

**SAN BERNARDINO COUNTY
INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM**

This form and the descriptive information in the application package constitute the contents of Initial Study pursuant to County Guidelines under Ordinance 3040 and Section 15063 of the State CEQA Guidelines.

PROJECT LABEL:

APN:	0292-051-14
APPLICANT:	MANNY GONZALES
COMMUNITY:	REDLANDS/3RD SUPERVISORIAL DISTRICT
LOCATION:	ALABAMA STREET, WEST SIDE; SAN BERNARDINO AVENUE, NORTH SIDE
PROJECT No:	P201400078
STAFF:	LINDA MAWBY
REP(S):	ALBERT A WEBB ASSOCIATES (Denny Bean)
PROPOSAL:	CONDITIONAL USE PERMIT FOR THE CONSTRUCTION OF A 165,984 SQUARE FOOT INDUSTRIAL BUILDING WITH 10,000 SQUARE FEET OF OFFICE AREA TO BE USED AS A HIGH CUBE WAREHOUSE DISTRIBUTION FACILITY ON 8.75 ACRES.

USGS Quad: REDLANDS, CALIF.
T, R, Section: T1S, R3W, Section: 17

Planning Area: EAST VALLEY AREA PLAN
OLUD: EV/SD (Special Development)
Overlays AR-3
Biotic Overlay

PROJECT CONTACT INFORMATION:

Lead agency: County of San Bernardino
Land Use Services Department - Planning
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San Bernardino, CA 92415-0187

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Project Sponsor: Albert A Webb Associates
3788 McCray Street
Riverside, CA 92506

Phone No: (951) 686-1070
E-mail: Manual.gonzales@webbassociates.com

Fax No: (950) 788-1256

PROJECT DESCRIPTION:

The proposed project is a Conditional Use Permit to establish a 165,984 square-foot industrial building with 110 vehicle parking stalls, 27 truck trailer stalls, 22 dock doors, and 10,000 square feet of office space to be used as a "High Cube" warehouse distribution facility on 8.75 gross acres.

High Cube Warehouse is defined as "Warehouse/Distribution Centers used primarily for the storage and/or consolidation of manufactured goods prior to their distribution to retail locations or other warehouse centers. These facilities are typically constructed utilizing concrete tilt-up technique, with a typical ceiling height of at least 24 feet. Warehouse/Distribution Centers are generally greater than 100,000 square feet in size with a land coverage ratio of approximately 50% and a dock-high loading ratio of approximately 1:5,000-10,000 square feet. They are characterized by a small employment count due to a high level of automation."

The proposed warehouse project is a concrete tilt up structure with an exterior building height of 40 feet, and includes a maximum of 10,000 square feet of office space. The percentage of building coverage is 47.7% of the net site area of 7.99 acres. Landscaping covers 16.3% of the net site area, which meets the requirement

of 15% under the East Valley Area Plan and the County Development Code.

ENVIRONMENTAL/EXISTING SITE CONDITIONS:

The Project is located at the west side of Alabama Street and the north side San Bernardino Avenue. The Project site is in the unincorporated portion of San Bernardino County, in the East Valley Area Plan. The current land use zoning designation of the site is East Valley/Special Development (EV/SD). This property is subject to the Airport Safety Review Area III (AR-3). The Project is in the Third Supervisorial District and it is surrounded by the City of Redlands; however it is not in its Sphere of Influence. The natural topography of the site is relatively flat and was once occupied by a citrus orchard. All citrus trees have been removed and the site is now vacant, with moderate vegetation cover consisting of ruderal grasses and weeds.

AREA	EXISTING LAND USE	OFFICIAL LAND USE DISTRICT
Site	Vacant	EV/SD
North	Industrial Warehouse	EV/SD
South	Private School	EV/SD
East	Vacant	EV/IR
West	Vacant, Citrus	EV/SD

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

Federal: None

State of California: None

County of San Bernardino: Land Use Services – Planning, Land Development, Code Enforcement; Building and Safety; Public Health-Environmental Health Services; Special Districts; Public Works; and County Fire.

Local: San Bernardino International Airport Authority (Avigation Easement), Special District CSA 70, City of Redlands by special agreement provides water, sewer, sanitation, police and fire services to this area.

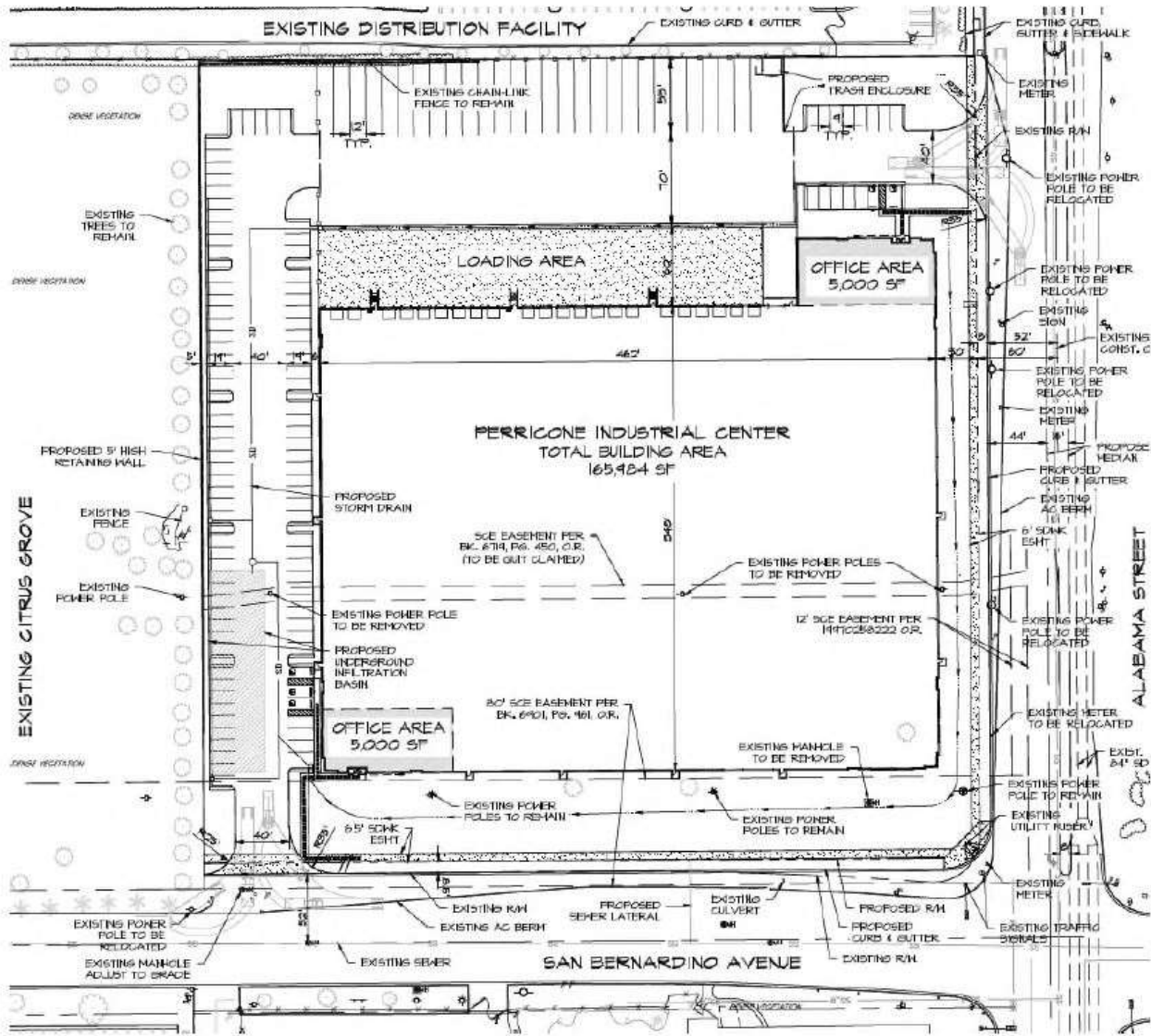
Figure 1
REGIONAL VICINITY MAP



Figure 2
LOCAL VICINITY MAP



Figure 3
PERRICONE INDUSTRIAL CENTER
SITE PLAN



EVALUATION FORMAT

This initial study is prepared in compliance with the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21000, et seq. and the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.). Specifically, the preparation of an Initial Study is guided by Section 15063 of the State CEQA Guidelines. This format of the study is presented as follows. The project is evaluated based upon its effect on seventeen (17) major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study Checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant	No Impact
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Substantiation is then provided to justify each determination. One of the four following conclusions is then provided as a summary of the analysis for each of the major environmental factors.

1. **No Impact:** No impacts are identified or anticipated and no mitigation measures are required.
2. **Less than Significant Impact:** No significant adverse impacts are identified or anticipated and no mitigation measures are required.
3. **Less than Significant Impact with Mitigation Incorporated:** Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are: (List of mitigation measures)
4. **Potentially Significant Impact:** Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are (List of the impacts requiring analysis within the EIR).

At the end of the analysis the required mitigation measures are restated and categorized as being either self- monitoring or as requiring a Mitigation Monitoring and Reporting Program.

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" as indicated by the checklist on the following pages.

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation, the following finding is made:

<input type="checkbox"/>	The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION shall be prepared.
<input checked="" type="checkbox"/>	Although the proposed project could have a significant effect on the environment, there shall 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 shall be prepared.
<input type="checkbox"/>	The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	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"/>	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.

Linda M Mawby

Signature: prepared by Linda Mawby, Senior Planner

February 5, 2015

Date

Dave Prusch

Signature: Dave Prusch, Supervising Planner
 Planning Division

February 5, 2015

Date

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
I. AESTHETICS - Would the project				
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) Substantially degrade the existing visual character or quality of the site and its surroundings?	<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"/>

SUBSTANTIATION: (Check if project is located within the view-shed of any Scenic Route listed in the General Plan):

- a) **No Impact.** The proposed project is not located within a designated Scenic Corridor and will not have a substantial adverse effect on a scenic vista, as there are none identified within the vicinity of the project site that would be affected by the proposed development. The proposed project is consistent with other surrounding development in the area and is architecturally compatible with the visual character of the surrounding area.
- b) **No Impact.** The proposed project is not located on or within close proximity of a state scenic highway and will therefore will not substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. There are no existing rock outcroppings or historic buildings present on the site.
- c) **Less than Significant Impact.** The proposed project will not substantially degrade the existing visual character or quality of the site and its surroundings, because the project is consistent with the planned visual character of the area and will incorporate the approved design guidelines found in the East Valley Planning Area, including landscaping and the provision of walls/fences, landscaping and screening of exterior mechanical equipment, loading and storage areas.
- d) **Less than Significant Impact.** The proposed project will not create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area because all lighting proposed onsite will be designed in accordance with the East Valley Area Plan Design Standards and the County Development Code. These standards and code requirements will ensure that the project will not create a new source of substantial light or glare by requiring lighting to be shielded or hooded. Design for facility lighting will be reviewed upon application for Building Permits. Impacts are considered less than significant.

