



LAND USE SERVICES DEPARTMENT PLANNING COMMISSION STAFF REPORT

HEARING DATE: January 22, 2014

AGENDA ITEM # 3

Project Description

Vicinity Map

APN:	0292-054-06, 07, 08
Applicant:	Alabama Venture 1, L.P.
Community:	Redlands/3 rd Supervisorial District
Location:	Northwest corner of Alabama Street and Almond Avenue.
Project No:	P201300615
Staff:	Jim Morrissey, Contract Planner
Applicant Rep:	Patrick J. Meyer, Urban Environs
Proposal:	A) Conditional Use Permit to allow construction of a 313,470 sq. ft. industrial/warehouse building.



48 Hearing Notices Sent On: January 8, 2015

Report Prepared By: Jim Morrissey

SITE INFORMATION

Parcel Size: 14.81 acres

Site Characteristics: Relatively flat unimproved property that has been disked.

SURROUNDING LAND DESCRIPTION:

AREA	EXISTING LAND USE	LAND USE ZONING DISTRICT
Site	Vacant, unimproved	East Valley/Special Development
North	Packinghouse Christian Academy and associated parking lot and playground	East Valley/Special Development
South	Commercial Shopping Center	East Valley/Special Development
East	Citrus Plaza and Mountain Grove Shopping Center under construction	East Valley/Special Development
West	Vacant land and Church	East Valley/Special Development

	<u>AGENCY</u>	<u>COMMENT</u>
City Sphere of Influence	None	
Water Service	City of Redlands	Will Serve
Sewer Service	City of Redlands	Will Serve

STAFF RECOMMENDATION: That the Planning Commission **ADOPT** a Mitigated Negative Declaration, **ADOPT** the proposed Findings, **APPROVE** the Conditional Use Permit subject to the attached Conditions of Approval and incorporated Mitigation Measures, and **FILE** the Notice of Determination.

In accordance with Section 86.08.010 of the Development Code, the action taken by the Planning Commission may be appealed to the Board of Supervisors within ten (10) calendar days after the Planning Commission hearing.

VICINITY MAP



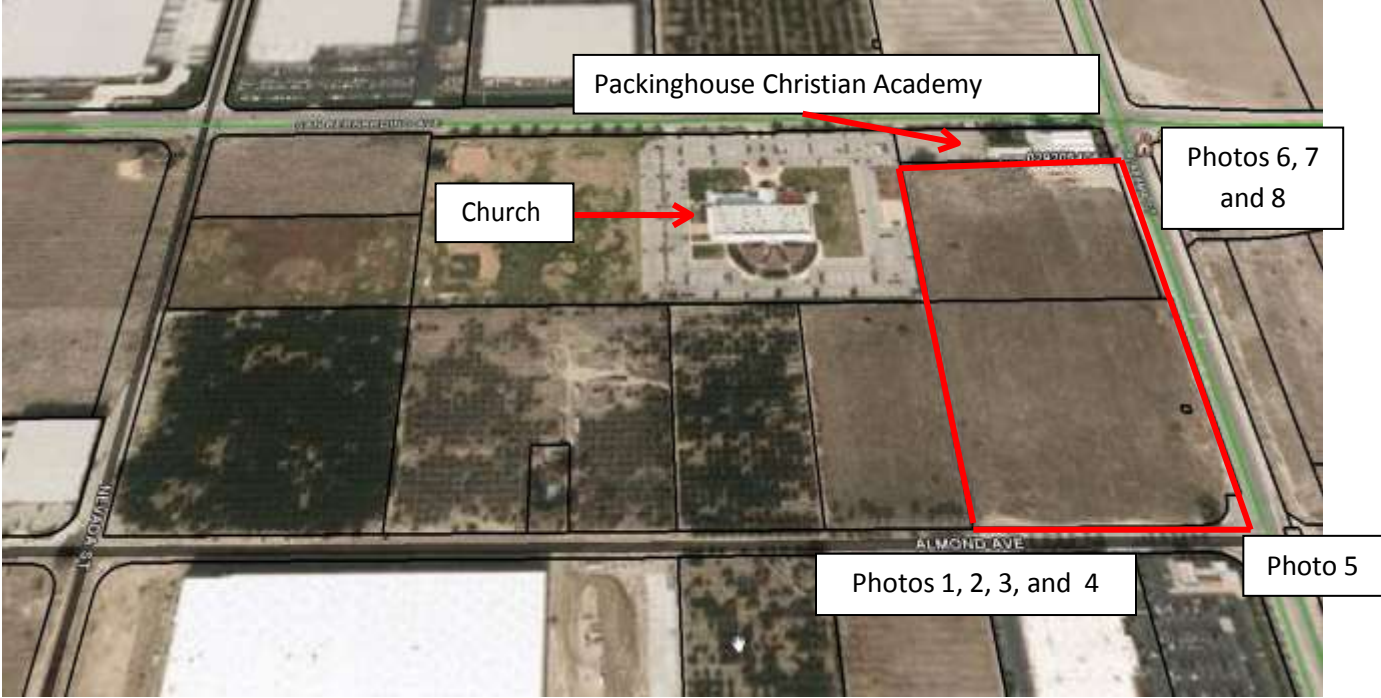
OFFICIAL LAND USE DISTRICT MAP
Zoning Designation



ALABAMA INDUSTRIAL BUILDING ELEVATIONS



ALABAMA VENTURES I **PROJECT SITE PERSPECTIVE**



PROJECT DESCRIPTION AND BACKGROUND:

Project: This application is one of three (3) projects being processed concurrently in the same area. The applicant, Alabama Ventures 1, L.P., submitted applications for two (2) Conditional Use Permits (CUP) and a Tentative Parcel Map (TPM) No. 19488 to construct two (2) separate warehouse structures within approximately 43 acres generally along the north side of Almond Avenue, between Alabama Street and Nevada Street, and along Alabama Street extending north to within 150 feet of San Bernardino Avenue. The purpose of the subdivision is to combine and reconfigure the existing parcels.

The subject project (P201300615) (Project) is a CUP for a 313,470 square foot warehouse facility that is underlain by a portion of TPM 19488 that will combine two (2) of the existing three (3) underlying parcels into one parcel, with the other parcel to remain separate as an existing well site. The balance of the tentative parcel map is located to the west within the boundaries of the adjoining warehouse facility, P201300538 (Chiming Project).

Location and Access: The Project is located within the East Valley Area Plan (EVAP) area also known locally as the "Donut Hole," which is entirely surrounded by the City of Redlands. The Donut Hole area has experienced the conversion from an agricultural based orientation to a commercialized/industrial district. The EVAP, which was adopted in 2007, incorporates guidelines, standards and design requirements that are intended to raise the development and architectural potential for new building construction that promotes the area's sense of place and identity envisioned by the EVAP as a function of the County' General Plan. The EVAP incorporates unique development provisions that:

- Establish new land use designations and standards for uses and development that are consistent with the EVAP's long term growth expectations that help promote economic development, job growth and sustainability;
- Establishes circulation design guidelines to provide for both an effective circulation system and streetscape plan that supports, enhances and builds a streetscape identity that is consistent with the EVAP's long-term beautification objectives; and
- Incorporates architectural design guidelines, landscaping standards and other "pedestrian" provisions that promote walkability and alternative modes of transit.

Environmental Setting: The Project is located on property zoned East Valley/Special Development (EV/SD) within the EVAP and both warehousing and distribution centers are permitted subject to CUP approval. The suffix "SD" denotes that the site is subject to special building standards unique for this land use district. Pursuant to the County General Plan Land Use Element, Special Development Districts are intended to:

- Allow a combination of residential, commercial, and/or manufacturing activities that maximizes the utilization of natural as well as man-made resources.
- Identify areas suitable for large-scale planned developments and to allow cluster-type development to provide more open space.
- To allow joint planning efforts, such as Specific Plans, Area Plans, among adjacent land owners and jurisdictions.

The Project is located south of the Packinghouse Christian Fellowship (Church) and the Packinghouse Christian Academy (School) which has operated since 1979 and provides elementary, junior high and high school academics. The Church is located southwest of the School and also functions as adjunct school facility during regular work weeks. The County and the Applicant have worked to resolve the development concerns and issues the school raised about the Project in its comment letters the County received, attached as Exhibit D.

On November 18, 2014, the Church and the Project developer entered into a development agreement (DA), attached as part of the Staff Report for the adjoining project site, and tentative parcel map wherein the developer agrees to certain plan modifications and restrictions to mitigate the potential adverse impacts to the Church property from both the subject Project site and adjoining Chiming Project site. Cited in Table 1 are a list of conditions contained in the DA that addressed the Church's and School's concerns.

Table 1: Property Owner Development Agreement

Chiming Building (614,328 Square Feet)	
Development Concerns	Mitigation
Truck Idling	<ul style="list-style-type: none"> • No vehicle idling within 100 feet of the north property boundary. • Commercial vehicles shall not operate any auxiliary power system for more than five (5) minutes. • No electrical generator shall be located or operated on the Alabama property within 300 feet of the northeast corner of its property.
Visual Distraction	<ul style="list-style-type: none"> • A solid eight (8) foot wall along the north boundary of the Alabama property, as shown on the site plan, shall be erected.
Air Quality	<ul style="list-style-type: none"> • The Project site shall comply with California Code of Regulations Article 13, Sections 2485, Airborne Toxic Control Measure to Limit Diesel-fueled Commercial Idling, and any successor legislation or regulation. The Calvary Property shall be considered a "school" and a "restricted area" within the meaning of the Diesel Idling Regulations.
Noise	<ul style="list-style-type: none"> • All docks and commercial vehicle parking stalls used to load, unload, and/or dock trailers or containers with refrigerated cargo shall be equipped with electrical power outlets at the dock with sufficient capacity to power refrigerated cargo trailers or containers.

ANALYSIS:

Consistency with General Plan and Zoning Regulations: The proposed Project is located within the EVAP. Pursuant to Section EV.0240 (a)(2) (M), of the EVAP, warehouses and distribution centers are permitted subject to approval of a CUP or Planned Development Application in districts zoned EV/SD. In view of previous project approvals of warehousing and distribution centers in the EVAP, the Project is a logical and orderly extension of the existing distribution and warehouse uses within the surrounding area and will not conflict with any applicable land use plan, policy, or regulations of the County. The potential land use impacts between the Project and School have been mutually addressed through the execution of the DA wherein the Project's conditions of approval will incorporate the DA's development, improvement and operational conditions that are intended to minimize health risks to uses of the Calvary Property as a result of any diesel-fueled vehicles arising from the Chiming Project.

The Project is in the Airport Safety review Area (AR-3) and within the Inland Valley Development Agency (IVDA) Redevelopment Project Area. The IVDA is a joint powers authority comprised of the County and the cities of San Bernardino, Colton and Loma Linda. Formed in 1990, the IVDA is responsible for the development of the non-aviation portion of the San Bernardino International Airport formerly known as Norton Air Force Base. The Project is not in the City of Redlands Sphere of Influence.

The following is a breakdown of the Project's development parameters:

Table 2: Alabama Building Parameters

Building Area	Office S.F.		12,000
	Warehouse S.F.		301,470
Parking Required	Office:	1/250 s.f.	48 Stalls
	Warehousing	1/1000 s.f.	40
	Warehouse. > 40,000 s.f.	1/4,000 s.f.	66
	Disabled Parking	151 - 200	6
	<i>Total Required Parking</i>		<i>154</i>
Parking Provided	Standard Spaces		148
	Carpool Spaces (Transportation Control Measures)	1 carpool space = 2 parking spaces	8 provided (16 equivalent)
	Disabled Parking		6
	<i>Parking Provided</i>		<i>170</i>
Truck Trailer Parking	(Trailer (10' x 53'))		68 stalls
Landscaping	Required 15 %		Provided: 96,809 s.f. 15.0 %
Setbacks			Req'd Provided
	Front		25' 152'
	Side & Rear Yards		20' 75' & 40'
	Street Side Yards		30 155'
Building Height	No Height Maximum		50 Feet
Floor Area Ratio	Maximum FAR .8		Project FAR .49

With regard to building design and aesthetics, the site incorporates the following design features:

- The truck bays are located along the Alabama Street frontage and are over 200 feet from the School boundary to the north.
- The truck docking bays and truck parking areas are screened from Alabama Street with an earthen berm that is 10 to 13 feet higher than the truck docking areas and eight (8) to 11 feet higher than the truck parking areas.
- Landscaping is proposed along Alabama Street to further screen the truck parking and docking areas.
- The building's architectural design is consistent with previous building development in the EVAP.
- An eight (8) foot high decorative block wall will be constructed along the north boundary line separating the Project site from the School and Church.

