

- 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. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.
- c) **Less than Significant Impact.** The project is not expected to generate a substantial permanent increase in ambient noise levels in the project vicinity above levels existing or allowed without the project, because the project is not located in the Noise Hazard (NH) Overlay District and will not be subject to severe noise levels according to the General Plan Noise Element. The project is adjacent to an existing warehouse project on the west and the property to the south is currently vacant, but is approved for a large commercial/retail shopping center.

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

- 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. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.
- 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. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.
- f) **No Impact.** The proposed project area is not located within the vicinity of a private airstrip. Therefore, no impacts would occur and 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>
<b>XIII. POPULATION AND HOUSING - Would the project:</b>				
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, even considering the low unemployment rate for the area, the existing and currently developing 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 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 Inland Empire has been considered to be housing rich with employees having to travel out of the area to work.

Recently, warehouse and other industrial uses have been developed, such that local residents are now able to commute shorter distances to work. The proposed project will likely draw from the local employment base for most of its employees. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.

- 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. Therefore, no impacts would occur and 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. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.

**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
<b>XIV. PUBLIC SERVICES</b>				
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. Construction of the project will increase property tax revenues to provide a source of funding that is sufficient to offset any increases in the anticipated demands for public services generated by this project. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.

**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
<b>XV. RECREATION</b>				
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 will not generate any new residential units and the impacts to parks generated by the employees of this project will be minimal. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.
- 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 anticipated and no mitigation measures are required.

**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
<b>XVI. TRANSPORTATION/TRAFFIC - Would the project:</b>				
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:**

The proposed project analysis included the preparation of *San Bernardino Avenue & Nevada Street Project – Focused Traffic Analysis*, May 9, 2013, Kunzman Associates, Inc.

- a,b) **Less than Significant Impact with Mitigation.** The proposed development is projected to generate a total of approximately 986 daily vehicle trips (in Passenger Car Equivalents), 67 Passenger Car Equivalents of which will occur during the morning peak hour and 74 Passenger Car Equivalents of which will occur during the evening peak hour. The *San Bernardino Avenue & Nevada Street Project – Focused Traffic Analysis* May 9, 2013 prepared by Kunzman Associates, Inc. analyzed traffic related to existing conditions, existing conditions plus project traffic, Opening Year (2015), Opening Year (2015) plus project, future conditions (Year 2035), and future conditions (Year 2035) plus project traffic.

Based on the data provided in the *San Bernardino Avenue & Nevada Street Project – Focused Traffic Analysis* May 9, 2013 prepared by Kunzman Associates, all study area intersection are project to operate at acceptable levels of services for existing conditions, existing conditions plus project traffic, Opening Year (2015), and Opening Year (2015) plus project. Therefore, no

significant adverse impacts related to traffic for existing conditions and Opening Year (2015) conditions are anticipated and no mitigation measures are required.

Related to future conditions (Year 2035) plus project traffic, with the inclusion of Mitigation Measure XVI-1, the project would have less than significant impacts.

The project fair share contributions have been calculated for Year 2035 improvement locations. The intersection fair share cost calculations are based on the evening peak hour traffic volumes, and the fair share of identified intersection costs is \$4,430 (Page 57, *San Bernardino Avenue & Nevada Street Project – Focused Traffic Analysis* May 9, 2013).

- c) **No Impact.** The project site is approximately 2.3 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. Therefore, no impacts would occur and no mitigation measures are required.
- 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. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.
- 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. On-site improvements and improvements adjacent to the site will be required in conjunction with the proposed development to ensure adequate circulation within the project itself. The improvement include the construction of Nevada Street from San Bernardino Avenue to the south project boundary at its ultimate half-section width including landscaping and parkway improvements in conjunction with development, as necessary. Additionally, the construction of San Bernardino Avenue from the west project boundary to Nevada Street at its ultimate half-section width including landscaping and parkway improvements in conjunction with development, as necessary.

Sight distance at each project access would be reviewed with respect to California Department of Transportation/County of San Bernardino standards in conjunction with the preparation of final grading, landscaping, and street improvement plans. On-site traffic signing and striping would be implemented in conjunction with detailed construction plans for the project. The site would provide sufficient parking spaces to meet County of San Bernardino parking code requirements in order to service on-site parking demand.

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

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

**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**

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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](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>
<b>XVII. UTILITIES AND SERVICE SYSTEMS - Would the project:</b>				
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.** The proposed project does not exceed wastewater treatment requirements of the Regional Water Quality Control Board, Santa Ana Region, as determined by County Public Health – Environmental Health Services. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.
- 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. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.
- 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 cause significant environmental effects, as County Public Works has determined that either there is sufficient capacity in the existing storm water system to absorb any additional storm water drainage caused by the project or has required facilities to be constructed as part of this project. Any drainage facility



construction that is required is included in this environmental review that has required appropriate mitigation measures, if necessary. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.