No significant adverse impacts are identified or anticipated with implementation of applicable standard County Development Code conditions of approval and no additional mitigation measures are required.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
<p>II. 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:</p>				
<p>a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d) Result in the loss of forest land or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: (Check if project is located in the Important Farmlands Overlay):

- a) **Less than Significant Impact.** This site is identified as Grazing Land on the Farmland Mapping and Monitoring Program map prepared by the Department of Conservation. Grazing Land is considered land for which the existing vegetation is suited for grazing of livestock. The County of San Bernardino General Plan contemplated the loss of designated farmland in its 2007 EIR. In it, the County found that the loss of designated farmland would occur, especially in the project area. However the project site is located in an area that does not contain prime agricultural soils, and was re-zoned for urban development with the adoption of the East Valley Area Plan in the 1990s. The area surrounding the project site has been rapidly changing from agricultural uses and grazing land to urban uses, in accordance with the East Valley Area Plan. Approval of the project would authorize removal of vegetation suitable for grazing, but it would not constitute a significant loss of an agricultural resource. The project site is not considered prime farmland, unique farmland or farmland of statewide importance. Therefore, the project's impact to designated farmland is considered less than significant.
- b) **No Impact.** The subject property is not designated or zoned for agricultural use and the proposed project does not conflict with any agricultural land use or Williamson Act land conservation contract.
- c) **No Impact.** The proposed project would not 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)). The proposed project area is currently vacant land, which has never been designated as forest land or timberland. No rezoning of the project site would be required as the proposed project is compatible with the current zoning designation.
- d) **No Impact.** The proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. The proposed project area is currently vacant land, which has never been designated as forest land or timberland.
- e) **Less than Significant Impact.** The proposed project will not involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to a non-agricultural use because, although the project involves the development of a warehouse facility, the site is currently not used for agricultural purposes. Impacts are considered less than significant.

No significant adverse impacts are identified or anticipated and no mitigation measures are required.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
III. AIR QUALITY - Where available, the significance criteria established by the applicable air quality management or air pollution control district might 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) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: (Discuss conformity with the South Coast Air Quality Management Plan, if applicable):

This project included an Air Quality Analysis that was prepared by Albert A. Webb Associates, August, 2014 and updated in December 2014.

- a) **Less than Significant Impact.** The Air Quality Management Plan (AQMP) for the South Coast Air Basin (SCAB) sets forth a comprehensive program that will lead the SCAB into compliance with all Federal and State air quality standards. AQMP control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, conformance with the AQMP for development projects is determined by demonstrating compliance with local land use plan and/or population projections.

An air quality analysis for the project was prepared by Albert A. Webb Associates in August, 2014 and updated in December 2014. The air quality analysis was prepared to evaluate whether the expected criteria air pollutant emissions generated from the project would cause significant impacts to air resources in the project area. Short-term construction-related and long-term operational emissions of criteria pollutants and toxic air contaminants were modeled and analyzed for the proposed project. Cumulative impacts were analyzed using the South Coast Air Quality Management District (SCAQMD) Air Quality Handbook. The results of the air quality study find that the thresholds established by SCAQMD for volume and receptor-specific criteria pollutant emissions and toxic air contaminants, based upon the stated average trip assumptions, will not be exceeded.

Short-Term Emissions

Thresholds contained in the SCAQMD 1993 CEQA Air Quality Handbook are considered regional thresholds and are shown in Table 1 below:

Table 1 – SCAQMD CEQA Daily Regional Significance Thresholds

Emission Threshold	Units	VOC	NO _x	CO	SO _x	PM-10	PM-2.5
Construction	lbs/day	75	100	550	150	150	55
Operation	lbs/day	55	55	550	150	150	55

Short-term emissions from Project construction were evaluated using the CalEEMod version 2013.2.2 program. The total construction period for the proposed Project is approximately 10 months, beginning in February 2016. To evaluate Project compliance with SCAQMD Rule 403 for fugitive dust control, the Project utilized the mitigation option of watering the Project site three times daily which achieves a control efficiency of 61 percent for PM-10 and PM-2.5 emissions. Two (2) one-way vendor trips were added to grading, building construction, and paving to account for water truck trips. The results of this analysis are summarized in Table 2 below:

Table 2 – Estimated Daily Construction Emissions

Activity/Year	Peak Daily Emissions (lb/day)					
	VOC	NO _x	CO	SO ₂	PM-10	PM-2.5
SCAQMD Daily Construction Thresholds	75	100	550	150	150	55
Site Grading	3.75	38.71	27.31	0.03	4.93	3.39
Building Construction	4.75	36.90	35.69	0.06	4.21	2.61
Architectural Coatings	70.73	3.32	3.71	0.01	0.59	0.35
Paving	3.27	22.65	16.05	0.02	1.44	1.21
Maximum ¹	70.73	38.71	35.69	0.06	4.93	3.39
Exceeds Threshold?	No	No	No	No	No	No

Long-term Emissions

Long-term emissions are evaluated at build-out for the Project. The Project is assumed to be operational in 2017. Mobile emissions refer to on-road motor vehicle emissions from Project build-out. Estimated daily project operation emissions from the CalEEMod calculations are shown in Tables 3 and 4 below:

Table 3 – Estimated Daily Project Operation Emissions (Summer)

Activity/Year	Peak Daily Emissions (lb/day)					
	VOC	NO _x	CO	SO ₂	PM-10	PM-2.5
SCAQMD Daily Thresholds	55	55	550	150	150	55
Mobile	5.04	36.83	76.66	0.23	13.33	3.97
Natural Gas	0.01	0.10	0.08	0.00	0.01	0.01
Area Source	9.11	0.00	0.02	0.00	0.00	0.00
Total	14.16	36.93	76.76	0.23	13.34	3.98
Exceeds Threshold?	No	No	No	No	No	No

Table 4 – Estimated Daily Project Operation Emissions (Winter)

Activity/Year	Peak Daily Emissions (lb/day)					
	VOC	NO _x	CO	SO ₂	PM-10	PM-2.5
SCAQMD Daily Thresholds	55	55	550	150	150	55
Mobile	4.94	38.41	70.85	0.22	13.33	3.97
Natural Gas	0.01	0.10	0.08	0.00	0.01	0.01
Architectural Coatings	9.11	0.00	0.02	0.00	0.00	0.00
Total	14.06	38.51	70.95	0.22	13.34	3.98
Exceeds Threshold?	No	No	No	No	No	No

- b) **Less than Significant Impact.** The proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation because the proposed use does not exceed established thresholds of concern as established by the District.

Short-term air quality impacts would include construction exhaust emissions generated from construction equipment, vegetation clearing and earth moving activities, construction workers' commute, and construction material hauling for the entire construction period. These activities would involve the use of diesel and gasoline-powered equipment that would generate emissions of criteria pollutants such as Carbon Monoxide (CO), Nitrogen Oxides (NO_x), Reactive Organic Gases (ROG) or Volatile Organic Compounds (VOC), Sulfur Oxides (SO_x), Particulate Matter less than 10 microns (PM₁₀), and Particulate Matter less than 2.5 microns (PM_{2.5}). The project construction activities also represent sources of vehicle re-entrained fugitive dust (which includes PM₁₀), a potential concern because the proposed project is in a non-attainment area for ozone and PM-10.

Short-term construction emission impacts were calculated using the CalEEMod program and are shown in Table 1 above. Based on the data provided, the analysis for which incorporated standard best practice construction mitigation measures, criteria pollutants are all below the SCAQMD regional significance thresholds. As a result, short-term regional air quality impacts are considered less than significant with mitigation measures incorporated. Long-term operational emission impacts calculated using the CalEEMod program were evaluated at build-out of the Project, assumed to be during 2017 are shown in Tables 3 and 4 above. Long-term emissions of all criteria pollutants are below the SCAQMD regional significance thresholds for both winter and summer during project operation. Since the project emissions are mainly from mobile sources, according to SCAQMD localized significance threshold methodology, no localized significance threshold analysis is required.

As both short-term and long-term emissions from the project do not exceed the SCAQMD established significance thresholds and the impact is considered less than significant with mitigation measures incorporated. The project will not violate any air quality standard or contribute substantially to an existing or projected air quality violation, because the proposed use(s) do not exceed established thresholds of concern as established by the District.

- c) **Less than Significant Impact.** The portion of the South Coast Air Basin within which the project is located, is designated as a non-attainment area for ozone and PM-10 under state standards, and as a non-attainment area for ozone, carbon monoxide, PM-10, and PM-2.5 under federal standards. In evaluating the cumulative effects of the project, Section 21100(e) of CEQA states that "previously approved land use documents including, but not limited to, general plans, specific plans, and local coastal plans, may be used in cumulative impact analysis." In addressing cumulative effects for air

quality, the AQMP utilizes approved general plans and, therefore, is the most appropriate document to use to evaluate cumulative impacts of the subject project. This is because the AQMP evaluated air quality emissions for the entire south coast air basin using a future development scenario based on population projections and set forth a comprehensive program that would lead the region, including the project area, into compliance with all federal and state air quality standards. Since the proposed project is in conformance with the AQMP and project emissions have been found to be less than significant on both a regional and local level, the project will not result in a cumulatively considerable net increase of any criteria pollutant. Therefore, the impact is considered less than significant.

- d) **Less than Significant Impact with Mitigation Incorporated.** Sensitive receptors are facilities that house or attract children, the elderly, and people with illnesses or others who are especially sensitive to the effects of air pollutants; examples include hospitals, schools, convalescent facilities, and residential areas in general. The Packinghouse Christian Academy, a small private school (K-12) is located directly south of the Project across San Bernardino Avenue and its affiliated church, The Packing House, is adjacent to the school to the west. There are no residential uses within $\frac{1}{4}$ mile of the site.

To evaluate sensitive receptors, the lead agency must consider the nature of the air pollutant emissions, the proximity between the emitting facility and sensitive receptors, the direction of prevailing winds, and local topography. Often, the provision of an adequate distance, or buffer zone, between the source of emissions and the receptor(s) is necessary to mitigate the problem.

The California Air Resources Board (CARB) Air Quality and Land Use Handbook recommends a buffer of 500 feet or more between busy roadways and sensitive receptor locations, and a buffer of 1,000 feet or more between distribution centers that accommodate more than 100 trucks per day, more than 40 trucks operating transport refrigeration units (TRUs), or where TRU unit operations exceed 300 hours per week.

The proposed Project would be leased to as yet future unknown and various tenant(s), therefore trip generation estimates for trucks and cars are based on the total square footage of warehouse and associated office space. According to the Revised Traffic Impact Analysis Report for Perricone Industrial Center prepared by Albert A. Webb Associates, December 2014, the estimated total truck trips for the Project is 156 trucks per day. At its westerly entrance/exit on San Bernardino Avenue, trips are estimated to be 70 trucks per day, or 45% of the total estimated truck traffic to/from the facility. The westerly driveway is due north of the school's playground, with a distance to the property boundary of 100 feet. The Project site is designed to have all truck parking and loading docks the greatest distance possible from the school at the northern boundary of the site and behind the 40-foot high warehouse building. Prevailing wind direction is from the southwest with a mean wind speed of 7-8 mph, which would carry the bulk of emissions away from the playground. Occasional Santa Ana winds shift the direction of winds from northeast to southwest. This reversed direction would also carry the bulk of emissions west of the playground. Additionally, the stronger wind patterns would dissipate emissions into the air more quickly.