Findings of Consistency with applicable development standards outlined in San Bernardino County Development Code (Development Code) are attached to this Staff Report (Exhibit A), with Conditions of Approval (Exhibit B). The proposed Project is consistent with the County General Plan, the Development Code, and the EVAP.

Environmental Evaluation: The proposed was evaluated as part of an Initial Study completed for the proposed Project and incorporated separate Traffic, Air Quality, and Noise Analyses. Based upon that analysis, mitigation measures are recommended and incorporated into the Conditions of Approval. As part of the public review of the Project a number of written public comments were received that included the following types of comments:

- Author requested that the County restrict truck traffic on Nevada Street, between Almond

Avenue and Lugonia Avenue, due to the potentially adverse effects upon residents of luxury apartments.

- Multiple authors commented upon the need to ensure bicyclists are included in the traffic analysis and providing improvements that would allow greater ease and use of bicycles.

In response to these comments the Planning Commission may consider the following:

- The County does not designate truck routes. Action can be taken by the Board of Supervisors to restrict the use of specific roadways due to safety concerns, such as unsafe roadway conditions. A process exists to undertake this action, if desired, involving an analysis of the roadway segment by the Public Works Department. However, the comment does not identify a potential safety concern.
- The EVAP includes an exhibit displaying bicycle trails throughout the Plan area, including a Class II Bikeways along the Project frontage on Alabama Street and on San Bernardino and Lugonia Avenues to the north and south. A Class II Bikeway provides a designated one-way bicycle lane, through striping and signage, on each side of a paved street. The types of roadway improvements desired by the commenters reflect a broader concern and desire for particular bicycle improvements, such as bike-specific signals, roundabouts, and median refuge islands that would need to be incorporated into an overall plan, rather than addressed on a project by project basis.

During the public review period the applicant's representative also met with Staff and indicated the requirement to install a block wall prior to grading would not work due to the need to over-excavate the site and recompact the dirt. The purpose of the County's proposed mitigation measure was to minimize noise generated by the proposed Project during construction. The applicant's representative suggested the wall be installed during the initial grading phase, but not prior to the start of grading. As such, the wall would be installed early in the construction process and prior to grading on the balance of the Project site.

Staff has evaluated the request and concluded it would be difficult to comply with the requirement and could be counterproductive because subsequent grading actions have the potential to undermine the wall footing and result in an unstable and unsafe condition. As such, a condition has been included that allows initial grading to occur, but requires the wall to be installed as part of that initial activity rather than before it commences. This requirement would be noted on the grading plan upon submittal to the County. Conditions conflicting with this scenario have been modified. As noted, the School and applicant have signed the DA that addresses various issues, including the requirement for a block wall. However, the DA does not stipulate the timing of the wall installation. Therefore, the condition to erect the wall early in the construction process would still maintain consistency with that DA.

SUMMARY: The proposed CUP is a 313,470 square foot warehouse that includes 12,000 square feet of office area. The Project includes an underlying tentative parcel map and adjoining warehouse project that are being processed as a separate application. The Project site is located within the EVAP and is consistent with the design criteria of that Plan. Due to the close proximity of the adjoining School to the north truck loading areas have been located further to the south and front upon Alabama Street. Multiple access points have been provided along Alabama Street to reduce truck noise along the northerly boundary. Mitigation measures have been incorporated into the conditions of approval to reduce the effect of potentially significant environmental issues to a level that is less than significant.

RECOMENDATION: That the Planning Commission:

- A. ADOPT** the Mitigated Negative Declaration based on a finding that the Initial Study was completed in compliance with the California Environmental Quality Act, that it has been reviewed and considered prior to approval of the Project, and that the Initial Study/Mitigated Negative Declaration reflects the independent judgment of the County of San Bernardino;
- B. APPROVE** the Conditional Use Permit for the construction of a 313,470 square-foot industrial building to be used as a “High Cube” warehouse distribution facility, which includes a maximum of 12,000 square feet of office on 14.81 acres, based on the findings contained in the Staff Report and subject to the Conditions of Approval;
- C. FILE** the Notice of Determination.

ATTACHMENTS:

- Exhibit A: Findings
- Exhibit B: Conditions of Approval
- Exhibit C: Draft Initial Study/Mitigated Negative Declaration
- Exhibit D: CEQA Comment Letters
- Exhibit E: Public Comment Letters

**EXHIBIT A
FINDINGS**

FINDINGS: CONDITIONAL USE PERMIT

Conditional Use Permit for the construction of a 313,470 square foot industrial/warehouse building with 12,000 square feet of office and 301,470 square feet assigned for warehousing on a 14.81 acre lot (Project).

1. The site for the proposed use is adequate in terms of shape and size to accommodate the proposed use and all landscaping, loading areas, open spaces, parking areas, ingress/egress driveways, and other required features pertaining to the application, because the lot size is adequate to accommodate the proposed facility and is consistent with the size and design requirements of the EV/SD zoning designation in the East Valley Area Plan (EVAP). All setbacks meet or exceed the requirements in the EVAP for the proposed land use and the building design has been oriented to face the truck docking bays away from the existing school to the north.
2. The site for the proposed use has adequate access, which means that the site design incorporates appropriate street and highway characteristics to serve the proposed use, because proposed conditions of approval will provide street improvements to fully widen Alabama Street and Almond Avenue to adopted standards and the Project design provides multiple access drives into and out of the Project site on both Alabama Street and Almond Avenue.
3. The proposed use will not have a substantial adverse effect on abutting property or the allowed use of the abutting property, which means that the use will not generate excessive noise, traffic, vibration, or other disturbance, because the applicant will provide a perimeter wall to reduce noise levels and the use must be operated consistent with County standards. In addition, a Development Agreement executed between the adjoining church and the developer provides conditions that have been incorporated into the Project's design and conditions of approval that address the church's concerns over the Project's docking and trucking operations, noise effects, and other operating externalities the church and school raised in their comment letters. The proposed use will not have adverse effects to other abutting properties in that these sites are currently proposed or operating as regional commercial retail and warehousing uses, which is compatible with the proposed Project. In addition, the use will not interfere with the present or future ability to use solar energy systems.
4. The proposed use and manner of development are consistent with the goals, maps, policies, and standards of the General Plan and any applicable community or specific plan, because the proposed Project is a conditionally permitted use and the design requirements of the EVAP have been met. The Project specifically implements the following goal:

General Plan goal LU 4: The unincorporated communities within the County will be sufficiently served by industrial uses.
5. There is supporting infrastructure, existing or available, consistent with the intensity of development, to accommodate the proposed development without significantly lowering service levels, because utilities exist to adjacent to the Project site to provide service and the City of Redlands has reviewed the Project design and has the ability to provide water and sewer services to the Project.

6. The lawful conditions stated in the approval are deemed reasonable and necessary to protect the public health, safety, and general welfare, because the Project has been reviewed by County departments and appropriate conditions of approval have been recommended to meet health and safety requirements, and an Initial Study has been prepared to evaluate potential environmental issues and appropriate mitigation measures have been recommended and incorporated into the conditions of approval to address potentially significant issues.
7. The design of the site has considered the potential for the use of solar energy systems and passive or natural heating and cooling opportunities, because the design of the building and setbacks from other proposed and existing buildings will not conflict with the ability to install or operate of such systems.

EXHIBIT B

Conditions of Approval

CONDITIONS OF APPROVAL

CONDITIONAL USE PERMIT

Alabama Venture 1, L.P.

GENERAL REQUIREMENTS

Conditions of Operation and Procedures

LAND USE SERVICES – Planning (909) 387-8311

1. Project Description. This Conditional Use Permit (CUP) is approved to construct and operate a 313,470 (maximum) square-foot industrial building with 12,000 square feet of office area to be used as a “High Cube warehouse distribution facility” (Project) on 16.28 acres in compliance with the San Bernardino County Code (SBCC), California Building Codes (CBC), the California Fire Code (CFC), the following Conditions of Approval, the approved site plan, and all other required and approved reports and displays (e.g. elevations). Parking approved for this project is based upon the above land use description and Conditional Use Permit analysis. The developer shall provide a copy of the approved conditions and site plan to every current and future tenant, lessee, and property owner to facilitate compliance with these conditions of approval and continuous use requirements for the Project site with APN: 0292-054-06, 07, and 08, and Project No. P201300615.
2. Concurrent Actions. Tentative Parcel Map (TPM) 19488 to subdivide 46.2 acres into 2 parcels for warehouse development purposes and record a third for maintenance of a well site has also been approved as part of this Project, which includes separate Conditions of Approval.
3. Project Location. The Project site is located at the northwest corner of Alabama Street and Almond Avenue in the unincorporated area of Redlands.
4. High Cube Warehouse – “High Cube” Warehouses is defined by the National Association of Industrial and Office Properties as follows: A Warehouse/Distribution Center used primarily for the storage and/or consolidation of manufactured goods prior to their distribution to retail locations or other warehouses. These facilities are commonly constructed utilizing tilt-up technique, with a typical ceiling height of at least 24 feet. “High Cube” Warehouse/Distribution Centers are generally greater than 100,000 sq. ft. in size with a land coverage ratio of approximately 50% and a dock-high loading ratio of approximately 1 dock per 5,000-10,000 sq. ft. of warehouse storage. They are characterized by a small employment count due to a high level of automation, which reduces air quality and traffic impacts.
5. Indemnification. In compliance with the SBCC § 81.01.070, the applicant shall agree, to defend, indemnify, and hold harmless the County or its “indemnitees”

(herein collectively the County's elected officials, appointed officials (including Planning Commissioners), Zoning Administrator, agents, officers, employees, volunteers, advisory agencies or committees, appeal boards or legislative body) from any claim, action, or proceeding against the County or its indemnitees to attack, set aside, void, or annul an approval of the County by an indemnitee concerning a map or permit or any other action relating to or arising out of County approval, including the acts, errors or omissions of any person and for any costs or expenses incurred by the indemnitees on account of any claim, except where such indemnification is prohibited by law. In the alternative, the applicant may agree to relinquish such approval.

Any condition of approval imposed in compliance with the County Development Code or County General Plan shall include a requirement that the County acts reasonably to promptly notify the applicant of any claim, action, or proceeding and that the County cooperates fully in the defense. The applicant shall reimburse the County and its indemnitees for all expenses resulting from such actions, including any court costs and attorney fees, which the County or its indemnitees may be required by a court to pay as a result of such action. The County may, at its sole discretion, participate at its own expense in the defense of any such action, but such participation shall not relieve the applicant of their obligations under this condition to reimburse the County or its indemnitees for all such expenses.

This indemnification provision shall apply regardless of the existence or degree of fault of indemnitees. The applicant's indemnification obligation applies to the indemnitees' "passive" negligence but does not apply to the indemnitees' "sole" or "active" negligence or "willful misconduct" within the meaning of Civil Code Section 2782.

6. Revisions. Any proposed change to the approved use/activity on the site (e.g. from warehouse to manufacturing); or any increase in the developed area of the site or any expansion or modification to the approved facilities, including changes to structures building locations, elevations, signs, parking allocation, landscaping, lighting, allowable number of occupants (clients and/or employees); or a proposed change in the conditions of approval, including operational restrictions from those shown either on the approved site plan and/or in the conditions of approval shall require that an additional land use application (e.g., Revisions to an Approved Action) be submitted to the County Planning for review and approval.
7. Continuous Effect/Revocation. All of the conditions of this project are continuously in effect throughout the operative life of the project for the use approved. Failure of the property owner, tenant, applicant, developer or any operator (herein "developer") to comply with any or all of the conditions at any time may result in a public hearing and revocation of the approved land use,

provided adequate notice, time and opportunity is provided to the property owner or other party to correct the non-complying situation

8. Expiration. This project permit approval shall expire and become void if it is not “exercised” within three (3) years of the effective date of this approval, unless an extension of time is approved. The permit is deemed “exercised” when either:
- a) The permittee has commenced actual construction or alteration under a validly issued building permit, or
 - b) The permittee has substantially commenced the approved land use or activity on the project site, for those portions of the project not requiring a building permit. (SBCC §86.06.060)

Occupancy of completed structures and operation of the approved and exercised land use remains valid continuously for the life of the project and the approval runs with the land, unless one of the following occurs:

- a) Construction permits for all or part of the project are not issued or the construction permits expire before the structure is completed and the final inspection is approved.
- b) The land use is determined by the County to be abandoned or non-conforming.
- c) The land use is determined by the County to be not operating in compliance with these conditions of approval, the County Code, or other applicable laws, ordinances or regulations. In these cases, the land use may be subject to revocation hearing and possible termination.