- 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 [Letter: *Property Located at Southwest Corner of Nevada Street & San Bernardino Avenue (APNs: 292-052-04 & 06)*, City of Redlands, October 24, 2012] to serve the projected demand for the project, in addition to the provider's existing commitments. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.
- 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 [Letter: *Property Located at Southwest Corner of Nevada Street & San Bernardino Avenue (APNs: 292-052-04 & 06)*, City of Redlands, October 24, 2012]. 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. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.
- f) **Less than Significant Impact.** The proposed project is served by the San Timoteo and Redlands landfill(s), which has sufficient permitted capacity to accommodate the project's solid waste disposal needs in both landfills. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.
- 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 anticipated and 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>
<b>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE:</b>				
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 type="checkbox"/>	<input checked="" 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 Impact.** The project does not appear to have the potential to significantly degrade the overall quality of the region's environment, or substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population or 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.

There are no rare or endangered species or other species of plants or animals or habitat identified by the California Natural Diversity Database (CNDDDB) as being significantly and negatively impacted by this project.

There are no identified historic or prehistoric resources identified on this site. If any archaeological or paleontological resources are identified during construction of the project, the project is conditioned to stop and identify appropriate authorities, who will properly record and/or remove for classification any such finds.

Therefore, less than significant impacts would be anticipated and no mitigation measures are required.

- b) **Less than Significant Impact.** The project does not have impacts that are individually limited, but cumulatively considerable. The sites of projects in the area to which this project would add cumulative impacts have either existing or planned infrastructure that is sufficient for all planned uses. These sites either are occupied or are capable of absorbing such uses without generating any cumulatively significant impacts.

Therefore, less than significant impacts would be anticipated and no mitigation measures are required.

- c) **Less than Significant Impact.** The incorporation of design measures, County policies, standards, and guidelines would ensure that there would be no substantial adverse effects on human beings, either directly or indirectly. Impacts of the proposed project would be less than significant.

Therefore, less than significant impacts would be anticipated and no mitigation measures are required.

## **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:
- 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.
  - 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.
  - 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.
  - All gasoline-powered equipment shall have catalytic converters.
  - Provide onsite electrical power to encourage use of electric tools.
  - Minimize concurrent use of equipment through equipment phasing.
  - Provide traffic control during construction to reduce wait times.
  - Provide on-site food service for construction workers to reduce offsite trips.
  - Implement the County approved Dust Control Plan (DCP)
  - 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:
- Architectural coatings with Reactive Organic Compounds (ROC) shall not have content greater than 100 g/l.
  - 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.
  - High-Volume, Low Pressure (HVLP) spray guns shall be used to apply coatings.
  - Precoated/natural colored building materials, water-based or low volatile organic compound (VOC) coatings shall be used, if practical.
  - Comply with SCAQMD Rule 1113 on the use or architectural coatings.
- [Mitigation Measure III-4] Prior to Building Permit/Planning

- IV-1 Tree Removal. A pre-construction inspection shall be required to verify the location and number of any locally-protected trees, including linear rows of palms along the street frontage. All healthy Mexican fan palm trees shall be relocated to an acceptable location, consistent with an approved landscape plan with the assistance of a certified arborist who shall submit a letter report documenting the transportation of all trees.

- 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:
- 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-2] Prior to Building Permit/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](http://www.sbcounty.gov/dpw/transportation/transportation_planning.asp)  
[Mitigation Measure XVI-1] Prior to Building Permit/County Traffic.

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## **GENERAL REFERENCES**

Alquist-Priolo Special Studies Zone Act Map Series (PRC 27500)  
California Department of Water Resources Bulletin #118 (Critical Regional Aquifers).  
CEQA Guidelines, Appendix G  
California Standard Specifications, July 1992  
County 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  
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.  
County of San Bernardino, Greenhouse Gas Emissions Reduction Plan, January 6, 2012.

## **PROJECT SPECIFIC STUDIES:**

*County of San Bernardino Donut Hole Projects Cumulative Traffic Impact Analysis*, Kunzman Associates, Inc., February 13, 2005.  
*Geotechnical Engineering Investigation*, NorCal Engineering, December 21, 2012  
*Phase I Environmental Site Assessment Report*, Arcadis, November 13, 2012.  
*Preliminary Hydrology Calculations*, Thienes Engineering, November 27, 2012, revised April 5, 2013.  
*Preliminary Water Quality Management Plan*, Thienes Engineering November 21, 2012, revised April 5, 2013 and August 12, 2013.  
*San Bernardino Avenue & Nevada Street Project - Air Quality, Global Climate Change, and Health Risk Assessment*, Kunzman Associates, Inc., June 17, 2013.