To further determine the potential health impacts of increased diesel emissions, a Health Risk Assessment was performed for the Project to evaluate the impacts of diesel particulate matter (DPM) to sensitive receptor sites. The Assessment reviewed both ambient conditions and expected conditions as a result of the Project. An estimation of health risks (both cancer and non-cancer) from DPM was performed following the guidelines established by the SCAQMD for health risk assessments from known DPM.

Sensitive Receptor air quality test site locations at the Packinghouse Christian Fellowship and Christian Academy are shown in Figure 4, below.

Figure 4 – Sensitive Receptor Locations



The Health Risk Assessment examines diesel exhaust emissions first from existing traffic (Table 5) and Project-generated traffic (Table 6) in the Project vicinity. The dispersion and concentration of DPM was modeled using ISCST3. Roadways were modeled as multiple separate volume sources and emission factors were obtained using EMFAC2011.

Table 5 – Existing (2014) Cancer Risk at Sensitive Receptors

Receptor	DPM Concentration (µg/m³)	Cancer Risk (per million)
1	0.00951	3.0
2	0.00464	1.5
3	0.00474	1.5
4	0.00382	1.2
5	0.00378	1.2
6	0.00274	0.9

Results of the Assessment for existing conditions indicate DPM concentrations for receptor sites 1-6 are in the range of 0.0027 ug/m³ to 0.0095 ug/m³, which fall into the lowest monitoring category (Perricone Health Risk Analysis, Albert A. Webb Associates page 13). These numbers indicate a cancer risk of between 1 in one million and 3 in one million.

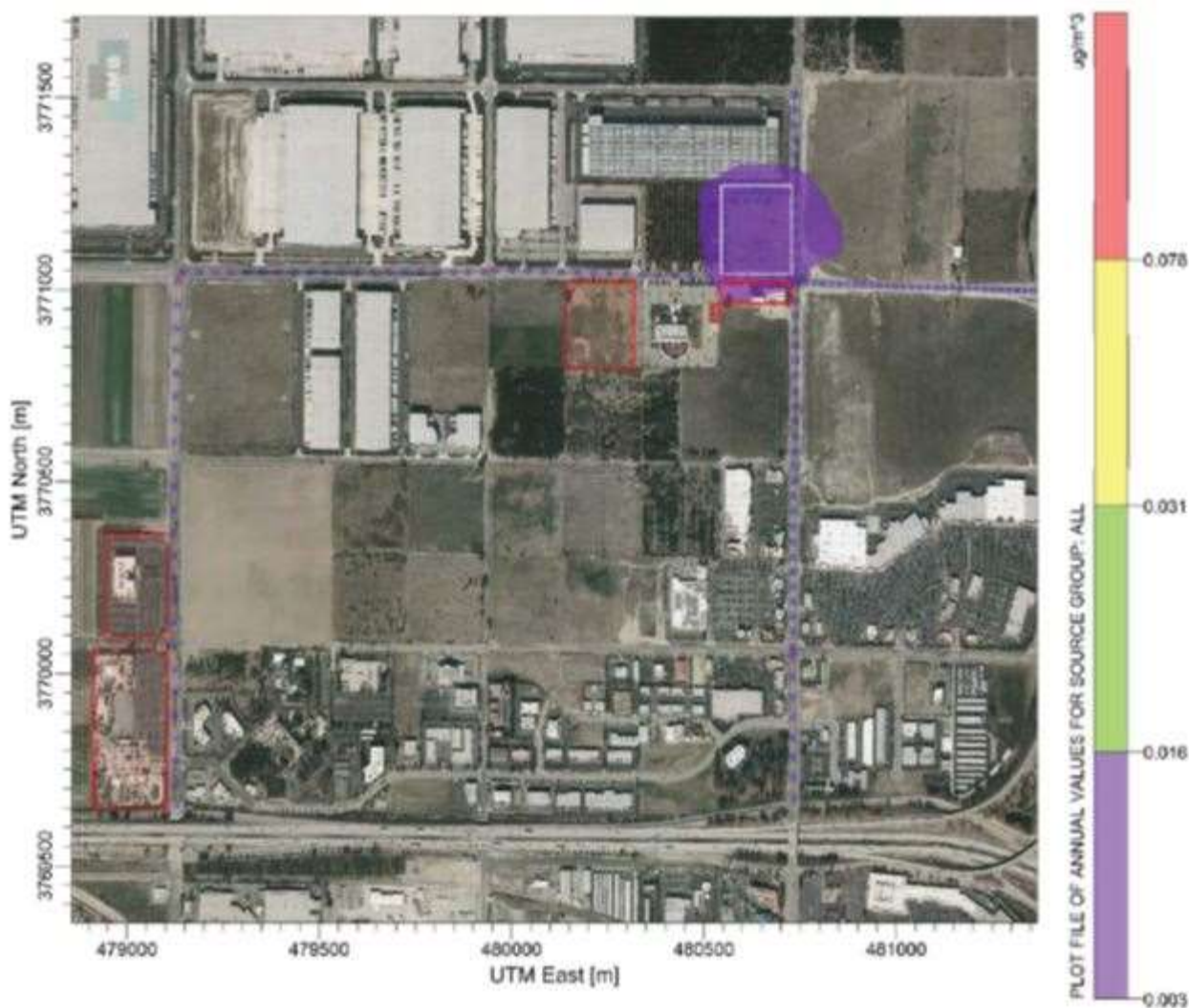
Table 6 – Project-Generated Cancer Risk at Sensitive Receptors

Receptor	DPM Concentration (µg/m³)	Cancer risk (per million)
1	0.00312	1.0
2	0.00404	1.3
3	0.00259	0.8
4	0.00121	0.4
5	0.00098	0.3
6	0.00074	0.2

Project-generated DPM emission concentrations for receptor sites 1-6 are estimated to be in the range of 0.0007 ug/m³ to 0.0040 ug/m³ (Perricone Health Risk Analysis, Albert A. Webb Associates page 13). These numbers indicate a cancer risk of between 0.2 in one million and 1.0 in one million (Perricone Health Risk Analysis, Albert A. Webb Associates page 16).

Although, modeling was not performed on the combined total emission concentrations from both Project-generated and existing roadways, by combining the two numbers, the range would result in between 0.00348 ug/m³ and 0.01263 ug/ m³. This represents a cancer risk of between 1.1 in one million and 4.0 in one million. These combined numbers remain in the lowest monitoring category as shown in Figure 5 below:

Figure 5 – Project-Generated DPM Concentration Contour Map



According to SCAQMD, an increase in cancer risk by 10 or more cases in one million requires special notifications to the public, and a cancer risk of 100 cases per million is considered a significant impact. To calculate DPM concentrations, a 10-minute average idle was assumed for the assessment. Mitigation Measure III-1(c) reducing idling to 5 minutes represents a further reduction in emissions. Additional best practice mitigation measures as identified in the County Development Code §83.01.040(c) to reduce impacts from increased DPM and other air pollutants that may occur as a result of the Project will also be implemented. As a result, the increased risk of cancer and non-cancer illnesses potentially resulting from the Project are considered less than significant with

mitigation incorporated.

- e) **Less than Significant Impact.** The only odors generated by this project will be from construction equipment during early construction phases. These odors will be associated with exhaust emissions from the consumption of petroleum products. These impacts will be temporary and short in duration since they will be produced only during construction of the project. Land uses typically considered associated with odors include wastewater treatment facilities, landfills and some agricultural operations. The project will consist of a warehouse-distribution building and will not produce objectionable odors.

Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as conditions of project approval to reduce these impacts to a level below significant.

MM# Mitigation Measures

III-1 AQ/Operational Mitigation. The “developer” shall implement the following air quality mitigation measures, during operation of the approved land use: All on-site equipment and vehicles (off-road/on-road), shall comply with the following:

- a) County Diesel Exhaust Control Measures [SBCC §83.01.040 (c)]*
- b) Signs shall be posted requiring all vehicle drivers and equipment operators to turn off engines when not in use.*
- c) All engines shall not idle more than five minutes in any one-hour period on the project site. This includes all equipment and vehicles.*
- d) Engines shall be maintained in good working order to reduce emissions.*
- e) Ultra low-sulfur diesel fuel shall be utilized.*
- f) Electric, CNG and gasoline-powered equipment shall be substituted for diesel-powered equipment, where feasible.*
- g) On-site electrical power connections shall be made available, where feasible.*
- h) All transportation refrigeration units (TRU’s) shall be provided electric connections, when parked on-site.*
- i) The loading docks shall be posted with signs providing the telephone numbers of the building facilities manager and the California Air Resources Board to report violations.*

[Mitigation Measure III-1] General Requirements/Planning

III-2 AQ-Dust Control Plan. The “developer” shall prepare, submit for review and obtain approval from County Planning of both a Dust Control Plan (DCP) consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/ subcontracts a requirement that project contractors adhere to the requirements of the DCP. The DCP shall include the following requirements:

- a) Exposed soil shall be kept continually moist to reduce fugitive dust during all grading and construction activities, through application of water sprayed a minimum of two times each day.*
- b) During high wind conditions (i.e., wind speeds exceeding 25 mph), areas with disturbed soil shall be watered hourly and activities on unpaved surfaces shall cease until wind speeds no longer exceed 25 mph.*
- c) Storage piles that are to be left in place for more than three working days shall be sprayed with a non-toxic soil binder, covered with plastic or revegetated.*
- d) Storm water control systems shall be installed to prevent off-site mud deposition.*
- e) All trucks hauling dirt away from the site shall be covered.*
- f) Construction vehicle tires shall be washed, prior to leaving the project site.*
- g) Rumble plates shall be installed at construction exits from dirt driveways.*
- h) Paved access driveways and streets shall be washed and swept daily when there are visible signs of dirt track-out.*
- i) Street sweeping shall be conducted daily when visible soil accumulations occur along site*

access roadways to remove dirt dropped or tracked-out by construction vehicles. Site access driveways and adjacent streets shall be washed daily, if there are visible signs of any dirt track-out at the conclusion of any workday and after street sweeping.

[Mitigation Measure III-2] Prior to Grading Permit/Planning

III-3 AQ - Construction Mitigation. The “developer” shall submit for review and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce vehicle and equipment emissions and other impacts to air quality by implementing the following measures and submitting documentation of compliance: The developer/construction contractors shall do the following:

- a) Provide documentation prior to beginning construction demonstrating that the project will comply with all SCAQMD regulations including 402, 403, 431.1, 431.2, 1113 and 1403.
- b) Each contractor shall certify to the developer prior to construction-use that all equipment engines are properly maintained and have been tuned-up within last 6 months.
- c) Each contractor shall minimize the use of diesel-powered vehicles and equipment through the use of electric, gasoline or CNG-powered equipment. All diesel engines shall have aqueous diesel filters and diesel particulate filters.
- d) All gasoline-powered equipment shall have catalytic converters.
- e) Provide onsite electrical power to encourage use of electric tools.
- f) Minimize concurrent use of equipment through equipment phasing.
- g) Provide traffic control during construction to reduce wait times.
- h) Provide on-site food service for construction workers to reduce offsite trips.
- i) Implement the County approved Dust Control Plan (DCP)
- j) Suspend use of all construction equipment operations during second stage smog alerts. NOTE: For daily forecast, call (800) 367-4710 (San Bernardino and Riverside Counties).