PLEASE NOTE: This will be the **ONLY** notice give of the approval expiration date. The “developer” is responsible to initiate any Extension of Time application.

9. Extension of Time. Extension of time to the expiration date (listed above or as otherwise extended) may be granted in increments each not to exceed an additional three (3) years beyond the current application date. An application to request consideration of an extension of time may be filed with the appropriate fees no less than thirty (30) days before the expiration date. Extensions of time may be granted based on a review of the application, which includes a justification of the delay in construction and a plan of action for completion. The granting of such an extension request is a discretionary action that may be subject to additional or revised conditions of approval or site plan modifications. (SBCC §86.06.060)

10. Development Impact Fees. Additional fees may be required prior to issuance of development permits. Fees shall be paid as specified in adopted fee ordinance.

11. Project Account. The Job Costing System (JCS) account number is P201300615. This is an actual cost project with a deposit account to which hourly charges are assessed by various county agency staff (e.g. Land Use Services, Public Work and County Counsel). Upon notice, the “developer” shall deposit additional funds to maintain or return the account to a positive balance. The “developer” is responsible for all expenses charged to this account. Processing of the project shall cease if it is determined that the account has a negative balance and that an additional deposit has not been made in a timely manner. A minimum balance of \$1,000.00 shall be in the project account at the time of the project approval and the initiation of the Condition Compliance Review. Sufficient funds shall remain in the account to cover all estimated charges that may be made during each compliance review. All fees required for processing shall be paid in full prior to final inspection, occupancy and/or operation of each approved use in each approved structure or land use activity area.

12. Condition Compliance. In order to obtain construction permits for grading, or any new building, final inspection, the developer shall process a Condition Compliance Review Form for the development through County Planning in accordance with the directions stated in the Approval Letter. County Planning shall release their holds on each phase of development by providing to County Building and Safety the following:
 - Grading Permit – a copy of the signed CCRF for grading/land disturbance and two (2) “red” stamped and signed approved copies of the grading plans.
 - Building Permits – a copy of the signed CCRF for building permits and three (3) “red” stamped and signed approved copies of the final approved site plan.
 - Final Inspection – a copy of the signed CCRF for final inspection of each respective building, after an on-site compliance inspection by County Planning.
 - Tenant Occupancy – a copy of the signed CCRF for tenant occupancy of each respective building, after an on-site compliance inspection by County Planning.

13. Additional Permits. The property owner, developer, and land use operator are all responsible to ascertain and comply with all laws, ordinances, regulations and any other requirements of Federal, State, County and Local agencies as are applicable to the development and operation of the approved land use and project site. These include:
 - a) FEDERAL: None;
 - b) STATE: Regional Water Quality Control Board (RWQCB) - Santa Ana Region, South Coast Air Quality Management District (AQMD);
 - c) COUNTY: Land Use Services-Building and Safety/Code Enforcement, County Fire; Public Health-Environmental Health Services (DEHS), Public Works, AND;

- d) LOCAL: San Bernardino International Airport Authority (Avigation Easement), Special Districts CSA 70, Improvement Zone EV-1, City of Redlands by special agreement to provide water, sewer, sanitation, police and fire services to this area.
14. Continuous Maintenance. The property owner and “developer” shall continually maintain the property so that it is visually attractive and not dangerous to the health, safety and general welfare of both on-site uses (e.g. employees) and surrounding properties. The “developer” shall ensure that all facets of the development are regularly inspected, maintained and that any defects are timely repaired. Among the elements to be maintained, include but are not limited to:
- a) Annual maintenance and repair inspections shall be conducted for all structures, fencing/walls, walks, parking lots, driveways, and signs to assure proper structural, electrical and mechanical safety and a properly operating irrigation system.
 - b) Graffiti and debris shall be removed immediately with weekly maintenance.
 - c) Landscaping shall be maintained in a continual healthy thriving manner at proper height for required screening. Drought-resistance,; fire retardant vegetation shall be used where practicable. Where landscaped areas are aerial spraying.
 - d) Erosion control measures shall be maintained to reduce water run-off, siltation, and promote slope stability.
 - e) Architectural controls shall be enforced by the property owner to maintain compatibility of theme, material, unfaded colors, building mass, size and height.
 - f) External Storage, loading, recycling and trash storage areas shall be kept neat, orderly, and fully screened from public view with a solid masonry wall not less than six (6) feet in height. The wall shall include sight-obscuring gates. The solid wall(s) and gate(s) shall be continuously maintained in good repair. Commercial outside storage shall be fully screened from public view and not exceed the height of screening walls. No outdoor storage is allowed within any required setback.
 - g) Metal Storage Containers shall be screened by landscaping or other means.
 - h) Signage. All on-site signs, including posted area signs (e.g. “No Trespassing”) shall be maintained in a clean readable condition at all times and all graffiti and vandalism shall be removed and repaired on a regular weekly basis. Signs on the site shall be of the size and general location as shown on the approved site plan or an approved an approved sign plan.
 - i) Parking and on-site circulation requirements, including surfaces, all markings and traffic/directional signs shall be maintained in an unfaded condition as identified on the approved site plan. Any modification to parking and access layout requires County review and approval. The markings and signs shall be clearly defined and legible. These include parking spaces, disabled space and access path of travel, directional designations and signs, stop signs,

pedestrian crossing, speed humps “No Parking” “carpool” and “Fire Lane” designations.

15. Performance Standards. The approved land uses shall operate in compliance with the general performance standards listed in the County Development Code Chapter 83.01, regarding air quality, electrical disturbance, fire hazards (storage of flammable or other hazardous materials), heat, noise, vibration, and the disposal of liquid waste.
16. Lighting. The glare from any luminous source, including on-site lighting shall not exceed one-half (0.5) foot-candle at property line. All lighting shall be limited to that necessary for maintenance activities and security purposes. This is to allow minimum obstruction of night sky remote area views. No light shall project onto adjacent roadway in a manner that interferes with on-coming traffic. All signs proposed by this project shall only be lit by steady, stationary, shielded light directed at the sign, by light inside the sign, by direct stationary neon lighting or in the case of an approved electronic message center sign alternating no more than once every five seconds.
17. Clear Sight Triangle. Adequate visibility for vehicular and pedestrian traffic shall be provided at clear sight triangles at all 90 degree angle intersections of public rights-of-way and private driveways. All signs, structure, and landscaping located within any clear sight triangle shall comply with the height and location requirements specified by County Development Code (SBCC§ 83.02.030) or as otherwise required by County Traffic.
18. Underground Utilities. There shall be no new above ground power or communication lines extended to the site. All new utilities shall be placed underground in a manner, which avoids disturbing any existing/natural vegetation or the site appearance. Existing utilities around the site perimeter shall also be placed underground, where possible in coordination with the utility provider.
19. Operational Security. Implementation of operational security measures for commercial and industrial uses is highly recommended to include video surveillance and security patrols during non-business hours. The installation of exterior security lighting for all public areas in compliance with any night sky regulations is encouraged. This will assist in crime prevention and detection.
20. Access. The access point to the facility shall remain unobstructed at all times, except a driveway access gate which may be closed after normal working hours.

LAND USE SERVICES – Code Enforcement (909) 387-8311

21. Enforcement. If any County agency is required to enforce compliance with the conditions of approval, the property owner and “developer” shall be charged for such enforcement activities in accordance with the County Code Schedule of Fees. Failure to comply with these conditions of approval or the approved site plan design required for this project approval shall be enforceable against the property owner and “developer” (by both criminal and civil procedures) as provided by the San Bernardino County Code, Title 8 - Development Code; Division 6 - Administration, Chapter 86.09 - Enforcement.
22. Weed Abatement. The developer shall comply with San Bernardino County weed abatement regulations [SBCC§ 23.0301-23.0319] and periodically clear the site of all non-complying vegetation. This includes removal of all Russian thistle (tumbleweeds).

PUBLIC HEALTH – Environmental Health Services (DEHS) (800) 442-2283

23. Noise Level. Noise level shall be maintained at or below County Standards, Development Code §83.01.080. For information, contact DEHS at 1-800-442-2283.
24. Refuse Storage/Removal. All refuse generated at the premises shall at all times be stored in approved containers and shall be placed in a manner so that environmental public health nuisances are minimized. All refuse not containing garbage shall be removed from the premises at least **1** time per week, per week or as often as necessary to minimize public health nuisances. Refuse containing garbage shall be removed from the premises at least **2** times per week, or as often as necessary to minimize public health nuisances, by a permitted hauler to an approved solid waste facility in conformance with San Bernardino County Code Chapter 8, Section 33.0830 et. seq. For information, please call DEHS/LEA at: 1-800-442-2283.

COUNTY FIRE – Community Safety (909) 386-8400

25. Fire Jurisdiction. The above referenced project is under the jurisdiction of the San Bernardino County Fire Department herein (“Fire Department”). Prior to any construction occurring on any parcel, the developer shall contact the Fire Department for verification of current fire protection requirements. All new construction shall comply with the current Uniform Fire Code requirements and all applicable statutes, codes, ordinances and standards of the Fire Department.
26. Additional Requirements. In addition to the Fire requirements stated herein, other on site and off site improvements may be required which cannot be determined

from tentative plans at this time and would have to be reviewed after more complete improvement plans and profiles have been submitted to this office.

LAND USE SERVICES - Land Development – Drainage (909) 387-8311

27. Tributary Drainage. Adequate provisions should be made to intercept and conduct the tributary off site - on site drainage flows around and through the site in a manner, which will not adversely affect adjacent or downstream properties at the time the site is developed.
28. Natural Drainage. The natural drainage courses traversing the site shall not be occupied or obstructed.
29. Additional Drainage Requirements. In addition to drainage requirements stated herein, other "on-site" and/or "off-site" improvements may be required which cannot be determined from tentative plans at this time and would have to be reviewed after more complete improvement plans and profiles have been submitted to this office.
30. Continuous BMP Maintenance. The property owner/"developer" is required to provide periodic and continuous maintenance of all Best Management Practices (BMP) devices/facilities listed in the County approved Water Quality Management Plan (WQMP) for the project. This includes but is not limited to, filter material replacement and sediment removal, as required to assure peak performance of all BMPs. Furthermore, such maintenance activity will require compliance with all Local, State, or Federal laws and regulations, including those pertaining to confined space and waste disposal methods in effect at the time such maintenance occurs.
31. BMP Enforcement. In the event the property owner/"developer" (including any successors or assigns) fails to accomplish the necessary BMP maintenance within five (5) days of being given written notice by County Public Works, then the County shall cause any required maintenance to be done. The entire cost and expense of the required maintenance shall be charged to the property owner and/or "developer", including administrative costs, attorney's fees and interest thereon at the rate authorized by the County Code from the date of the original notice to the date the expense is paid in full.

PUBLIC WORKS - Traffic Division (909) 387-8186

32. Access. The project vehicles shall not back out into the public roadway.
33. Right-In/Right-Out Only. The Project North Driveway and Project South Driveway at Alabama Street shall be right-in/right-out only. The left-turn movements shall be restricted at these driveways.

