Bottle Brush				2' from hardscape
	<i>Cassia phyllodenia</i>	5 Gal	310	L	4' OC
	Silverleaf Cassia				2.5' from hardscape
	<i>Dietes bicolor</i>	5 Gal	270	M	3' OC
	Fortnight Lily				2' from hardscape
	<i>Ligustrum j. Texanum</i>	5 Gal	433	M	3' OC
	Texas Privet				2' from hardscape
	<i>Leucophyllum frutescens</i>	5 Gal	266	M	4' OC
	Texas Ranger				2.5' from hardscape
	<i>Muhlenbergia rigens</i>	5 Gal	70	M	4' OC
	Deer Grass				2.5' from hardscape
	<i>Rhaphiolepis l. 'Clara'</i>	5 Gal	310	M	4' OC
	Indian Hawthorn				2' from hardscape
	<i>Rosmarinus o. 'Tuscan Blue'</i>	5 Gal	404	L	3' OC
	Rosemary				2' from hardscape
	<i>Salvia c. 'Allen Chickering'</i>	5 Gal	35	L	4' OC
	Allen Chickering Sage				2' from hardscape
	<i>Salvia greggii</i>	5 Gal	31	L	3' OC
	Autumn Sage				2' from hardscape
<i>Salvia leucantha</i>	5 Gal	145	L	3' OC	
Mexican Sage				2' from hardscape	
<i>Washingtonia fruticosa</i>	5 Gal	250	L	5' OC	
Coast Rosemary				3' from hardscape	

ACCENTS					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Agave 'Blue Flame' Blue Flame Agave	5 Gal	54	L	
	<i>Aloe striata</i> Coral Aloe	1 Gal	71	L	
	<i>Dasylirion wheeleri</i>	5 Gal	16	L	
	Desert Spoon				
	<i>Hesperaloe parviflora</i> Red Yucca	5 Gal	67	L	
	<i>Lantana 'Gold Mound'</i> Yellow Lantana	5 Gal	11	L	

GROUNDCOVER					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	<i>Carissa m. 'Green Carpet'</i> Prostrate Natal Plum	1 Gal	36" O.C.	M	
	<i>Myoporum parvifolium</i> Myoporum	1 Gal	36" O.C.	L	
	<i>Rosmarinus o. 'Huntington Carpet'</i> Prostrate Rosemary	1 Gal	48" O.C.	L	
	<i>Trachelospermum jasminoides</i> Star Jasmine	1 Gal	24" O.C.	M	

Source: Hunter Landscape

EXHIBIT 4: Conceptual Landscape Plan
Northgate Building 2, City of San Bernardino



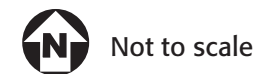
Not to scale

Kimley & Horn



Source: Nearmap, 2023

EXHIBIT 5: Short-Term Noise Measurement Locations
Northgate Building 2 Industrial Development, City of San Bernardino



Appendices Provided Under Separate Cover