[Mitigation Measure III-3] Prior to Grading Permit/Planning

III-4 AQ - Coating Restriction Plan. The developer shall submit for review and obtain approval from County Planning of a Coating Restriction Plan (CRP), consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/subcontracts a condition that the contractors adhere to the requirements of the CRP. The CRP measures shall be following implemented to the satisfaction of County Building and Safety:

- a) Architectural coatings with Reactive Organic Compounds (ROC) shall not have content greater than 100 g/l.
- b) Architectural coating volume shall not exceed the significance threshold for ROG, which is 75 lbs. /day and the combined daily ROC volume of architectural coatings and asphalt paving shall not exceed the significance threshold for ROC of 75 lbs. per day.
- c) High-Volume, Low Pressure (HVLP) spray guns shall be used to apply coatings.
- d) Precoated/natural colored building materials, water-based or low volatile organic compound (VOC) coatings shall be used, if practical.
- e) Comply with SCAQMD Rule 1113 on the use or architectural coatings.

[Mitigation Measure III-4] Prior to Building Permit/Planning

III-5 East Valley Area Plan Mitigation AQ/EVAP – SART Mitigation Fee. Prior to issuance of building permits the developer shall contribute a fair share fee of \$1435 per net acre to the satisfaction of County Regional Parks for construction of the East Valley Area Plan segment of the Santa Ana River Trail (SART) from California Street to the SH30 bridge. This fee may be waived or adjusted by County Regional Parks based upon inflation and credit may be granted for any developer completed trail improvements. The construction of the trail shall provide an incentive to use alternative transportation modes that access the area. This action assists with air quality mitigation and is also an offset to the aesthetic resource loss caused by removal of the orange groves in the area.

[Mitigation Measure III-5] Prior to Building Permits/Planning

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
IV. BIOLOGICAL RESOURCES - Would the project:				
a) Have substantial adverse effects, 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, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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"/>

SUBSTANTIATION: (Check if project is located in the Biological Resources Overlay or contains habitat for any species listed in the California Natural Diversity Database):
 Category N/A

a) **Less than Significant Impact with Mitigation Incorporated.** The U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW) list species that are protected under the Federal and California Endangered Species Acts (FESA and CESA, respectively). The project site is not located within any USFWS or CDFW designated Critical Habitat area.

The 8.75-gross acre site is disturbed, having been a citrus grove for several decades, then subsequently cleared approximately 10 years ago. Due to historical disturbance, onsite vegetation is ruderal. The site is not located within the boundaries of a federal or state designated critical habitat. The County's Biotic Overlay identifies the site as having potential to support burrowing owl, a CDFW Species of Special Concern.

Burrowing owl habitat is characterized by open areas with low-growing vegetation. Suitable owl

habitat may also include trees and shrubs if the canopy covers less than 30 percent of the ground surface. Burrows are the essential component of burrowing owl habitat: both natural and artificial burrows provide protection, shelter, and nests for burrowing owls. Burrowing owls typically use burrows made by fossorial mammals, such as ground squirrels or badgers, but also may use man-made structures, such as cement culverts; cement, asphalt, or wood debris piles; or openings beneath cement or asphalt pavement.

With inclusion of a mitigation measure for burrowing owl protocol survey(s) and subsequent mitigation as deemed appropriate through CDFW, this project will not have a significant 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.

- b) **Less than Significant.** This project will not have an effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service because the project site does not contain riparian habitat or other sensitive natural community. The ruderal plant community on site carries potential for the presence of burrowing owl; therefore, a burrowing owl survey pursuant to CDFW protocol will be required prior to further site disturbance.
- c) **No Impact.** This project will not have an effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, because the project is not within an identified protected wetland.
- d) **No Impact.** This project will not interfere 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 because there are no such corridors or nursery sites within or near the project site. The project site is currently undeveloped but is located in an area which continues to develop over time. The project site is not a wildlife corridor nor is it used as a wildlife corridor.
- e) **No Impact.** There are no local policies or ordinances protecting biological resources that are applicable to the proposed project site. Therefore, development of the proposed project would not conflict with local policies or ordinances protecting such resources.
- f) **No Impact.** The project area is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. There would be no take of critical habitat and, therefore, no land use conflict with existing management plans would occur.

Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as conditions of project approval to reduce these impacts to a level below significant.

MM# Mitigation Measure

- IV-1 *Performance of one or more surveys for burrowing owl pursuant to the California Department of Fish and Wildlife protocol with mitigation measures as deemed appropriate through the California Department of Fish and Wildlife.*

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
V. CULTURAL RESOURCES - Would the project				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: (Check if the project is located in the Cultural or Paleontologic Resources overlays or cite results of cultural resource review):

- a) **Less than Significant Impact.** The project will not cause a substantial adverse change in the significance of a historical resource, because no resources have been identified on the site.
- b) **Less than Significant.** This project will not cause a substantial adverse change in the significance of an archeological resource, because no resources have been identified on the site. To further reduce the potential for impacts, a standard condition of approval will be applied to the project, which requires the developer to contact the County Museum for a determination of appropriate measures if any finds are made during project construction.
- c) **Less than Significant.** This project is not expected to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, because no resources have been identified in the cultural resources survey of the site. Furthermore, the alluvial soils in the area provide a low potential for discovery of paleontological resources. The standard condition mentioned above in V b will further reduce the potential for impacts. if anything should be found during project construction.
- d) **Less than Significant.** It is not anticipated that this project would disturb any human remains, including those interred outside of formal cemeteries, because no such burials grounds are known to exist on this project site. If any human remains are discovered during construction of this project, standard requirements in the Conditions of approval will require the developer to contact the County Coroner and the County Museum for a determination of appropriate measures to be taken. A Native American representative shall also be consulted if the remains are determined to be of potential Native American origin pursuant to Section 15064.5(e) of the CEQA Guidelines.

No significant adverse impacts are identified or anticipated with implementation of applicable standard County Development Code conditions of approval and no additional mitigation measures are required.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
VI. GEOLOGY AND SOILS - Would the project:				
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? 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 checked="" type="checkbox"/>	<input 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 181-B of the California Building Code (2001) creating substantial 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 wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION: (Check if project is located in the Geologic Hazards Overlay District):

This project is not located in a Geologic Hazard Overlay District, neither does the site lie within, or immediately adjacent to, an Alquist-Priolo Earthquake Fault Zone, and no active or potentially-active faults are shown on or in the immediate vicinity of the site on published geologic maps. No evidence for active faulting on or immediately adjacent to the site was observed during the field reconnaissance or on the aerial photographs reviewed. Based on the depth to groundwater, liquefaction and other shallow groundwater hazards are not considered to be a hazard to this project. No evidence of recent or historic flooding of the site was observed during the geologic field reconnaissance or on the aerial photographs reviewed.

County policy requires a geotechnical soils report and geologic feasibility report as a standard condition prior to issuance of grading permits.

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- a) **Less than Significant Impact.** The project will not 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, ii) strong seismic ground shaking, iii) Seismic-related ground failure, including liquefaction or iv) Landslides, because there are no such geologic hazards identified in the area and any future development will be reviewed and approved by County Building and Safety with appropriate seismic standards.
- b) **Less than Significant Impact.** The project will not result in substantial soil erosion or the loss of topsoil, because the site will be paved and landscaped. Erosion control plans will be required to be submitted, approved and implemented. Measures to reduce and control erosion of soil during construction and long term operation are required by SCAQMD through its Rule 403 for control of fugitive dust, the Santa Ana Regional Water Quality Control Board (RWQCB) under its administration of the State's General Construction Permit, and the County of San Bernardino Public Works Department through its Storm Water Management Program. Implementation of requirements under SCAQMD Rule 403 for control of fugitive dust would reduce or eliminate the potential for soil erosion due to wind. Implementation of Best Management Practices (BMPs) that would be included in the applicant's Storm Water Pollution Prevention Plan (SWPPP), would reduce soil erosion due to storm water or water associated with construction.
- c) **Less than Significant Impact.** The County's Geologic Hazard (GH) Overlay District was developed as a process to provide greater public safety by establishing investigation requirements for areas that are subject to potential geologic problems, including active faulting, landsliding, debris flow/mud flow, rock fall, liquefaction, seiche, and adverse conditions such as expansive soils. This project is not located in a GH Overlay District and is not identified as being located on a geologic unit or soil that has been identified as being unstable or having the potential to result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Where a potential for these is identified a geology report is required to be reviewed and approved by the County Building and Safety Geologist, who will require implementation of appropriate mitigation measures, if required.
- d) **Less than Significant Impact.** The County's Geologic Hazard (GH) Overlay District was developed as a process to provide greater public safety by establishing investigation requirements for areas that are subject to potential geologic problems, including active faulting, landsliding, debris flow/mud flow, rock fall, liquefaction, seiche, and adverse conditions such as expansive soils. This project is not located in a GH Overlay District and is not located in an area that has been identified by the County Building and Safety Geologist as having the potential for expansive soils.

A geotechnical soils report will be required by County Building & Safety as part of standard conditional approvals prior to issuance of grading permits. If expansive soils are encountered, special attention will be given to the project design and maintenance and will be used by engineers, architects and maintenance personnel.

- e) **No Impact.** The project will be served by the City of Redlands Sewer System. No septic systems will be utilized as part of this project.

No significant adverse impacts are identified or anticipated with implementation of applicable County Development Code conditions of approval and no additional mitigation measures are required.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
VII 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 any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

- a) **Less than Significant.** The County's Greenhouse Gas Emissions Reduction Plan (GHG Plan) was adopted on December 6, 2011 and became effective on January 6, 2012. The GHG Plan establishes a GHG emissions reduction target for the year 2020 that is 15 percent below 2007 emissions. The plan is consistent with AB 32 and sets the County on a path to achieve more substantial long-term reductions in the post-2020 period. Achieving this level of emissions will ensure that the contribution to greenhouse gas emissions from activities covered by the GHG Plan will not be cumulatively considerable.

In 2007, the California State Legislature adopted Senate Bill 97 (SB97) requiring that the CEQA Guidelines be amended to include provisions addressing the effects and mitigation of GHG emissions. New CEQA Guidelines have been adopted that require: inclusion of a GHG analyses in CEQA documents; quantification of GHG emissions; a determination of significance for GHG emissions; and, adoption of feasible mitigation to address significant impacts. The CEQA Guidelines [Cal. Code of Regulations Section 15083.5 (b)] also provide that the environmental analysis of specific projects may be tiered from a programmatic GHG plan that substantially lessens the cumulative effect of GHG emissions. If a public agency adopts such a programmatic GHG Plan, the environmental review of subsequent projects may be streamlined. A project's incremental contribution of GHG emissions will not be considered cumulatively significant if the project is consistent with the adopted GHG plan.