PUBLIC WORKS - Solid Waste Management (909) 387-8701

34. Recycling Storage Capacity. The developer shall provide equal space and storage bins for both refuse and recycling materials. This requirement is to assist the County in compliance with the recycling requirements of AB 2176.
35. Mandatory Trash Service. This project falls within a Uniform Handling Service area. If uniform handling service is implemented for all or part of a particular franchise area, all owners of a dwelling or a commercial or industrial unit within the uniform handling area who are required to have uniform handling service shall, upon notice thereof, be required to accept uniform handling service from the grantee holding a franchise agreement and pay the rate of such services. This requirement is a stipulation of County Code Title 4, Division 6, Chapter 5, Section 46.0501.
36. Mandatory Commercial Recycling. Beginning July 1, 2012 all businesses defined to include a commercial or public entity that generates 4 or more cubic yards of commercial solid waste a week or is a multi-family residential dwelling of 5 units or more to arrange for recycling services. The County is required to monitor business recycling and will require the business to provide recycling information. This requirement is to assist the County in compliance with the recycling requirements of AB 341.

**PRIOR TO ISSUANCE OF GRADING PERMITS OR
ANY LAND DISTURBING ACTIVITY
THE FOLLOWING SHALL BE COMPLETED**

LAND USE SERVICES - Building and Safety (909) 387- 8311

37. Geology Report. A geology report shall be submitted to the Building and Safety Division for review and approval by the County Geologist and fees paid for the review prior to final project approval.
38. Geotechnical (Soil) Report. When earthwork quantities exceed 5,000 cubic yards, a geotechnical (soil) report shall be submitted to the Building and Safety Division for review and approval prior to issuance of grading permits.
39. Grading Plans. Grading plans shall be submitted to Building and Safety for review and approval prior to grading/land disturbance of more than 50 Cu Yards. Approval from the Planning Division is required to verify compliance with sound wall standards required as environmental mitigation.

40. Phasing of Grading and Sound Wall Construction. A wall along the northerly property line is required to physically buffer land uses and mitigate noise impacts on the existing school operation during construction and operational activities. Therefore, a wall shall be installed as early in the construction process as reasonably possible. Grading may be staged to allow for the construction of the wall during the initial grading phase, since over excavation and re-compaction of soil may be necessary prior to installing the wall. The initial grading phase shall be identified on the grading plan. Separate permits are required for the grading and wall installation. Under no circumstance shall grading activities expose wall footings. Once the wall is installed, an acoustical analysis shall be prepared and submitted to determine compliance with required noise levels. If necessary, an enhanced temporary barrier or other sound attenuation shall be provided to comply with noise mitigation measures during the balance of the grading and construction operations.
41. Erosion & Sediment Control Plan: An erosion and sediment control plan and permit shall be submitted to and approved by the Building Official prior to any land disturbance.
42. Erosion Control Installation: Erosion control devices must be installed at all perimeter openings and slopes. No sediment is to leave the job site.
43. NPDES. An NPDES permit - Notice of Intent (NOI) - is required on all grading of one (1) acre or more prior to issuance of a grading/construction permit. The WDID number issued by the Regional Water Quality Control Board will be required as evidence of filing the NOI.
44. Regional Board Permit Letter. CONSTRUCTION projects involving one or more acres must be accompanied by a copy of the Regional Board permit letter with the WDID #. Construction activity includes clearing, grading, or excavation that results in the disturbance of at least one (1) acre of land total.

LAND USE SERVICES - Planning (909) 387- 8311

45. Limit on Disturbed Area. *Prior to grading permit issuance, the Developer shall provide a signed letter agreeing to include in any construction contracts/subcontracts a requirement that project contractors ensure that site preparation and grading contractors be limited to no more than five (5) acres of active ground disturbance per day. [Mitigation Measure AQ-1]*
46. Compliance with SCAQMD Rule 403. *Prior to grading permit issuance, the Developer shall provide a signed letter agreeing to include in any construction/subcontracts a requirement that during site preparation and grading activities, all contractors shall comply with applicable measures listed in SCAQMD Rule 403 to control fugitive dust, including the application of water to*

all exposed surfaces a minimum of three (3) times per day. [Mitigation Measure AQ-2]

47. Prohibit Concurrent Grading. *Prior to grading permit issuance, the Developer shall provide a signed letter agreeing to include any construction contracts/subcontracts a requirement that the construction contractor shall coordinate the site preparation and grading activities timing with the site preparation and grading activities located on Parcel 2 of Tentative Parcel Map 19488, which is located adjacent to the westerly boundary of the project site, in order to ensure there are no days when earth moving activities occur concurrently for both projects. [Mitigation Measure AQ-3]*

48. Native Tree and Plant Removal Permit. *Prior to issuance of a grading permit or any tree removal, a Native Tree & Plant Removal Permit may be required from the County of San Bernardino. The following steps must be followed:*

- *The grading permit or any permit that will allow the removal of any trees for the proposed project shall consider and include a review of any proposed native tree. If no protected trees are located on the site, then this shall be indicated on the Grading Plan and no further action is required.*
- *If protected tree(s) are located on the project site, then a Tree or Plant Removal Permit shall be applied for and approved in compliance with Section 88.01.050 (Tree or Plant Removal Requirements). [Mitigation Measure BIO-1]*

49. *Prior to grading permit issuance, the Developer shall provide a signed letter agreeing to include in any construction contracts/subcontracts a requirement that:*

- Construction Equipment Controls. *During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. 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.*
- Noise Ordinance. *To minimize potential impacts to adjacent sensitive receptors, project construction shall only be performed during the hours construction activities are exempt from the County of San Bernardino's noise ordinance: Temporary construction, maintenance, repair, and demolition activities between 7:00 AM and 7:00 PM, except Sundays and Federal holidays are exempt from Section 83.01.080(g)(3) the San Bernardino Development Code.*

- Truck Haul Limits. 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.
 - Equipment Staging. 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.
 - To minimize any impacts to students, construction within 250 feet of classrooms and outdoor play areas shall be avoided during school hours whenever possible. [Mitigation Measure Noise-1]
50. Operational Noise Controls. The Developer shall provide a signed letter, which shall be provided to any future tenants, agreeing to comply verify that the following notes shall be cited in both the Composite Development Plan and CUP Site Plan that:
- All operational equipment, fixed or mobile, shall be fitted with properly operating and maintained mufflers, consistent with manufacturers' standards.
 - All available noise suppression devices and techniques should be utilized whenever possible to reduce exterior operational equipment noise to acceptable levels that are compatible with adjacent land uses.
 - 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.
 - Truck idling near the northerly project entrance from Alabama Street shall not occur other than when awaiting access into the gated loading area.
 - Signage shall be prominently displayed to alert truck drivers that truck access through the northerly vehicle parking area is not permitted. [Mitigation Measure Noise-2]
51. To ensure construction noise levels do not adversely affect the operation of the adjoining Packinghouse Christian Academy the options and/or actions listed below are to be implemented prior to grading permit issuance:
- a) Avoid grading activities during that part of the school year when school is not in session. If this cannot be attained then one or more of the following actions are required.
 - b) Install an eight (8) foot high block wall along the northerly and northwesterly property lines. If the applicant cannot demonstrate through the completion of an acoustical analysis acceptable to the County of San Bernardino Planning Division that the eight (8) foot high wall will reduce grading and construction noise levels to 61.7 dBA during school hours at

the exterior of the adjoining school buildings and on the adjoining playground, then item c) below will also be required.

- c) *Install temporary noise attenuation, if needed, to reduce noise levels to 61.7 dBA at the exterior of school buildings on the adjacent property and on the adjoining school playground. The selection of the type of barrier, such as ½” plywood or sound absorption/attenuating blankets, and the height, thickness and location of the barrier shall be determined through the completion of an acoustical analysis acceptable to the County of San Bernardino Planning Division. [Mitigation Measure Noise-3]*

52. HAZARDS -1 AR3 Operational Requirements. *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. This is to be confirmed prior to issuance of building permits.*
- 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. [Mitigation Measure HAZ-1]*

53. Excavation. *If human remains are encountered on the property, the San Bernardino County Coroner’s Office Must be contacted within 24 hours of the find, and all work halted until a clearance is given by that office and any other involved agencies. Contact the County Corner at 175 South Lena Road, San Bernardino, CA 92415-0037 or (909) 387-2543.*

54. Archaeological Survey. *An archaeological survey by a qualified archaeologist shall be undertaken to inventory all resources and evaluate their significance and integrity and if necessary to proposed appropriate mitigation measures.*

55. Resources Management Report (RMA). *An RMA shall be submitted by a historical resources professional to document the effects from subsurface testing to mitigate potential adverse impacts to historical resources.*

LAND USES SERVICES - Land Development – Drainage (909) 387-8311

56. Drainage Improvements. *A Registered Civil Engineer shall investigate and design adequate drainage facilities to intercept and conduct the off-site and on-site drainage flows around and through the site in a manner, which will not adversely affect adjacent or downstream properties. Submit drainage study for*

review and obtain approval. A \$520 deposit for drainage study review will be collected upon submittal to the Land Development Division.

57. Drainage Easements. Adequate San Bernardino County Drainage Easements (minimum fifteen [15] feet wide) shall be provided over the natural drainage courses, drainage facilities/or concentration of runoff from the site. Proof of recordation shall be provided to the Land Development Division.
58. Storm Drain Facility. Design a storm drain facility per latest Comprehensive Storm Drainage Plan. Submit storm drain plans for review and approval.
59. Topo Map. A topographic map shall be provided to facilitate the design and review of necessary drainage facilities.
60. Grading Plans. Grading plans shall be submitted for review and approval obtained. A \$520 deposit for grading plan review will be collected upon submittal to the Land Development Division.
61. WQMP. A completed Water Quality Management Plan (WQMP) shall be submitted for review and approval obtained. A \$2,500 deposit for WQMP review will be collected upon submittal to the Land Development Division. The report shall adhere to the current requirements established by the Santa Ana Watershed Region. Copies of the WQMP guidance and template can be found at: http://www.sbcounty.gov/dpw/land/environmental_mgmt.asp
62. WQMP Inspection Fee. The developer shall deposit an inspection fee for WQMP in the amount of \$3,600 to Land Development Division.

COUNTY FIRE – Community Safety (909) 386-8465

63. Water System. Prior to any land disturbance, the water system shall be designed to meet the required fire flow for this development and shall be approved by the Fire Department. The required fire flow for this development shall be approved by the Fire Department. The required fire flow shall be determined by using appendix IIIA of the Uniform Fire Code.

PRIOR TO ISSUANCE OF BUILDING PERMITS THE FOLLOWING SHALL BE COMPLETED

LAND USE SERVICES – Building and Safety (909) 387-8311

64. Construction Plans. Any building, sign, or structure to be constructed or located on site will require professionally prepared plans for review and approval by the

Building and Safety Division. Planning Division approval is also required for building elevations.

LAND USE SERVICES – Planning (909) 387-8311

65. East Valley (EV) Guidelines. The project shall adhere to and implement the site design standards/guidelines and the circulation design standards specified in the East Valley Area Plan.
66. Building Elevations. The developer shall obtain approval from County Planning for the exterior elevations on all four sides of the proposed building. The elevations shall demonstrate horizontal and vertical elements (e.g. trim design, architectural elements, windows, etc.). All sides of the building, except loading dock areas shall have landscape planters adjacent to the building walls. The use of trellises, arbors, planters and atriums is encouraged. All new proposed structures and their related elements shall be painted, treated, or otherwise finished to blend in to the surrounding existing architectural theme. Screening materials shall blend into adjacent architectural elements. All roof mounted mechanical equipment shall be screened from view and shall be painted to match the roof color.
67. Underground Utilities. All new on-site utility lines (66KV or less) located on or around the perimeter of the site, shall be placed underground. The developer will work cooperatively with the County and appropriate utility agencies to underground these facilities.
68. 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.

69. 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
70. Landscape and Irrigation Plan. The developer shall submit and obtain approval of three sets of a Landscape Documentation Package, prepared by a Certified Landscape Professional in compliance with SBCC Chapter 83.10, Landscape Standards, and in compliance with the State Model Water Efficient Landscape Ordinance, as well as the East Valley Area Plan requirements. At a minimum, landscaping shall be in the required setbacks along the street frontages, adjacent to the structures, and within the parking areas. Planting plans shall utilize indigenous plant material, when possible, to minimize water consumption.
71. 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 Hazards-2] Prior to Building Permit/Planning*
72. Signs. The applicant must submit separate sign plans for review and approval in compliance with Chapter 83.13, Sign Regulations, of the County Development Code for any signs proposed.
73. Screen Rooftop: All roof top mechanical equipment is to be screened from ground vistas.

SPECIAL DISTRICTS – Street Lights (909) 387-5530

74. The project lies within the boundaries of County Service Area 70, Zone EV-1. Street lighting plans, plan check fees and (1) one-year advanced energy charges

must be submitted to and approved by Special Districts Department. Please submit plans and plan check fees to Special Districts Department 157 W. 5th St., 2nd Floor, San Bernardino, CA 92415-0450. For additional information, regarding street light plans, please call Special Districts Department, Lien Administration Section at (909) 387-5829.

75. This project lies within the boundaries of County Service Area 70, Zone EV-1. Annexation to Community Facilities District 2010-1 (East Valley) for the purpose of financing ongoing street light costs is required for this project. Annexation fee deposit of \$5,000 is required. Please allow a minimum of three months to complete this process. To complete the annexation to CFD 2010-1 please contact Special Districts Department, Lien Administration Section at (909) 387-5829.

PUBLIC HEALTH – Environmental Health Services (DEHS) (800) 442-2283

76. Water Purveyor. Water purveyor shall be City of Redlands.
77. Water Letter. Applicant shall procure a verification letter from the water agency with jurisdiction. This letter shall state whether or not water connection and service shall be made available to the project by the water agency. This letter shall reference the Assessor's Parcel Number. For projects with current active water connections, a copy of water bill with project address may suffice. For information, contact the Water Section at 1-800-442-2283.
78. Sewer. Method of sewage disposal shall be City of Redlands.
79. Wastewater Verification. Applicant shall procure a verification letter from the sewerage agency with jurisdiction. This letter shall state whether or not sewer connection and service shall be made available to the project by the sewerage agency. The letter shall reference the Assessor's Parcel Number.
80. Acoustical Information. Submit preliminary acoustical information 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. Submit information/analysis to the DEHS for review and approval. For information and acoustical checklist, contact DEHS at 1-800-442-2283.
81. Wholesale Food Distributors. Plans for food establishments shall be reviewed and approved by DEHS. For information, call DEHS/Plan Check at: 1-800-442-2283.

LAND USE SERVICES – Land Development – Roads (909) 387-8311

82. Road Dedication/Improvement. The developer shall submit for review and obtain approval from the Land Use Services Department the following dedications, plans and permits for the listed required improvements, designed by a Registered Civil Engineer (RCE), licensed in the State of California. These shall be submitted to the Land Use Services Department, located at 385 N. Arrowhead Ave., 1st Floor, San Bernardino CA 92415-0187. Phone: (909) 387-8311.

Alabama St (Major Arterial – 120')

- Road Dedication. A grant of easement is required to provide a half-width right-of-way of 60'.
- Street Improvements. Design curb and gutter with match up paving 52 feet from centerline.
- Sidewalks. Design sidewalks per County Standard 109 Type "B" modified. Per East Valley Area Plan, the sidewalk shall be 6' wide with an 8' parkway between curb and sidewalk with adequate easement to accommodate.
- Driveway Approach. Design driveway approach per San Bernardino County Standard 129B and located per Standard 130.
- Raised Median. Design a 16' raised median. Coordinate with Mountain Grove Partners project on east side of Alabama Street.

Almond Ave (Collector - 66')

- Road Dedication. A 3' foot grant of easement is required to provide a half-width right-of-way of 33'.
 - Street Improvements. Design curb and gutter with match up paving 22 feet from centerline.
 - Sidewalks. Design sidewalks per County Standard 109 Type "C".
 - Driveway Approach. Design driveway approach per San Bernardino County Standard 129B and located per Standard 130.
83. Road Standards and Design. All required street improvements shall comply with latest San Bernardino County Road Planning and Design Standards and the San Bernardino County Standard Plans. Road sections shall be designed to East Valley Plan Road Standards of San Bernardino County, and to the policies and requirements of the County Department of Public Works and in accordance with the General Plan, Circulation Element.
84. Street Improvement Plans. The developer shall submit for review and obtain approval of street improvement plans prior to construction. Final plans and

profiles shall indicate the location of any existing utility facility or utility pole which would affect construction, and any such utility shall be relocated as necessary without cost to the County. Street improvement plans shall not be approved until all necessary right-of-way is acquired.

85. Encroachment Permits. Prior to installation of road and drainage improvements, a permit is required from County Public Works, Transportation Operations Division, Permit Section, (909) 387-8039, as well as other agencies prior to work within their jurisdiction. Submittal shall include a materials report and pavement section design in support of the section shown on the plans. Applicant shall conduct classification counts and compute a Traffic Index (TI) Value in support of the pavement section design.
86. Soils Testing. Any grading within the road right-of-way prior to the signing of the improvement plans shall be accomplished under the direction of a soils testing engineer. Compaction tests of embankment construction, trench back fill, and all sub-grades shall be performed at no cost to San Bernardino County and a written report shall be submitted to the Transportation Operations Division, Permits Section of County Public Works, prior to any placement of base materials and/or paving.
87. Transitional Improvements. Right-of-way and improvements (including off-site) to transition traffic and drainage flows from proposed to existing, shall be required as necessary.
88. Street Gradients. Road profile grades shall not be less than 0.5% unless the engineer at the time of submittal of the improvement plans provides justification to the satisfaction of County Public Works confirming the adequacy of the grade.

PUBLIC WORKS - Solid Waste Management (909) 386-8701

89. C&D Plan –Part 1. The developer shall prepare, submit, and obtain approval from Solid Waste Management Division (SWMD) of a “Construction Waste Management Plan (CWMP), Part 1” **for each phase of the project**. The CWMP shall list the types and volumes of solid waste materials expected to be generated from grading and construction. The Plan shall include options to divert from landfill disposal materials for reuse or recycling by a minimum of 50% of total volume. Forms can be found on our website at: www.sbcounty.gov/dpw/solidwaste.

Upon completion of construction, the developer shall complete SWMD’s CWMP Part 2 and shall provide documentation of diversion of materials including but not limited to receipts or letters documenting material types and weights from diversion facilities or certification reuse of materials on site.

PUBLIC WORKS – Traffic Division

90. The project falls within the Regional Transportation Facilities Mitigation for the Redlands Donut Subarea. This fee shall be paid by a cashier's check to the Department of Public Works Business Office. The Plan fees shall be computed in accordance with the Plan fees in effect as of the date that building plans are submitted and the building permit is applied for. These fees are subject to change periodically. Currently, the fee is \$0.73 a square foot for High Cube use. The building is 313,470 square feet per the latest site plan dated July 1, 2014. Therefore the total fee is estimated at \$228,833.10. the current Regional Transportation Fee Plan can be found at the following website:
http://www.sbcounty.gov/dpw/transportaiton/tranportation_planning.asp
91. The applicant shall design as part of the street improvement plans a traffic signal modification plan at the intersection of Alabama Street and Almond Avenue.
92. A fair share contribution for this project is required and will be based on the fair share percentages calculated in the revised Kunzman Associates traffic study dated September 10, 2014. The Study concluded that additional traffic generated by this project will have an impact at the following intersections for the Buildout Year (2035) traffic conditions: Alabama Street at San Bernardino Ave, Alabama Street at Lugonia Avenue, SR-210 Freeway Southbound Ramps at San Bernardino Avenue, and SR-210 Freeway Northbound Ramps at San Bernardino Avenue.

The total fair share contribution shall be paid to the Department of Public Works – Traffic Division. At the present time, the total estimated fair share contribution is \$18,080 and required improvements are detailed in the September 16, 2014 Interoffice Memo from the Traffic Division and listed below. When an application for a building permit is filed, this amount will be adjusted to reflect actual construction costs incurred, if available, or will be adjusted to account for future construction costs using the Caltrans Construction Cost Index.

Required Alabama Improvements

INTERSECTION	ESTIMATED COST	FAIR SHARE PERCENTAGE	ESTIMATED CONTRIBUTION
Alabama Street at San Bernardino Avenue <ul style="list-style-type: none"> • Construct additional eastbound (EB) through lane. • Construct eastbound (EB) right-turn lane. • Construct westbound (WB) right-turn lane with overlap. 	\$400,000	0.9%	\$3,600
Alabama Street at Lugonia Avenue <ul style="list-style-type: none"> • Construct additional northbound (NB) left-turn lane. • Construct additional northbound (NB) through lane. • Construct northbound (NB) right-turn lane with overlap. • Construct additional southbound (SB) left-turn lane. • Construct additional eastbound (EB) left-turn lane. • Construct additional westbound (WB) left-turn lane. 	\$550,000	0.8%	\$4,400
SR-210 Freeway southbound (SB) Ramps at San Bernardino Avenue <ul style="list-style-type: none"> • Construct additional southbound (SB) left-turn lane. • Construct additional eastbound (EB) through lane. • Construct additional westbound (WB) through lane. • Construct retaining wall. 	\$1,120,000	0.6%	\$6,720
SR-210 Freeway Northbound (NB) Ramps at San Bernardino Ave <ul style="list-style-type: none"> • Construct additional southbound (SB) left-turn lane. • Construct additional southbound (SB) through lane. • Construct additional eastbound (EB) through lane. • Construct additional westbound (WB) through lane. • Provide westbound (WB) right-turn overlap. • Construct retaining wall. 	\$1,120,000	0.3%	\$3,360
Total			\$18,080

COUNTY FIRE – Community Safety (909) 386-8400

93. Construction Permits. Fire Condition Letters shall automatically expire and become invalid unless the work authorized by such permit is commenced within 180 days after its issuance, or if the work authorized by such permit is suspended or abandoned for a period of 180 days after the time the work is commenced. Suspension or abandonment shall mean that no inspection by the Department has occurred within 180 days of any previous inspection. After a construction permit or Fire Condition Letter, becomes invalid and before such previously approved work recommences, a new permit shall be first obtained and the fee to recommence work shall be one-half the fee for the new permit for such work, provided no changes have been made or will be made in the original construction document for such work, and provided further that such suspension or abandonment has not exceeded one year. A request to extend the Fire Condition Letter or Permit may be made in writing PRIOR to the expiration date justifying the reason that the Fire Condition Letter should be extended.
94. Access. The development shall have a minimum of 2 points of vehicular access. These are fire/emergency equipment access and for evacuation routes. Standard 902.2.1
- Single-Story Road Access Width. All buildings shall have access provided by approved roads, alleys, and private drive with a minimum twenty-six (26) foot unobstructed width and vertically to fourteen (14) feet six (6) inches in height. Other recognized standards may be more restrictive by requiring wider access.
 - Multi-Story Road Access Width. Building three (3) stories in height or more shall have a minimum access of thirty (30) feet unobstructed width and vertically to fourteen (14) feet six (6) inches in height. [F41]
95. Fire Lanes. The Applicant shall submit a fire lane plan to the Fire Department for review and approval. Fire lane curbs shall be painted red. The “No Parking Fire Lane” signs shall be installed on public/private roads in accordance with the approved plan. [F93]
96. Building Plans. Not less than three (3) complete sets of Building Plans shall be submitted to the Fire Department for review and approval. [F42]
97. Fire Flow Test. Your submittal did not include a flow test report to establish whether the public water supply is capable of meeting your project fire flow demand. You will be required to either produce a current flow test report from your water purveyor demonstrating that the fire flow demand is satisfied or you must install an approved fire sprinkler system. This requirement shall be completed prior to combination inspection by Building and Safety. [F05B]