Implementation of the County's GHG Plan is achieved through the Development Review Process by applying appropriate reduction requirements to projects, which reduce GHG emissions. All new development is required to quantify the project's GHG emissions and adopt feasible mitigation to reduce project emissions below a level of significance. A review threshold of 3,000 metric tons of carbon dioxide equivalent (MTCO_{2e}) per year is used to identify and mitigate project emissions. Based on a CalEEMod statistical analysis, warehouse projects that exceed 53,000 square feet typically generate more than 3,000 MTCO_{2e}. For projects exceeding 3,000 MTCO_{2e} per year of GHG emissions, the developer may use the GHG Plan Screening Tables as a tool to assist with calculating GHG reduction measures and the determination of a significance finding. Projects that garner 100 or more points in the Screening Tables do not require quantification of project-specific GHG emissions. The point system was devised to ensure project compliance with the reduction measures in the GHG Plan such that the GHG emissions from new development, when considered together with those from existing development, will allow the County to meet its 2020 target and support longer-term reductions in GHG emissions beyond 2020. Consistent with the CEQA Guidelines, such projects are consistent with the Plan and therefore will be determined to have a less than significant individual and cumulative impact for GHG emissions.

The proposed project garnered 100 points on the Screening Tables through the application of Energy Efficient Reduction measures, Renewable Fuel/Low Emissions Vehicles Measures, Construction Debris Diversion Measures, Efficient Irrigation and Landscaping systems and use of recycled water, and Per Capita Water use Reductions, and as a result, the project is considered to be consistent with the GHG Plan and is therefore determined to have a less than significant individual and cumulative impact for GHG emissions. The GHG reduction measures proposed by the developer through the Screening Tables Review Process have been included in the project design or will be included as Conditions of Approval for the project.

- b) **Less than Significant Impact.** The proposed project is not anticipated to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. In January of 2012, the County of San Bernardino adopted a Greenhouse Gas Emissions Reduction Plan (GHG Plan). The proposed project is consistent with the GHG Plan with the inclusion in that 100 or more points were garnered through the Screening Table Analysis as described in Section a) above.

No significant adverse impacts are identified or anticipated with implementation of applicable County Development Code conditions of approval and no additional mitigation measures are required.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
VIII 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input 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 for people residing or working in the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) 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"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:

- a) **Less than Significant Impact.** The project, as proposed, will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The intended use of the proposed project is general warehousing of non-hazardous materials. Prior to occupancy of the site, the applicant is required to submit a Business Emergency/Contingency Plan for emergency release or threatened release of hazardous materials and waste or a letter of exemption to the Hazardous Materials Division of County Fire Department. This is a mandatory requirement and not considered mitigation. Due to the close proximity of the Packinghouse Christian Academy, any proposal to use the facility for routine transport, use, or disposal of hazardous materials will require subsequent review under a Revision to an Approved Action.
- b) **Less than Significant Impact.** The project will not 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, because any proposed use or construction activity that might use hazardous materials is subject to permit and inspection by the Hazardous Materials Division of the County Fire Department. Prior to occupancy of the site, the applicant is required to submit a Business Emergency/Contingency Plan for emergency release or threatened release of hazardous materials and waste or a letter of exemption to the Hazardous Materials Division of County Fire Department. This is a mandatory requirement and not considered mitigation. Due to the close proximity of the Packinghouse Christian Academy, any proposal to use the facility for routine transport, use, or disposal of hazardous materials will require subsequent review under a Revision to an Approved Action.
- c) **Less than Significant Impact.** The 8.75 gross acre project site is across San Bernardino Avenue from the Packinghouse Christian Academy, a K-12 private school. The proposed project is a “high cube” warehouse used for the storage of manufactured goods prior to their distribution locally or regionally. As such, it is not considered a “hazardous waste generator” (e.g. chemical manufacturer; electronic manufacturer; furniture/wood manufacturing) or a use that involves a significant amount of hazardous substances. A high cube warehouse also does not emit hazardous emissions (i.e. outdoor air toxics that are emitted from stationary sources such as factories, refineries, power plants, dry cleaners, painting, and agricultural production).
- While the warehouse facility itself is not expected to utilize hazardous materials, the possibility exists that such materials could be stored or transported to and from the project site. The handling of hazardous materials or emission of hazardous substances is regulated by the County of San Bernardino Fire Department, Hazardous Materials Division. Prior to occupancy of the site, the applicant is required to submit a Business Emergency/Contingency Plan for emergency release or threatened release of hazardous materials and waste or a letter of exemption to the Hazardous Materials Division of County Fire. If such uses are proposed on-site in the future, the applicant will be subject to permit and inspection by the Hazardous Materials Division of the County Fire Department. This is a mandatory requirement and not considered mitigation. Due to the close proximity of the Packinghouse Christian Academy, any proposal to use the facility for routine transport, use, or disposal of hazardous materials will require subsequent review under a Revision to an Approved Action.
- d) **Less than Significant Impact.** The project site is not located on a known site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The project, as proposed, will not create a significant hazard to the public or the environment as a result of the presence of toxic substances onsite.

- e) **Less than Significant with Mitigation Incorporated.** The project site is approximately 1.4 miles southeast of the runway for San Bernardino International Airport (SBIA) formerly known as Norton Air Force Base and is located within an Airport Safety Review Area 3 (AR3). The project site is not within the established landing or takeoff zones. The mitigation measures titled AR3 established below are proposed to ensure compatibility with operations of SBIA:
- f) **No Impact.** The proposed project area is not located within the vicinity of a private airstrip; therefore, it would not result in a safety hazard for people residing or working in the project area.
- g) **Less than Significant Impact.** The project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, because the project has adequate access from two or more directions via San Bernardino Avenue, California Street and Almond Avenue.
- h) **No Impact.** The project will not expose people or structures to a significant risk of loss, injury or death involving wild land fires, because the site is not adjacent to dense brush or other features typically associated with wildfires. The site is not identified as being in a high fire hazard area by the County's Hazard Overlay Maps.

Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as conditions of project approval to reduce these impacts to a level below significant.

MM# Mitigation Measures

VIII-1 AR3 Operational Requirements. The project site is within an Airport Safety Review Area Three (AR3) Overlay, therefore the following standards and criteria shall apply to all operations, structures, and land uses:

- a) *All structures and land uses shall be designed and operated so that they shall not reflect glare, emit electronic interference, produce smoke, or store or dispense hazardous materials in such a manner that would endanger aircraft operations or public safety in the event of an aircraft accident.*
- b) *Vegetation shall be maintained not to exceed the height limitations established in Federal Aviation Regulations (FAR) Part 77, unless otherwise provided by Form 7460-1)*
- c) *The "developer"/property owner shall include with all lease and rental agreements and separately to all renters, tenants, lessees or buyers; information that the site is subject to aircraft overflight from the appropriate airport, is subject to the potential noise problems associated with aircraft operations, and is subject to an Avigation and Noise Easement.*
- d) *Proposed uses and structures shall be consistent with the San Bernardino International Airport Comprehensive Land Use Plan (ACLUP).*

[Mitigation Measure VIII-2] General Requirement/Planning

VIII-2 AR3 Design Requirements. The project is within the Airport Safety Review Area Three (AR-3) Overlay. The developer shall grant an Avigation and Noise Easement to the San Bernardino International Airport. The developer shall submit copies of the proposed Avigation & Noise Easement to both County Planning and the affected airport for review and approval. Also, notice shall be provided to any renters, lessees or buyers of the subject property that the site is subject to this Avigation and Noise Easement and that there will be aircraft over-flight with potential noise problems associated with aircraft operations. This information shall be incorporated into the CC & R's, if any, and in all lease and rental agreements. [Mitigation Measure VIII-3] Prior to Building Permit/Planning

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
IX HYDROLOGY AND WATER QUALITY - Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level, which would not support existing land uses or planned uses for which permits have been granted)?	<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, in a manner that would result in substantial erosion or siltation on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) 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 result in flooding on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structure which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION: (Check if project is located in the Flood Hazard Overlay District):

This project included the preparation of a Preliminary Water Quality Management Plan was prepared by Albert A. Webb Associates dated November 6, 2014. The project is not located in a Flood Hazard Overlay District or Flood Zone.

- a) **Less than Significant Impact.** The project will not violate any water quality standards or waste discharge requirements, because the project's design incorporates measures to diminish impacts to water quality to an acceptable level as required by state and federal regulations. The project requires the preparation of a Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP) to control the project's potential impacts on water quality caused by storm event runoff. Since project construction would encompass an area greater than an acre, the project would be subject to a General Construction Permit under the NPDES permit program of the federal Clean Water Act. As required under the General Construction Permit, the project applicant (or contractor) would prepare and implement a SWPPP. The SWPPP requires submittal of a Notice of Intent (NOI) to the Santa Ana RWQCB prior to construction activities. Implementation of the SWPPP would begin with the commencement of construction and continue through the completion of the project. The objectives of a SWPPP are to identify pollutant sources (such as sediment) that may affect the quality of storm water discharge and to implement Best Management Practices (BMPs) to reduce pollutants in storm water.

The project applicant and/or its construction contractor would use BMPs as described in the WQMP. These BMPs would be used to prevent the degradation of water quality in the construction area and during operation of the project.

In addition, the project will be served by the City of Redlands for potable water and sewer services and is subject to independent regulation by local and state agencies that ensure compliance with both water quality and waste discharge requirements. Potential impacts to these purveyors' facilities are detailed further in the Utilities and Service Systems section.

- b) **Less than Significant Impact.** The project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level, because the project is served by an existing water purveyor that has indicated that there is currently sufficient capacity in the existing water system to serve the anticipated needs of this project. The project will change the majority of the project site to an impervious surface due to paving and building construction. The project will have a detention basin located on the east side of the project. This detention basin will serve to capture the excess runoff created by the additional on-site impervious surfaces, and thus minimize impacts the project has on local groundwater recharge. Impacts will be less than significant.
- c) **Less than Significant Impact.** The project will not substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site, because the project does not propose any substantial alteration to a drainage pattern, stream or river and the project is required to submit and implement an erosion control plan.
- d) **Less than Significant Impact.** The project will not 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 result in flooding on- or off-site, because the project does not propose any substantial alteration to a drainage pattern, stream or river. County Public Works has reviewed the Preliminary Water Quality Management Plan and Hydrology Study for this project and has determined that all necessary drainage improvements, both on and off site, have been included in the project design or are required as conditions of project

construction.