98. Turnaround. An approved turnaround shall be provided at the end of each roadway one hundred and fifty (150) feet or more in length. Cul-de-sac length shall not exceed six hundred (600) feet; all roadways shall not exceed a 12% grade and have a minimum of forty five (45) foot radius for all turns. In the FS1, FS2, or FS-3 Fire Safety Overlay District areas, there are additional requirements. Standard 902.2.1 [F43]
99. Fire Sprinkler-NFPA #13. An automatic fire sprinkler system complying with NFPA Pamphlet #13 and the Fire Department standards is required. The applicant shall hire a Fire Department approved fire sprinkler contractor. The fire sprinkler contractor shall submit three (3) sets of detailed plans to the Fire Department for review and approval. The plans (minimum 1/8" scale) shall include hydraulic calculations and manufactures specification sheets. The contractor shall submit plans showing type of storage and use with the applicable protection system. The required fees shall be paid at the time of plan submittal. [F59]
100. At the time of sprinkler plan submittal, please provide documentation form the building's structure designer or truss engineer accepting the point loads imposed on the building by this sprinkler design.
101. Due to the intended use of ESFR sprinklers, please coordinate the locations of smoke and heat vents, trusses, light fixtures, and other potential sprinkler obstructions with the fire sprinkler designed to avoid sprinkler design problems.
102. Fire Department access (doors) shall be every 100'.
103. All fire department access shall have key accessible hardware.
104. Provide a dedicated Knox Box on Fire Pump house.
105. Provide emergency lighting on Fire Pump house.
106. Fire Alarm. An automatic monitoring fire alarm system complying with the California Fire Code, NFPA and all applicable codes is required for 100 heads or more. The applicant shall hire a Fire Department approved fire alarm contractor. The fire alarm contractor shall submit three (3) sets of detailed plans to the Fire Department for review and approval. The required fees shall be paid at the time of plan submittal. [F62]
107. Smoke and Heat Removal. Mechanical smoke removal systems shall be provided for building protected by EFSR sprinkler systems as required by the Chief. The mechanical smoke removal systems shall meet the requirements of UFC Standard 81-3 and the including the following:

- a) A central control room for fire department operations shall be provided. The location and accessibility of the central control station room shall be approved by the Fire Department. The central control station room shall be separated from the remainder of the building by not less than a one-hour fire-resistive occupancy separation. The room shall be a minimum of ninety-six square feet (96 s.f.) with a minimum dimension of 8 (2438mm). It shall contain the following as a minimum:
- The fire alarm control panel and system site map.
 - Status indicators and control for mechanical smoke remove removal system.
 - Sprinkler valve and water-flow detector display panels.
 - Schematic building plans indicating the typical floor plan, means of egress, fire-protection systems, firefighting equipment and access.
 - Other fire-protection equipment and system controls as required by the chief.
 - Lighting for the central control station shall have emergency lighting powered by the standby electrical system.
- b) A standby power-generator set conforming to Electrical Code shall be provided on premises. The set shall supply all functions required by this section at full power. Set supervisions with manual start and transfer override features shall be provided at the central control station.
- c) The standby system shall have a capacity and rating that would supply all equipment required to be operational at the same time. All emergency systems power, lighting, signal and communication facilities as applicable: fire pumps required to maintain pressure, standby lighting and normal circuits supplying exit signs and means of egress illumination shall be transferable to the standby source. [F64A]
108. High-Piled Storage. The applicant shall submit an application for high-piled storage (internal storage over twelve (12) feet in height), three (3) sets of detailed plans and a commodity analysis report to the Fire Department for review and approval. The applicant shall submit the approved plan to Building and Safety for review with building plans. If the occupancy classification is designated as S-2, commodities to be stored will be limited to products of light hazard classification only. The required fees shall be paid at the time of plan submittal. [F66]
109. Street Sign. This project is required to have an approved street sign (temporary or permanent). The street sign shall be installed on the nearest street corner to the project. Installation of the temporary sign shall be prior accomplished prior to any combustible material being placed on the construction site. Prior to final inspection and occupancy of the first structure, the permanent street sign shall be installed. [F72]

**PRIOR TO FINAL INSPECTION OR OCCUPANCY
THE FOLLOWING SHALL BE COMPLETED**

LAND USE SERVICES – Building and Safety (909) 387-4226

110. Condition Compliance Release Form Sign-off. Prior to occupancy all Department/Division requirements and sign-off's shall be completed.

LAND USE SERVICES - Planning (909) 387-8311

111. Landscape Certificate of Completion: All landscaping, dust control measures, all walls/fences, pedestrian walkways, irrigation systems, etc. as delineated on the approved landscape plan and/or site plan shall be installed. The developer shall submit the Landscape Certificate of Completion verification as required in SBCC Section 83.10.100. Supplemental verification should include photographs of the site and installed landscaping.
112. On-site Improvements: Parking, on-site circulation requirements, and all on-site improvements shall be installed per approved site plan.
113. Disabled Access: Disabled access parking spaces shall be clearly marked as disabled spaces and said markings shall be maintained in good condition at all times.
114. Fees Paid: Prior to final inspection by the Building and Safety Division and/or issuance of a Certificate of Conditional Use by the Planning Division, all fees required under actual cost job number P201300615 shall be paid in full.

LAND USE SERVICES - Land Development – Drainage (909) 387-8311

115. Drainage Improvements. All required drainage improvements shall be completed by the applicant. The private registered engineer shall inspect and certify the improvements have been completed according to the approved plans. Certification letter shall be submitted to Land Development.
116. WQMP Improvements. All required WQMP improvements shall be completed by the applicant, inspected and approved by County Public Works. An electronic file of the final and approved WQMP shall be submitted to Land Development Division, Drainage Section.

LAND USE SERVICES - Land Development – Roads (909) 387-8311

117. Road Improvements. All required on-site and off-site improvements shall be completed by the applicant, inspected and approved by County Public Works.

118. Open Roads/Cash Deposit. Existing County roads, which will require reconstruction, shall remain open for traffic at all times, with adequate detours, during actual construction. A cash deposit shall be made to cover the cost of grading and paving prior to issuance of road encroachment permit. Upon completion of the road and drainage improvement to the satisfaction of the Department of Public Works, the cash deposit may be refunded
119. Structural Section Testing. A thorough evaluation of the structural road section, to include parkway improvements, from a qualified materials engineer, shall be submitted to County Public Works.
120. Parkway Planting. Trees, irrigation systems, and landscaping required to be installed on public right-of-way shall be approved by the County Public Works and Current Planning and shall be maintained by the adjacent property owner or other County-approved entity.

PUBLIC WORKS – Solid Waste Management (909) 387-8701

121. C&D Plan – Part 2. The developer shall complete SWMD's C&D Plan Part 2. This summary shall provide documentation of diversion of materials including but not limited to receipts or letters from diversion facilities or certification reuse of materials on site. The C&D Plan – Part 2 shall provide evidence to the satisfaction of County Solid Waste that demonstrates that the project has diverted from landfill disposal materials for reuse or recycling by a minimum of 50% of total volume of all construction waste.

COUNTY FIRE – Community Safety (909) 386-8400

122. Hydrant Marking. Blue reflective pavement markers indicating fire hydrant locations shall be installed as specified by the Fire Department. In areas where snow removal occurs or non-paved roads exist, the blue reflective hydrant marker shall be posted on an approved post along the side of the road, no more than three (3) feet from the hydrant and at least six (6) feet high above the adjacent road. [F80]
123. Commercial. Large facility Addressing. Commercial and industrial developments in excess of 100,000 square feet shall have the street address installed on the building with numbers that are a minimum twelve (12) inches in height and with a one and one half (1 ½) inch stroke. The street address shall be visible from the street. During the hours of darkness, the numbers shall be electrically illuminated (internal or external). Where the building is two hundred (200) feet or more from the roadway, additional non-illuminated contrasting six (6) inch numbers shall be displayed at the property access entrances.

124. Key Box. An approved Fire Department key box is required. The key box shall be provided with a tamper switch and shall be monitored by a Fire Department approved central monitoring service. In commercial, industrial and multi-family complexes, all swing gates shall have an approved fire department Knox Lock.
125. Override Switch. Where an automatic electric security gate is used, an approved Fire Department override switch (Know ®) is required. [F86]
126. Fire Extinguishers. Hand portable fire extinguishers are required. The location, type and cabinet design shall be approved by the Fire Department. [F88]
127. Haz-Mat Approval. The applicant shall contact the San Bernardino County Fire Department/Hazardous Materials Division (909) 386-8401 for review and approval of building plans, where the planned use of such buildings will or may use hazardous materials or generate hazardous waste materials.

COUNTY FIRE - Hazardous Materials Division (909) 386-8401

128. Underground Storage Tanks. Prior to operation, the owner/operator shall obtain permits for upgrading or removing existing underground storage tanks. For information, contact the Office of the Fire Marshal, Hazardous Materials Division at (909) 386-8401.
129. Emergency Plan. Prior to occupancy, operator shall submit a Business Emergency/Contingency Plan for emergency release or threatened release of hazardous materials and waste or a letter of exemption. Contact Office of the Fire Marshall, Hazardous Materials Division at: (909) 386-8401.
130. Handlers Permit. Prior to occupancy, developer shall be required to apply for one or more of the following: a Hazardous Materials Handler Permit, a Hazardous Waste Generator Permit, an Aboveground Storage Tank Permit, and/or an Underground Storage Tank permit. For information call County Fire Department/Hazardous Materials Division, Field Services at (909) 386- 8401.

PUBLIC WORKS – Traffic Division

131. The applicant shall construct, at 100% cost to the applicant, a traffic signal modification at the intersection of Alabama Street and Almond Avenue as shown on the approved street improvement plans.

**PRIOR TO TENANT OCCUPANCY
THE FOLLOWING SHALL BE COMPLETED**

LAND USE SERVICES - Building and Safety (909) 387-8311

132. Tenant Occupancy. Any building without specified tenants and/or land use may receive final inspection for construction purposes ONLY. Buildings that do not have specific occupants or use classification defined at the time of final inspection will receive only a "final construction" approval. When individual "tenants" and/or "land uses" are identified, or a change of "use" and/or "tenant" is proposed, depending on occupancy impacts, the "developer" shall submit for review with appropriate fees and obtain approval of a Tenant Review. The County Building Official may determine in this process that additional land use review and approval is required by County Planning. A construction plan review for Tenant Improvements may be processed simultaneously with the Tenant Review. Only after a construction permit has been issued, all work/installations completed, and a final inspection is signed will an "Occupancy Permit" be granted to individual tenants.
133. Tenant Improvements (>5.75'). Where applicable, tenants shall submit professionally prepared plans for display racks, counters and partitions greater than 5'9" in height.

LAND USE SERVICES - Planning (909) 387-8311

134. Notification. The developer shall provide a copy of these conditions of approval and a copy of the approved plot map to any future property owner, lessee, operator, and/or tenant to notify each interested party of the land use approval and conditions of operation, maintenance, the approved land use and any restrictions/requirements that have been imposed.

END OF CONDITIONS

EXHIBIT C

Draft Initial Study/Mitigated Negative Declaration

SAN BERNARDINO COUNTY INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

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

PROJECT LABEL:

APN:	0292-054-06, 07, and 08
APPLICANT:	Alabama Venture 1, L.P.
COMMUNITY:	Redlands/3RD Supervisorial District
LOCATION:	Northwest corner of Almond Avenue and Alabama Street
PROJECT No:	P201300615
STAFF:	Jim Morrissey, Contract Planner
REP(S):	Urban Environs (Patrick J. Meyer)
PROPOSAL:	Conditional Use Permit to construct a warehouse/distribution building consisting of 313,470 square feet, on approximately 16.28 gross acres.

USGS Quad: Redlands, Calif
T, R, Section: T1S, R3W, Section: 20
Thomas Bros.: Page: 607, Grid: H5

Planning Area: East Valley Area PLAN
OLUD: EV/SD (Special Development)
Overlays: AR-3 (Airport Review)

PROJECT CONTACT INFORMATION:

Lead agency: County of San Bernardino
Land Use Services Department - Current Planning
385 North Arrowhead Avenue
San Bernardino, CA 92415-0182

Contact person: Jim Morrissey, Contract Planner
Phone No: (909) 677-9907
E-mail: pzl@verizon.net
Fax No: (909) 387-3249

Project Sponsor: Alabama Ventures 1, L.P.
30212 Tomas, Suite 300
Rancho Santa Margarita, CA 92612
Phone No: (949) 709-8080
E-mail: ccorwin@stonecreekcompany.com
Fax No: (949) 709-8081

PROJECT DESCRIPTION:

A Conditional Use Permit to construct a warehouse/distribution building consisting of 313,470 square feet on approximately 16.28 acres. Warehouse/distribution facilities are used primarily for the storage and/or consolidation of manufactured goods prior to their distribution to retail locations or other warehouses.

On-site improvements include; street improvements on Alabama Street and Almond Avenue, parking lot, landscaping, detention basin, and an 8 foot high concrete block wall along the northern property line and a portion of the western property line. No off-site improvements are required.