- e) **Less than Significant Impact.** The project will not create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff because County Public Works has reviewed the proposed project drainage and has determined that the proposed systems are adequate to handle anticipated flows. All necessary drainage improvements both on- and off-site will be required as conditions of the construction of the project. There will be adequate capacity in the local and regional drainage systems so that downstream properties are not negatively impacted by any increases or changes in volume, velocity or direction of storm water flows originating from or altered by the project.
- f) **Less than Significant Impact.** The proposed project would not otherwise substantially degrade water quality because appropriate measures relating to water quality protection, including erosion control measures have been required. A Preliminary Water Quality Management Plan (WQMP), dated November 6, 2014, was prepared by Albert A. Webb Associates to describe the project's compliance with the requirements of the County of San Bernardino's NPDES Stormwater Program. This Preliminary Plan has been approved by County Land Development Division and Impacts are less than significant
- g) **No Impact.** The project will not place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, because the project does not propose housing and is not within an identified flood hazard areas as shown on *San Bernardino County's General Plan Geologic Hazard Overlays Map*. (Map FH31C).
- h) **No Impact.** The project will not place within a 100-year flood hazard area structures which would impede or redirect flood flows, because the site is not within an identified FEMA designated flood hazard area as shown on San Bernardino County's General Plan Geologic Hazard Overlays Map. (Map FH31C).
- i) **No Impact.** According to the County of San Bernardino Geologic Hazards Overlay Map (Map FH31C), the project site and surrounding area is not located within a designated dam inundation area. The project would not expose people or structures to a significant risk of loss, injury or deaths involving flooding, including flooding as a result of the failure of a levee or dam, as no levee or dam are located in the vicinity of the project.
- j) **No Impact.** The project will not be impacted by inundation by seiche, tsunami, or mudflow, because the project is not adjacent to any body of water that has the potential of seiche or tsunami nor is the project site in the path of any potential mudflow. Based on the responses to Geology and Soils Issues VI (a) and VI (c) of this Initial Study Checklist, the project site is not located in an area prone to landslides, soil slips, or slumps. Therefore, the proposed project would have no impacts from mudflows.

Therefore, no significant adverse impacts are identified or anticipated with implementation of applicable County Development Code conditions of approval and no additional mitigation measures are required.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
X. 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) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:

- a) **No Impact.** The project will not physically divide an established community, because the project is a logical and orderly extension of the planned land uses and development that are established within the surrounding area. The proposed project area is located in an unincorporated part of the County that is planned for mixed use development under the East Valley Specific Plan and the *Special Development* General Plan and Zoning designation. The project is a logical and orderly extension of the planned land uses and development that are established within the surrounding area.
- b) **Less than Significant Impact.** The project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect, because the project is consistent with all applicable land use policies and regulations of the County Code and General Plan. In all instances where significant impacts have been identified, mitigation is provided to reduce each impact to less-than-significant levels. Much of the surrounding property is either already developed or in the process of requesting entitlements for industrial warehouse buildings, so the proposed land use is consistent with the established land uses in the surrounding area. The project will comply with all hazard protection, resource preservation and land use modifying Overlay District regulations.
- c) **No Impact.** The proposed project does not conflict with any applicable habitat conservation plans or natural community conservation plans.

Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
XI. 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"/>

SUBSTANTIATION: (Check if project is located within the Mineral Resource Zone Overlay):

- a) **Less than Significant.** The proposed project is located in the MRZ-2 mineral classification category as shown on the California Department of Conservation Mineral Resource Maps. The MRZ-2 zones are areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists. However, the project is not located in the Mineral Resource (MR) Overlay District of the County General Plan, because it does not meet the location requirements of the Overlay District per Section 82.17.020 of the County Development Code, as follows:

The MR Overlay shall be applied on the following areas:

- (a) Areas with existing major surface mining activities.
- (b) Areas where mining activity is expected to take place in the future; and
- (c) Areas adjacent to current or proposed mining activity to prohibit the intrusion of incompatible uses.

Although a small portion of the site may contain mineral deposits based on the MRZ-2 criteria, the project site does not meet the location requirements of the MR Overlay District and the area has already been developed with industrial and commercial uses. It is therefore impractical to consider recovering any potential mineral resources from this site.

- b) **Less than Significant.** The project will not 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, because the project is not located in the Mineral Resource (MR) Overlay District of the County General Plan. The project site does not meet the location requirements of the Overlay District per Section 82.17.020 of the County Development Code, as follows:

The MR Overlay shall be applied on the following areas:

- (a) Areas with existing major surface mining activities.
- (b) Areas where mining activity is expected to take place in the future; and
- (c) Areas adjacent to current or proposed mining activity to prohibit the intrusion of incompatible uses.

Although the underlying aggregate soils in the area could be recovered, the area has already been developed with nearby commercial and industrial uses and would be impractical to mine for potential resources. As such the area has not been identified as a locally important mineral resource.

Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
XII. NOISE - Would the project result in:				
a) Exposure of persons to or generation of noise levels 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) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<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 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"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION: (Check if the project is located in the Noise Hazard Overlay District or is subject to severe noise levels according to the General Plan Noise Element):

The project site is not located in Noise Hazard (NH) Overlay District and is not subject to severe noise levels according to the County General Plan Noise Element.

- a) **Less than Significant Impact.** The project is not expected to expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, because the project is not located in the Noise Hazard (NH) Overlay District (Map FH31B) and will not be subject to severe noise levels according to the General Plan Noise Element.

Prior to the issuance of a building permit for the proposed project the County Department of Environmental Health Services will require the submittal of a preliminary acoustical questionnaire demonstrating that the proposed project maintains noise levels at or below San Bernardino County Noise Standard(s), San Bernardino Development Code Section 83.01.080. The purpose is to evaluate potential future on-site and/or adjacent off-site noise sources. If the preliminary information cannot demonstrate compliance to noise standards, a project specific acoustical analysis shall be required and appropriate noise attenuating measures may be required of this project.

- b) **Less than Significant Impact.** The project will not create exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels, because the project has been conditioned to comply with the vibration standards of the County Development Code and no vibration exceeding these standards is anticipated to be generated by the proposed uses.
- c) **Less than Significant Impact With Mitigation Incorporated.** Construction of a warehouse distribution facility will, by its nature, generate a permanent increase in ambient noise levels in the project vicinity above levels existing or allowed without the project.

Prior to the issuance of a building permit for the proposed project the County Department of Environmental Health Services will require the submittal of a preliminary acoustical questionnaire demonstrating that the proposed project maintains noise levels at or below San Bernardino County Noise Standard(s), San Bernardino Development Code Section 83.01.080. The purpose is to evaluate potential future on-site and/or adjacent off-site noise sources. **If the preliminary information cannot demonstrate compliance to noise standards, a project specific acoustical analysis shall be required and appropriate noise attenuating measures may be required of this project.**

The project is adjacent to an existing warehouse project to the north/northwest, and a proposed warehouse to the west. The property to the south across San Bernardino Avenue is a private school, therefore, implementation of Mitigation Measures NOISE-1 and NOISE-2 below, for Construction Noise and Operational Noise, respectively, will minimize the increase in levels of noise from the project.

Construction Noise

Construction noise will result from site grading and building construction during the day. The following mitigation measures will reduce impacts to less than significant:

Operational Noise

Off-Site: Off-site operational noise will result from vehicle traffic generated by the project. Roadway noise impacts would be considered significant if the project increases noise levels for a noise sensitive land use by 3dBA CNEL and if: (1) the existing noise levels already exceed the standard appropriate for the receiving land use (65 dBA CNEL for churches and schools), or (2) the project increases noise levels from below the standard appropriate for the receiving land use to a level above the standard (i.e. 65 dBA CNEL for churches and schools).

On-Site: The proposed on-site uses would generate noise from truck delivery, loading/unloading activities at the loading areas, and other noise-producing activities within the parking lot. All loading and unloading activities will take place on the northern portion of the site. As such, the building serves as a buffer between truck related noise activities and the Packinghouse Christian Academy.

- d) **Less than Significant Impact.** The project will not generate a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing or allowed without the project because the project has been conditioned to comply with the noise standards of the County Development Code.
- e) **Less than Significant Impact.** The project is located within the airport land use plan area of the San Bernardino International Airport, formerly Norton Air Force Base. The airport is used minimally for cargo planes, the fire department, and small private planes, therefore the project's proximity to this airport is not expected to expose persons to excessive noise levels.
- f) **No Impact.** The proposed project area is not located within the vicinity of a private airstrip.

Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as conditions of project approval to reduce these impacts to a level below significant.

MM# Mitigation Measures

- XII-1 Construction Noise. The “developer” shall submit and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce noise impacts during construction, which shall include the following vehicle and equipment emissions and other impacts to air quality by implementing the following measures and submitting documentation of compliance: The developer/construction contractors shall do the following:
- a. During the project site excavation and grading, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with the manufactures standards.
 - b. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.
 - c. The construction contractor shall limit all construction-related activities that would result in high noise levels between the hours of 7:00 a.m. and 6:00 p.m., Monday through Saturday excluding holidays.
 - d. The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site during all project construction.
- The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings. [Mitigation Measure XII-1] - Prior to Grading Permit/Planning
- XII-2 Operational Noise Controls. The County shall verify that the following notes shall be cited in the CUP Site Plan that:
- a) The building occupant shall place all stationary noise generating equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
XIII. POPULATION AND HOUSING - Would the project:				
a) Induce substantial 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 housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:

- a) **Less than Significant Impact.** The project will not induce substantial population growth in an area either directly or indirectly. The project will generate several new jobs and employment opportunities. This may generate a need for housing for new employees; however, currently developed housing stock should accommodate the housing needs for those employed by the type of jobs generated by the project. The project proposes a new warehouse facility, however no tenant has been proposed so the exact number of employees cannot be determined. Typically, new uses such as the proposed use generate 50-100 jobs including warehouse employees and drivers that will be on site in shifts. Employees could be full time or part time depending on the ultimate tenant. The proposed project will likely draw from the local employment base for most of its employees.
- b) **No Impact.** The proposed project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere because the project site is currently undeveloped. No significant adverse impacts are anticipated and, therefore, no mitigation measures are required.
- c) **No Impact.** The proposed project would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere because the project site is currently undeveloped. No significant adverse impacts are anticipated and, therefore, no mitigation measures are required.

Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
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XIV. 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"/>

SUBSTANTIATION:

a) **Less than Significant Impact.** The proposed project will not result 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, including fire and police protection, schools, parks or other public facilities.

Fire Protection: The City of Redlands will provide fire services per an existing agreement between the County and the City. To offset the increased demand for fire protection services, the proposed project would be conditioned by the County to provide a minimum of fire safety and support fire suppression activities, including compliance with State and local fire codes, fire sprinklers, a fire hydrant system, paved access, and secondary access routes.

Police Protection: The City of Redlands will provide police services per an existing agreement between the County and the City. The proposed project's demand on police protection services would not be significant on a direct basis as the project would not create the need to construct a new police station or physically alter an existing station.

Schools: The project is located in the Redlands Unified School District (District). As such, the District requires payment of school fees at the applicable rate, 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 for project-related impacts to school services. Mandatory payment of school impact fees would reduce the project's impacts to school facilities to a level below significant, and no mitigation would be required.

Parks: The project will not create a demand for additional park service in that the project is an industrial development (no housing is proposed). Accordingly, implementation of the project would

not adversely affect any park facility and impacts are regarded as less than significant.

Other Public Facilities: Implementation of the project would not result in a direct increase in the population in the project area and would not substantially increase the demand for public services, including public health services and library services because it is a warehouse use.

The developer is required to contribute a fair share fee of \$1,435 per net acre for construction of the East Valley Area Plan segment of the Santa Ana River Trail (SART) from California Street to the SH30 bridge. The SART is more specifically discussed in Section III Air Quality.

Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
XV. 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 checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

- a) **Less than Significant Impact.** This project will not 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, because the project would not generate a need for new residential units and the impacts to parks generated by the employees of this project would be minimal.
- b) **Less than Significant Impact.** This project does not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment, because the type of project proposed will not result in an increased demand for recreational facilities.

Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XVI. TRANSPORTATION/TRAFFIC - Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and greenways, pedestrian and bicycle paths, and mass transit.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a 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"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

A Traffic Impact Analysis was prepared for the Project by Albert A. Webb Associates, dated July 2014 and revised January, 2015.

- a,b) **Less than Significant Impact with Mitigation.** The proposed development is projected to generate a total of approximately 999 daily vehicle trips (in Passenger Car Equivalents), 170 Passenger Car Equivalents of which will occur during the morning peak hour and 126 Passenger Car Equivalents of which will occur during the evening peak hour. The *Traffic Impact Analysis* prepared by Albert A. Webb Associates included traffic projections based on the following scenarios: *Existing Plus Ambient Growth Plus Project Conditions*, *Existing Plus Ambient Growth Plus Cumulative Plus Project Conditions*, *Year 2035 with Cumulative and Project Conditions*.

Existing Plus Ambient Growth Plus Project Conditions. For existing plus ambient growth plus project traffic conditions without off-site improvements, the study area intersections are expected to operate at levels of service that vary from LOS A to D. None of the study area intersections would operate at an unacceptable LOS.

Existing Plus Ambient Growth Plus Cumulative Plus Project Conditions. For existing plus ambient growth plus cumulative plus project traffic conditions without off-site improvements, the study area intersections are expected to operate at levels of service that vary from LOS A to E. The following study area intersections would operate at an unacceptable LOS:

- Alabama Street (NS)/Lugonia Avenue (EW) – PM Peak Hour (LOS D)
- Alabama Street (NS)/I-10 Westbound Ramps (EW) – PM Peak Hour (LOS E)

With the recommended improvements, the levels of service at the impacted study area intersections could be improved to meet the required level of service.

Year 2035 with Cumulative and Project Conditions. For Year 2035 with cumulative and project conditions project traffic conditions without off-site improvements, the study area intersections are expected to operate at levels of service that vary from LOS A to F. The following study area intersections would operate at an unacceptable LOS:

- I-210 Eastbound Ramps – Citrus Plaza Drive (NS)/San Bernardino Avenue (EW) – AM Peak Hour (LOS E)
- I-210 Westbound Ramps – Tennessee Street (NS)/San Bernardino Avenue (EW) – AM & PM Peak Hour (LOS E & F)
- Alabama Street (NS)/Lugonia Avenue (EW) – PM Peak Hour (LOS F)
- Alabama Street (NS)/I-10 Westbound Ramps (EW) – PM Peak Hour (LOS F)
- Alabama Street (NS)/I-10 Eastbound Ramps (EW) – PM Peak Hour (LOS F)

With the recommended improvements, the levels of service at the impacted study area intersections could be improved to meet the required level of service. Incorporation of the recommended on-site improvements listed in the *Traffic Impact Analysis* would result in an acceptable LOS at impacted intersections. These are deemed standard development requirements and are not considered mitigation.

On-Site Improvements:

Roadways

- Construct full width improvements on all internal roadways
- Construct partial width improvements on the westerly side of Alabama Street at its ultimate cross-section as a major arterial adjacent to the project boundary line
- Construct partial width improvements on the northerly side of San Bernardino Avenue at its ultimate cross-section as a major arterial adjacent to the project boundary line.

Intersections

- Construct the intersection of Alabama Street and Alabama Project Driveway to restrict movement to right-in and right-out only from the driveway with the following geometrics:

Two through northbound lanes, one through southbound lane; one shared through and right turn southbound lane; and one right turn eastbound lane.

- Construct the intersection of West Project Driveway and San Bernardino Avenue to restrict movement to right-in and right-out only from the driveway with the following

One right turn southbound lane, two through eastbound lanes; one through westbound lane; and one shared through and right turn lane

Off-Site Fair Share Contributions to Regional Funding Mechanisms

The project will participate in the cost of off-site improvements through payment of the following “fair share” mitigation fees:

County of San Bernardino Regional Transportation Development Mitigation Plan Fee (RTDMP), current at time of construction. These fees are collected and utilized by San Bernardino County to construct the improvements necessary to maintain the required level of service within the County's jurisdictional boundaries. There are no funding mechanisms in place to collect fair shares for any improvements outside the County's jurisdictional boundaries.

The Traffic Impact Analysis summarizes the approximate Fair Share Responsibility of the Project as follows:

Table 7 – Regional Transportation Mitigation Fees

Location	Fair Share % of Mitigation Cost
I-210 Eastbound Ramps–Citrus Plaza Drive (NS)/San Bernardino Avenue (EW)	5.1%
I-210 Westbound Ramps–Tennessee Street (NS)/San Bernardino Avenue (EW)	2.5%
Alabama Street (NS)/Lugonia Avenue (EW)	3.4%

- c) **No Impact.** The project site is approximately 1.7 miles southeast of the San Bernardino International Airport. The project will not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks, because there is no anticipated notable impact on air traffic volumes by passengers or freight generated by the proposed uses and no new air traffic facilities are proposed.
- d) **Less than Significant Impact.** The project will not substantially increase hazards due to a design feature or incompatible uses because the project site is adjacent to an established road that is accessed at points with good site distance and properly controlled intersections. There are no incompatible uses proposed by the project that will impact surrounding land uses.
- e) **Less than Significant Impact.** The project will not result in inadequate emergency access, because there is a minimum of two access points to the site.
- f) **Less than Significant Impact.** The project will not conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks), because these have been required to be installed as conditions of approval.

Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as conditions of project approval to reduce these impacts to a level below significant.

MM# Mitigation Measures

- XVI-1 Regional Transportation Mitigation Fees. This project is subject to the Regional Transportation Development Mitigation Plan for the Redlands Donut Hole subarea. The required fee for this project shall be paid by cashier's check to the Department of Public Works Business Office. The fee assessed will be based on the applicable rates at the time of application for a building permit. The Regional Transportation Fee Plan can be found at the following website:http://www.sbcounty.gov/dpw/transportation/transportation_planning.asp [Mitigation Measure XVI-1] Prior to Building Permit/County Traffic

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
XVII. UTILITIES AND SERVICE SYSTEMS - Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new 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"/>
c) Require or result in the construction of new storm water drainage 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"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded, entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) 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"/>
f) Be served by a landfill(s) with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

- a) **Less than Significant Impact.** Wastewater treatment and collection services would be provided to the project site by the City of Redlands Utilities Department. The City of Redlands Utilities Department is required to operate all of its treatment facilities in accordance with the waste treatment and discharge standards and requirements set forth by the Regional Water Quality Control Board (RWQCB). The proposed project would not install or utilize septic systems or alternative wastewater treatment systems; therefore, the project would have no potential to exceed the applicable wastewater treatment requirements established by the RWQCB. Accordingly, impacts would be less than significant.
- b) **Less than Significant Impact.** The proposed project will not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, as there is sufficient capacity in the existing system for the proposed use. The proposed project will be serviced by existing sewer and water lines in proximity to the project. Wastewater and water treatment facilities will be provided by the City of Redlands.
- c) **Less than Significant Impact.** The proposed project will not require or result in the construction of new storm water drainage facilities or expansion of existing facilities that could cause significant environmental effects. The County Land Development Division has reviewed the Preliminary Water

Quality Development Plan which implements Low Impact Development (LID) methods such as landscape swales and detention basins which are designed to keep the bulk of stormwater flows onsite. These LIDs significantly reduce demands on flood control facilities while enhancing water quality by keeping potential pollutants from entering major waterways. The Land Development Division has determined there is sufficient capacity in the existing storm water system to absorb any additional storm water drainage caused by the project.

- d) **Less than Significant Impact.** The proposed project will have sufficient water supplies available to serve the project from existing entitlements and resources as the local water purveyor (City of Redlands Municipal Utilities Department) has given assurance that it has adequate water service capacity to serve the projected demand for the project, in addition to the provider's existing commitments.
- e) **Less than Significant Impact.** The City of Redlands Municipal Utilities Department has notified the project proponent that they are the water and sewer purveyor. The City of Redlands Municipal Utilities Department has made the determination from the project that it has adequate capacity to serve the projected wastewater treatment demand for the project in addition to the provider's existing commitments.
- f) **Less than Significant Impact.** The proposed project is served by a the San Timoteo and Redlands landfill(s) which has sufficient permitted capacity to accommodate the project's solid waste disposal needs in both landfills.
- g) **Less than Significant Impact.** The proposed project would comply with all federal, state, and local statutes and regulation related to solid waste. The project would consist of short-term construction activities (with short-term waste generation limited to minor quantities of construction debris) and thus would not result in long-term solid waste generation. Solid waste produced during the construction phase of this project would be disposed of in accordance with all applicable statutes and regulations. Accordingly, no significant impacts related to landfill capacity are anticipated from the proposed project.

Therefore, no significant adverse impacts are identified or anticipated with implementation of applicable County Development Code conditions of approval and no additional mitigation measures are required.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 shall cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

- a) **Less than Significant with Mitigation Incorporated.** All impacts to the environment, including impacts to habitat for fish and wildlife species, fish and wildlife populations, plant and animal communities, rare and endangered plants and animals, and historical and pre-historical resources were evaluated as part of this Initial Study Checklist. Throughout this Initial Study Checklist, where impacts were determined to be potentially significant, mitigation measures have been imposed to reduce those impacts to less-than-significant levels. Accordingly, with incorporation of the mitigation measures imposed throughout this Initial Study Checklist, the project would not substantially degrade the quality of the environment and impacts would be less than significant.
- b) **Less than Significant with Mitigation Incorporated.** As discussed in this Initial Study Checklist, construction of the proposed project has the potential to result in effects to the environment that are individually limited, but cumulatively considerable with respect to Localized Air Quality impacts on sensitive receptors. With incorporation of the established Air Quality Mitigation Measures, impacts are expected to be less than significant for Localized Air Quality impacts on sensitive receptors.
- In all other instances where the project has the potential to contribute to a cumulatively considerable impact to the environment, mitigation measures have been imposed to reduce potential effects to less than significant levels. As such, with incorporation of the mitigation measures imposed throughout this Initial Study Checklist, the project would not contribute to environmental effects that are individually limited, but cumulatively considerable, and impacts would be less than significant.
- c) **Less than Significant with Mitigation Incorporated.** The project’s potential to result in environmental effects that could adversely affect human beings, either directly or indirectly, has been discussed throughout this Initial Study Checklist. In instances where the project has potential to result in direct or indirect adverse effects to human beings, including impacts to Localized Air Quality, Hazards and Hazardous Materials, and Noise, mitigation measures have been applied to

reduce the impact to below a level of significance. With required implementation of mitigation measures identified in this Initial Study Checklist, construction and operation of the proposed project would not involve any activities that would result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly.