The analysis in this Initial Study Checklist evaluates the physical environmental effects of implementing the project on Parcel 1 of Tentative Parcel Map 19488.

ENVIRONMENTAL/EXISTING SITE CONDITIONS:

The project site is vacant and has been highly disturbed by discing. The site is devoid of vegetation except for a tree located on the southeast corner of the site. The site is relatively flat with no significant topographical features. Almond Avenue adjacent to the southern boundary of the site is a paved roadway which is fully improved on the south side of the roadway but not fully improved adjacent to the project boundary. Alabama Street adjacent to the eastern boundary of the site is paved but not fully improved (i.e. curbs, gutter, sidewalk) on either side of the roadway.

The project site is approximately 1.7 miles southeast of the San Bernardino International Airport formerly known as Norton Air Force Base and is located within an Airport Safety Review Area 3 (AR3.). The surrounding land uses and zoning are shown in Table 1 below.

Table 1. Existing Land Use and Zoning Districts

AREA	EXISTING LAND USE	OFFICIAL LAND USE DISTRICT
Site	Vacant	EV/SD
North	Packinghouse Christian Academy School	EV/SD
South	Commercial Shopping Center	EV/SD
East	Vacant	EV/SD
West	Vacant and Citrus Grove	EV/SD

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

Federal: None; State of California: None. Board; County of San Bernardino: Land Use Services - Building and Safety and Code Enforcement Public Health-Environmental Health Services, Special Districts, Public Works. County Fire; and Local: City of Redlands for police, fire, water and sewer services.

EVALUATION FORMAT

This initial study is prepared in compliance with the California Environmental Quality Act (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 Impact With Mitigation Incorporated	Less Than Significant Impact	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 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 (Listing the impacts requiring analysis within the EIR).

At the end of the Initial Study Checklist 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:

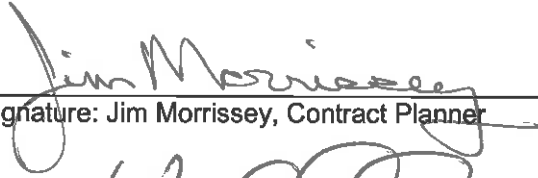
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <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:

- The proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- The proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- 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 **ENVIRONMENTAL IMPACT REPORT** document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. A **MITIGATED NEGATIVE DECLARATION** will be prepared to analyze only the effects that remain to be addressed.
- Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature: Jim Morrissey, Contract Planner

11/6/14

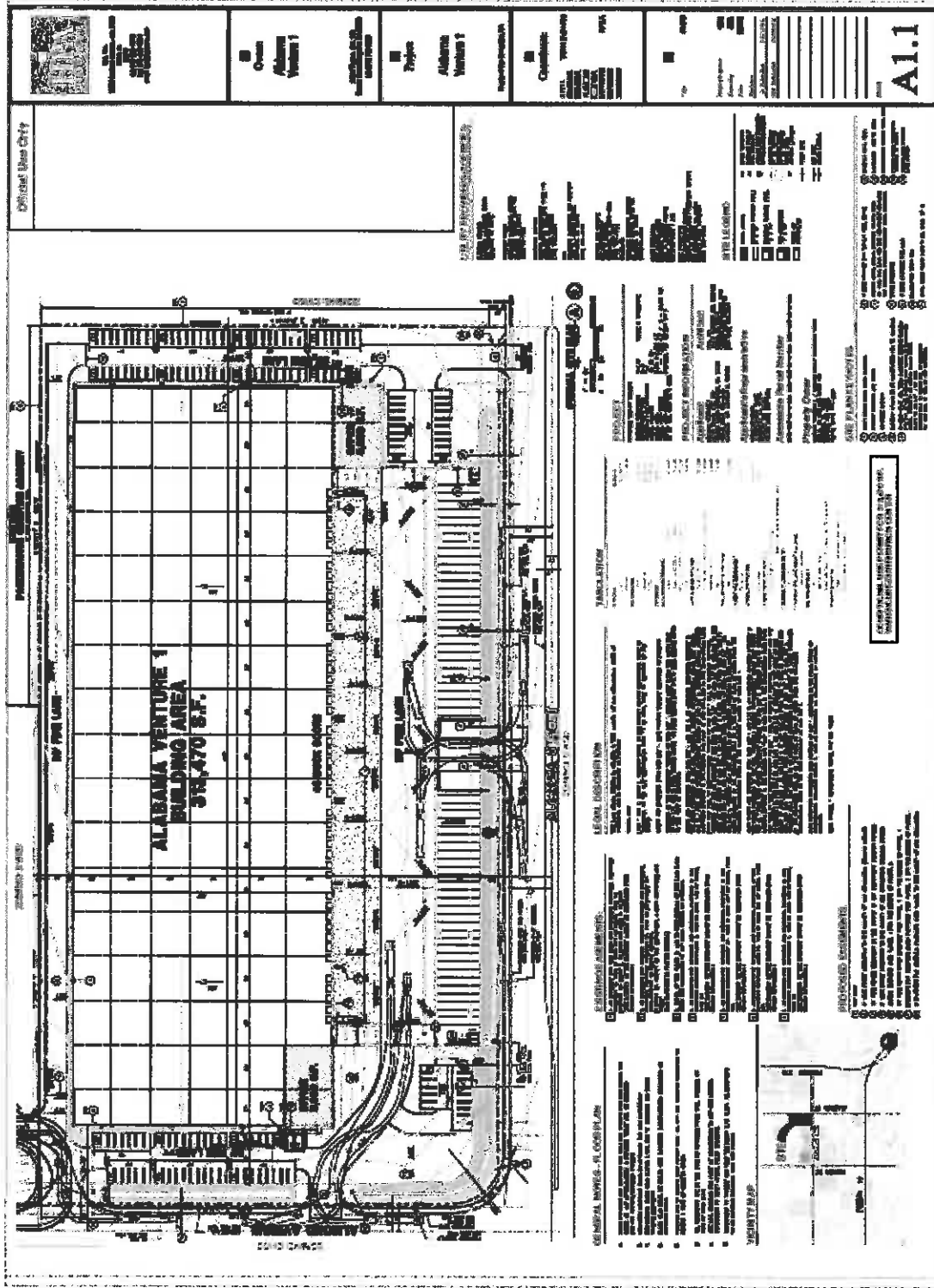


Signature: Heidi Duron, Supervising Planner

11/5/2014

APPENDICES (On Compact Disk)

- A. Air Quality, Global Climate Change, and Health Risk Assessment.
- B. Noise Study
- C. Traffic Study



Alabama Venture 1 Industrial Project
 P201300615

Site Plan

Exhibit 2

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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 checked="" type="checkbox"/>	<input 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):

- I a) **No Impact.** The County General Plan Open Space Element, Policy OS 5.1 states that a feature or vista can be considered scenic if it:
- Provides a vista of undisturbed natural areas;
 - Includes a unique or unusual feature that comprises an important or dominant portion of the viewshed; or,
 - Offers a distant vista that provides relief from less attractive views of nearby features such as views of mountain backdrops from urban areas).

The project site is vacant and has been highly disturbed by discing, The site is devoid of vegetation except for a tree located on the southeast corner of the site. The site is relatively flat with no significant topographical features.

The project site is located in an area characterized by primarily developed industrial land. To the north and northwest is the Packinghouse Christian Fellowship facility. Further north are vacant land and industrial buildings. To the south is a commercial shopping center. To the west is a citrus grove planned for a future industrial building. Developing the site with an industrial building and related improvements will not impact any scenic vistas as none exist in the immediate area. Therefore, the project will have no impact on a scenic vista.

- I b) **Less than Significant Impact.** The proposed project will not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. The site is not adjacent to a state scenic highway. There are no trees, rock outcroppings, or historic buildings on the project site.

- I c) **Less than Significant Impact.** As stated in the response to Issue Ia above, the project site is located in an area characterized by primarily developed industrial land. The proposed project will not substantially degrade the existing visual character of the site and its surroundings. The proposed project is consistent with the planned visual character of the area and will incorporate the design guidelines/standards found in the *East Valley Area Plan*, including landscaping, buffering, and screening as appropriate. With these design features, impacts to visual character and quality to the site and surroundings are considered less than significant.
- I d) **Less than Significant Impact.** Lighting proposed onsite will be designed in accordance with the design standards of the County Development Code and *East Valley Area Plan*. Adherence to these standards will ensure that the project will not create a new source of substantial light or glare by requiring lighting to be shielded or hooded and to prohibit light trespass onto adjacent properties. Impacts are considered less than significant.

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

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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II. AGRICULTURE 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 Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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

- II a) **Less than Significant Impact.** The project site is identified as Other Farmland by the Farmland Mapping and Monitoring Program (FMMP) prepared by the California Department of Conservation. Implementation of the project will entail the loss of soils that are associated with this designation. However, the County of San Bernardino General Plan contemplated the loss of designated farmland in the General Plan EIR. In the document, the County found that the loss of designated farmland would occur in the project area. The County General Plan adopted overriding considerations for the significant unmitigatable impact associated with loss of farmland. Because of this General Plan finding, the proposed project's impact to designated farmland is considered less than significant.
- II b) **No Impact.** The project site is designated EV/SD (East Valley/Special Development) which provides sites for a combination of residential, commercial, industrial, agricultural, open space and recreation uses, and similar and compatible uses. The site is not specifically zoned for agricultural use and non-agricultural uses are allowed in the EV/SD zone. According to the County Assessor's office, there is no Williamson Act Contract covering the site. Therefore, the proposed project does not conflict with any agricultural zoning or Williamson Act land conservation contract. No impact would occur.

- II c) **Less than Significant Impact.** The project site is not being used for agricultural purposes. As noted in the response to Issue IIa above, the site is identified as Farmland of Local Importance by the Farmland Mapping and Monitoring Program (FMMP) prepared by the California Department of Conservation. Implementation of the proposed project will result in the loss of approximately 16.28 gross acres of farmland. However, the County of San Bernardino General Plan contemplated the loss of designated farmland in the General Plan EIR. In it, the County found that the loss of designated farmland would occur in the project area. The County General Plan adopted overriding considerations for the significant unmitigatable impact associated with loss of farmland. Because of this General Plan finding, the proposed project's impact to designated farmland is considered less than significant.

Implementation of the project will not involve other changes in the existing environment which, due to their location or nature, could result in conversion of other farmland, to non-agricultural use because the site is located in an area which provides sites for a combination of residential, commercial, industrial, agricultural, open space and recreation uses, and similar and compatible uses. The site nor surrounding sites are not specifically zoned or planned for agricultural use and non-agricultural uses have developed to the north, west, and south of the site.

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	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 may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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

The following responses are based in part on the project Air Quality Impact Analysis prepared by Kunzman Associates dated June 12, 2014. Please reference this document for further details (Appendix A).

III a) **Less Than Significant Impact.** A significant impact could occur if the proposed project conflicts with or obstructs the implementation of the *South Coast Air Basin 2012 Air Quality Management Plan*. (AQMP). Conflicts and obstructions that hinder implementation of the AQMP can delay efforts to meet attainment deadlines for criteria pollutants and maintaining existing compliance with applicable air quality standards. Pursuant to the methodology provided in Chapter 12 of the *1993 SCAQMD CEQA Air Quality Handbook*, consistency with the AQMP is affirmed when a project (1) does not increase the frequency or severity of an air quality standards violation or cause a new violation and (2) is consistent with the growth assumptions in the AQMP. A consistency review is presented below:

1. The project would result in short-term construction and long-term pollutant emissions that are less than the CEQA significance emissions thresholds established by the SCAQMD, with mitigation incorporated, as demonstrated in Section IIIb of this Initial Study Checklist; therefore, the project would not result in an increase in the frequency or severity of any air quality standards violation and will not cause a new air quality standard violation.

2. The project includes construction of 313,470 SF of warehousing and office space on 16.28 gross acres. The proposed warehouse is consistent with the development and use standards for the *East Valley Area Plan*. The *East Valley Area Plan* was last revised in 2008 and has not been comprehensively updated since the 2012 AQMP was adopted, therefore, the land use projections used in the *East Valley Area Plan* are assumed to be equivalent to the growth projections utilized in the 2012 AQMP.

Based on the consistency analysis presented above, the proposed project will not conflict with the 2012 AQMP.