XIX. MITIGATION MEASURES

(Any mitigation measures, which are not 'self-monitoring' shall have a Mitigation Monitoring and Reporting Program prepared and adopted at time of project approval)

SELF MONITORING MITIGATION MEASURES: (Condition compliance will be verified by existing procedure)

III-1 AQ/Operational Mitigation. The “developer” shall implement the following air quality mitigation measures, during operation of the approved land use: All on-site equipment and vehicles (off-road/on-road), shall comply with the following:

- a) County Diesel Exhaust Control Measures [SBCC §83.01.040 (c)]*
- b) Signs shall be posted requiring all vehicle drivers and equipment operators to turn off engines when not in use.*
- c) All engines shall not idle more than five minutes in any one-hour period on the project site. This includes all equipment and vehicles.*
- d) Engines shall be maintained in good working order to reduce emissions.*
- e) Ultra low-sulfur diesel fuel shall be utilized.*
- f) Electric, CNG and gasoline-powered equipment shall be substituted for diesel-powered equipment, where feasible.*
- g) On-site electrical power connections shall be made available, where feasible.*
- h) All transportation refrigeration units (TRU's) shall be provided electric connections, when parked on-site.*
- i) The loading docks shall be posted with signs providing the telephone numbers of the building facilities manager and the California Air Resources Board to report violations.*

[Mitigation Measure III-1] General Requirements/Planning

III-2 AQ-Dust Control Plan. The “developer” shall prepare, submit for review and obtain approval from County Planning of both a Dust Control Plan (DCP) consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/ subcontracts a requirement that project contractors adhere to the requirements of the DCP. The DCP shall include the following requirements:

- a) Exposed soil shall be kept continually moist to reduce fugitive dust during all grading and construction activities, through application of water sprayed a minimum of two times each day.*
- b) During high wind conditions (i.e., wind speeds exceeding 25 mph), areas with disturbed soil shall be watered hourly and activities on unpaved surfaces shall cease until wind speeds no longer exceed 25 mph.*
- c) Storage piles that are to be left in place for more than three working days shall be sprayed with a non-toxic soil binder, covered with plastic or revegetated.*
- d) Storm water control systems shall be installed to prevent off-site mud deposition.*
- e) All trucks hauling dirt away from the site shall be covered.*
- f) Construction vehicle tires shall be washed, prior to leaving the project site.*
- g) Rumble plates shall be installed at construction exits from dirt driveways.*
- h) Paved access driveways and streets shall be washed and swept daily when there are visible signs of dirt track-out.*
- i) Street sweeping shall be conducted daily when visible soil accumulations occur along site access roadways to remove dirt dropped or tracked-out by construction vehicles. Site access driveways and adjacent streets shall be washed daily, if there are visible signs of any dirt track-out at the conclusion of any workday and after street sweeping.*

[Mitigation Measure III-2] Prior to Grading Permit/Planning

- III-3 AQ - Construction Mitigation. The “developer” shall submit for review and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce vehicle and equipment emissions and other impacts to air quality by implementing the following measures and submitting documentation of compliance: The developer/construction contractors shall do the following:
- a) Provide documentation prior to beginning construction demonstrating that the project will comply with all SCAQMD regulations including 402, 403, 431.1, 431.2, 1113 and 1403.
 - b) Each contractor shall certify to the developer prior to construction-use that all equipment engines are properly maintained and have been tuned-up within last 6 months.
 - c) Each contractor shall minimize the use of diesel-powered vehicles and equipment through the use of electric, gasoline or CNG-powered equipment. All diesel engines shall have aqueous diesel filters and diesel particulate filters.
 - d) All gasoline-powered equipment shall have catalytic converters.
 - e) Provide onsite electrical power to encourage use of electric tools.
 - f) Minimize concurrent use of equipment through equipment phasing.
 - g) Provide traffic control during construction to reduce wait times.
 - h) Provide on-site food service for construction workers to reduce offsite trips.
 - i) Implement the County approved Dust Control Plan (DCP)
 - j) Suspend use of all construction equipment operations during second stage smog alerts.
- NOTE: For daily forecast, call (800) 367-4710 (San Bernardino and Riverside Counties).
[Mitigation Measure III-3] Prior to Grading Permit/Planning

- III-4 AQ - Coating Restriction Plan. The developer shall submit for review and obtain approval from County Planning of a Coating Restriction Plan (CRP), consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/subcontracts a condition that the contractors adhere to the requirements of the CRP. The CRP measures shall be following implemented to the satisfaction of County Building and Safety:
- a) Architectural coatings with Reactive Organic Compounds (ROC) shall not have content greater than 100 g/l.
 - b) Architectural coating volume shall not exceed the significance threshold for ROG, which is 75 lbs. /day and the combined daily ROC volume of architectural coatings and asphalt paving shall not exceed the significance threshold for ROC of 75 lbs. per day.
 - c) High-Volume, Low Pressure (HVLP) spray guns shall be used to apply coatings.
 - d) Precoated/natural colored building materials, water-based or low volatile organic compound (VOC) coatings shall be used, if practical.
 - e) Comply with SCAQMD Rule 1113 on the use or architectural coatings.
- [Mitigation Measure III-4] Prior to Building Permit/Planning

- III-5 East Valley Area Plan Mitigation AQ/EVAP – SART Mitigation Fee. Prior to issuance of building permits the developer shall contribute a fair share fee of \$1435 per net acre to the satisfaction of County Regional Parks for construction of the East Valley Area Plan segment of the Santa Ana River Trail (SART) from California Street to the SH30 bridge. This fee may be waived or adjusted by County Regional Parks based upon inflation and credit may be granted for any developer completed trail improvements. The construction of the trail shall provide an incentive to use alternative transportation modes that access the area. This action assists with air quality mitigation and is also an offset to the aesthetic resource loss caused by removal of the orange groves in the area.
[Mitigation Measure III-5] Prior to Building Permit/Planning

VIII-1 AR3 Operational Requirements. The project site is within an Airport Safety Review Area Three (AR3) Overlay, therefore the following standards and criteria shall apply to all operations, structures, and land uses:

- a) All structures and land uses shall be designed and operated so that they shall not reflect glare, emit electronic interference, produce smoke, or store or dispense hazardous materials in such a manner that would endanger aircraft operations or public safety in the event of an aircraft accident.
- b) Vegetation shall be maintained not to exceed the height limitations established in Federal Aviation Regulations (FAR) Part 77, unless otherwise provided by Form 7460-1)
- c) The “developer”/property owner shall include with all lease and rental agreements and separately to all renters, tenants, lessees or buyers; information that the site is subject to aircraft overflight from the appropriate airport, is subject to the potential noise problems associated with aircraft operations, and is subject to an Avigation and Noise Easement.
- d) Proposed uses and structures shall be consistent with the San Bernardino International Airport Comprehensive Land Use Plan (ACLUP).

[Mitigation Measure VIII-1] General Requirement/Planning

VIII-2 AR3 Design Requirements. The project is within the Airport Safety Review Area Three (AR-3) Overlay. The developer shall grant an Avigation and Noise Easement to the San Bernardino International Airport. The developer shall submit copies of the proposed Avigation & Noise Easement to both County Planning and the affected airport for review and approval. Also, notice shall be provided to any renters, lessees or buyers of the subject property that the site is subject to this Avigation and Noise Easement and that there will be aircraft over-flight with potential noise problems associated with aircraft operations. This information shall be incorporated into the CC & R's, if any, and in all lease and rental agreements. [Mitigation Measure VIII-3] Prior to Building Permit/Planning

XII-1 Construction Noise. The “developer” shall submit and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce noise impacts during construction, which shall include the following vehicle and equipment emissions and other impacts to air quality by implementing the following measures and submitting documentation of compliance: The developer/construction contractors shall do the following:

- e. During the project site excavation and grading, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with the manufactures standards.
- f. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.
- g. The construction contractor shall limit all construction-related activities that would result in high noise levels between the hours of 7:00 a.m. and 6:00 p.m., Monday through Saturday excluding holidays.
- h. The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site during all project construction.

The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings. [Mitigation Measure XII-1] - Prior to Grading Permit/Planning

XII-2 Operational Noise Controls. The County shall verify that the following notes shall be cited in the CUP Site Plan that:

a) The building occupant shall place all stationary noise generating equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.

[Mitigation Measure XII-2] General Requirement/Planning

XVI-1 Regional Transportation Mitigation Fees. This project is subject to the Regional Transportation Development Mitigation Plan for the Redlands Donut Hole subarea. The required fee for this project shall be paid by cashier's check to the Department of Public Works Business Office. The Regional Transportation Fee Plan can be found at the following website:

http://www.sbcounty.gov/dpw/transportation/transportation_planning.asp

[Mitigation Measure XVI-1] Prior to Building Permit/County Traffic.

GENERAL REFERENCES

- California Department of Transportation (Caltrans), California Standard Specifications, July 1992.
- California Department of Water Resources, Bulletin #118 (Critical Regional Aquifers).
- California Geological Survey, Alquist-Priolo Special Studies Zone Act Map Series (PRC 27500)
California Natural Resources Agency, CEQA Guidelines, Appendix G
- County of San Bernardino, Museum Archaeological Information Center
- County of San Bernardino, Development Code, 2007
- County of San Bernardino, General Plan, adopted 2007
- County of San Bernardino, Identified Hazardous Materials Waste Sites List, April 1998
- County of San Bernardino, Countywide Integrated Waste Management Plan.
- County of San Bernardino, *San Bernardino County Storm Water Program, Model Water Quality Management Plan Guidance*.
- County of San Bernardino Road Planning and Design Standards
- County of San Bernardino, Greenhouse Gas Emissions Reduction Plan, January 6, 2012.
- County of San Bernardino, Environmental Impact Report, San Bernardino County General Plan, 2007
- Federal Emergency Management Agency, Flood Insurance Rate Map and Flood Boundary Map
- South Coast Air Quality Management District, CEQA Air Quality Handbook, November 1993.
- South Coast Air Quality Management District, South Coast Air Quality Management District's Health Risk Assessment CEQA guidance, August 2003.

PROJECT SPECIFIC STUDIES:

- Albert A. Webb Associates, Air Quality Analysis for the Perricone Industrial Center Project (CUP No. 201400078), August 13, 2014.
- Albert A. Webb Associates, Diesel Particulate Matter Health Risk Assessment, Perricone Industrial Center (CUP Project No. P201400078) County of San Bernardino, August 14, 2014, Revised December 23, 2014.
- Albert A. Webb Associates, Preliminary Water Quality Management Plan, Alabama Street Project, August 13, 2014, Revised December 23, 2014.
- Albert A. Webb Associates, Revised Traffic Impact Analysis Report, Perricone Industrial Center (CUP No. 201400078), December, 2014.