III b) **Less Than Significant Impact.**

Construction Emissions

Short-term criteria pollutant emissions will occur during grading, building construction, paving, and painting activities. Emissions will occur from use of equipment, worker, vendor, and hauling trips, and disturbance of onsite soils (fugitive dust). To determine if construction of the proposed warehouse could result in a significant air quality impact, the California Emissions Estimator Model (CalEEMod) has been utilized to determine if emissions would exceed South Coast Air Quality Management District (SCAQMD) Thresholds. The results of the CalEEMod outputs are summarized in Table 2 (Unmitigated Maximum Daily Construction Emissions). Based on the results of the model, without mitigation, maximum daily emissions from the construction of the warehouse will not exceed SCAQMD Regional Daily Thresholds.

Table 2. Unmitigated Maximum Daily Construction Emissions (lbs/day)

Phase	ROG	NO _x	CO	SO ₂	PM ¹⁰	PM ^{2.5}
Grading	7.03	81.56	54.01	0.06	12.83	7.25
Building Construction	6.00	42.65	47.77	0.08	5.40	3.09
Paving	2.39	25.18	16.13	0.02	1.58	1.35
Architectural Coatings	73.27	2.84	5.19	0.01	0.70	0.35
Total for Overlapping Phases	53.13	73.16	77.18	0.12	8.34	5.07
SCAQMD Daily Threshold	75	100	550	150	150	55
Exceeds Daily Threshold?	No	No	No	No	No	No

Source: Air Quality, Global Climate Change, and Health Risk Assessment Impact Analysis, Kunzman Associates, Inc. June 12, 2014, Table 7, Appendix B

Operational Emissions

Long-term criteria air pollutant emissions will result from the operation of the proposed warehouse. Long-term emissions are categorized as area source emissions, energy usage emissions, and operational emissions. Operational emissions will result from automobile, truck, and other vehicle sources associated with daily trips to and from the warehouse. The California Emissions Estimator Model (CalEEMod) was utilized to estimate mobile source emissions. The vehicle trips and vehicle mix used for the CalEEMod was based on the *Alabama Venture 1 Project Traffic Impact Analysis* prepared by Kunzman Associates, Inc. dated September 10, 2014.

The results of the CalEEMod outputs are summarized in Table 3 (Unmitigated Maximum Daily Operational Emissions). Based on the results of the model, without mitigation, maximum daily emissions from the construction of the warehouse will not exceed SCAQMD Regional Daily Thresholds.

Table 3. Unmitigated Maximum Daily Operational Emissions (lbs/day)

Source	ROG	NO _x	CO	SO ₂	PM ¹⁰	PM ^{2.5}
Area Sources	15.63	0.00	0.06	0.00	0.00	0.00
Energy Usage	0.02	0.18	0.15	0.00	0.01	0.01
Mobile Sources	3.15	19.95	41.77	0.09	5.52	1.69
Total Emissions	18.81	20.13	41.77	0.09	5.53	1.70
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Source: Air Quality, Global Climate Change, and Health Risk Assessment Impact Analysis, Kunzman Associates, Inc. June 12, 2014, Table 11, Appendix B						

III c) **Less Than Significant Impact.** The project area is designated as a non-attainment area for ozone and a non-attainment area for PM_{2.5} and PM₁₀. The project would comply with the mandatory requirements of SCAQMD's Rule 403 (fugitive dust control) during construction, as well as all other adopted AQMP emissions control measures. The project also is required to comply with California Code of Regulations Title 13, Division 3, and specifically its Chapter 1, Article 4.5, Section 2025, "*Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants, from In- Use Heavy-Duty Diesel-Fueled Vehicles*" and its Chapter 10, Article 1, Section 2485, "*Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling.*" Per SCAQMD rules and mandates, and California Code of Regulation requirements, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements are imposed on all projects in the South Coast Air Basin.

In determining whether or not the project would 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), the non-attainment pollutants of concern for this impact are ozone, PM_{2.5} and PM₁₀. In developing the thresholds of significance for air pollutants disclosed above under Issue III (b), SCAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the

region's existing air quality conditions. As shown in Tables 2 and 3 above, the project does not exceed SCAQMD Regional Daily Thresholds for PM_{2.5} and PM₁₀. As such, emissions would not be cumulatively considerable.

IIId Less Than Significant Impact With Mitigation Incorporated. A sensitive receptor is a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant. The following are land uses (sensitive sites) where sensitive receptors are typically located:

- Schools, playgrounds and childcare centers
- Long-term health care facilities
- Rehabilitation centers
- Convalescent centers
- Hospitals
- Retirement homes.
- Residences

The nearest sensitive receptor to the project site is the Packinghouse Christian Fellowship facility located adjacent to the north side of the project site. The following provides an analysis of the project's potential to expose sensitive receptors to substantial pollutant concentrations during project construction and long-term operation. The analysis is based on the applicable localized significance thresholds established by the State of California and South Coast Air Quality Management District.

Localized Significance Thresholds (LST) Analysis

A Localized Significance Thresholds (LST) analysis was conducted pursuant to SCAQMD methodology. LSTs are only applicable to the following criteria pollutants: oxides of nitrogen (NOX), carbon monoxide (CO), particulate matter less than 10 microns in aerodynamic diameter (PM₁₀) and particulate matter less than 2.5 microns in aerodynamic diameter (PM_{2.5}).

LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

For this project, the appropriate Source Receptor Area for the LST analysis is the Central San Bernardino Valley Area. Because Mitigation Measure Air Quality-2 limits grading activities to less than five (5) acres per day, the *SCAQMD Mass Rate Look-Up Tables* for projects that disturb less than or equal to 5 acres in size was used in the analysis to determine impacts.

LST Construction Analysis

Table 4 below describes the results of the LST Construction Analysis.

Table 4. LST Construction Emissions

Phase	On-Site Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Grading	80.72	51.58	6.43	4.88
Building Construction	31.25	18.93	2.23	2.10
Paving	25.18	14.98	1.14	1.30
Architectural Coating	2.57	1.90	0.22	0.22
SCAQMD Threshold for 25 meters (82 feet) or less.	270	1,746	14¹	8¹
Exceeds Threshold?	NO	NO	NO	NO
Source: Air Quality, Global Climate Change, and Health Risk Assessment Impact Analysis, Kunzman Associates, Inc. June 12, 2014, Table 9				

¹ Different project phases are not to be considered as a cumulative calculation, since they occur at different times.

As shown in Table 4, the emission factor for each criteria pollutant would not exceed LST Significance Thresholds. As such, no mitigation is required.

AIR QUALITY-1. Limit on Disturbed Area. Prior to grading permit issuance, the Developer shall provide a signed letter agreeing to include in any construction contracts/ subcontracts a requirement that project contractors ensure that the site preparation and grading contractors limit the daily disturbed area to 5 acres or less.

AIR QUALITY-2 Compliance with SCAQMD Rule 403. Prior to grading permit issuance, the Developer shall provide a signed letter agreeing to include in any construction contracts/ subcontracts a requirement that during site preparation and grading activities, all contractors shall comply with applicable measures listed in SCAQMD Rule 403 to control fugitive dust, including the application of water to all exposed surfaces a minimum of three (3) times per day.

If grading on the adjacent parcel (Parcel 2 of Tentative Tract 19488) were to occur concurrently with grading on the 16.28 acre project site, this would result in a significant cumulative construction-related impact to the Packinghouse Christian Fellowship facility.

Therefore, Mitigation Measure Air Quality 3 is required to reduce impacts to less than significant.

Air Quality-3. Prohibit Concurrent Grading. Prior to grading permit issuance, the Developer shall provide a signed letter agreeing to include in any construction contracts/ subcontracts a requirement that the construction contractor shall coordinate the site preparation and grading activities timing with the site preparation and grading activities located on Parcel 2 of Tentative Parcel Map 19488, which is located adjacent to the western boundary of the project site, in order to ensure there are no days when earth moving activities occur concurrently for both projects.

LST Operational Analysis

Table 5. LST Operational Emissions

Activity	On-Site Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Area Source	0.00	0.06	0.00	0.00
Energy Usage	0.18	0.15	0.01	0.01
Vehicle Emissions	2.00	4.16	0.55	0.17
Total Emissions	2.18	4.37	0.56	0.18
SCAQMD Threshold for 25 meters (82 feet) or less.	270	1,746	4	2
Exceeds Threshold?	NO	NO	NO	NO
Source: Air Quality, Global Climate Change, and Health Risk Assessment Impact Analysis, Kunzman Associates, Inc. June 12, 2014, Table 12				

As shown in Table 5 above, the project does not exceed LST Significance Thresholds. Therefore, localized emissions would be less than significant.

Carbon Monoxide (CO) Hotspot Analysis

CO Hotspots typically occur at high volume street intersections with a Level of Service of 'E' or worse (*Air Quality Impact Analysis*, Kunzman Associates, Inc. September 10, 2014). The *Traffic Impact Analysis*, Kunzman Associates, Inc. September 10, 2014, prepared for the project found that no intersection would operate at Level of Service "E" or worse. As such, the project would not create or contribute to a CO Hotspot.

Toxic Air Pollutant Emissions

The project is designed to provide access onto the site from Almond Street and Alabama Avenue. All loading and unloading activities will take place on the eastern portion of the site adjacent to Alabama Avenue. In addition, there is only a fire access lane adjacent to the northern property line and a portion of the northwesterly property line which abuts the Packinghouse Christian Fellowship facility. No truck access is allowed on this fire lane.

A *Health Risk Assessment* (HRA) was prepared by Kunzman Associates, Inc. September 10, 2014, due to the close proximity of the Packinghouse Christian Fellowship facility located adjacent to the northern border of the project site that would be exposed to construction emissions and to warehouse operations and their diesel-powered delivery trucks, both potentially resulting in a significant exposure. In addition, other sensitive receptors evaluated in the HRA included the proposed multi-family housing project located on the north side of Lugonia Avenue approximately 700 feet south of the project site; industrial uses located approximately 80 feet west of the project site; and commercial uses located approximately 120 feet southeast of the project site. The HRA is included in Appendix A of this Initial Study Checklist.

An HRA is a process used to estimate the increased risk of health problems in people who are exposed to different amounts of toxic substances. An HRA combines results of studies on the health effects of human exposures to toxic air pollutants with results of studies that estimate the level of people's exposures at different distances from the sources of the pollutants.

Cancer risk and non-cancer health risks were analyzed using the AERMOD Version 8.2.0 Model and guidance provided by SCAQMD. The HRA estimated the health risks from diesel particulate matter with respect to both cancer risks and long term chronic exposure that affects the respiratory system. For toxic air contaminants (TAC), "substantial" is taken to mean that the individual cancer risk exceeds a threshold considered to be a prudent risk management level. If best available control technology for toxics (TBACT) has been applied, the individual cancer risk to the maximum exposed individual (MEI) must not exceed 10 in 1 million if an impact is to be considered less than significant.

Based on the HRA, the point of maximum impact for toxic air emissions is projected to be located at the northeast corner of the project site at the shared property line with the Packinghouse School with a cancer risk of 0.1 per million people. As such, the individual cancer risk to the maximum exposed individual (MEI) does not exceed 10 in 1 million and impacts are considered to be less than significant.

The non-cancer health risk threshold established by SCAQMD is a cumulative increase for any target organ system exceeding 1.0 at any receptor location. The HRA determined that the maximum risk of exposure would be 0.0004 which is less than the 1.0 threshold. As such, impacts are considered to be less than significant.

Ille **Less Than Significant Impact.** According to the CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). The proposed warehouses are not considered sensitive receptors and will not be substantially affected by potential odors from any surrounding operations that may potentially produce odors.

During construction, the various diesel-powered vehicles and equipment in use on the site would create odors. SCAQMD Rule 402 states that air discharged from any source shall not cause injury, nuisance, or annoyance to the health, safety, or comfort of the public. With the exception of short-term construction-related odors (e.g., equipment exhaust and asphalt odors), the proposed use does not include uses that are generally considered to generate offensive odors. While the application of architectural coatings and installation of asphalt may generate odors, these odors are temporary and not likely to be noticeable beyond the project boundaries. SCAQMD Rules 1108 and 1113 identify standards regarding the application of asphalt and architectural coatings, respectively.

Long-term objectionable odors are not expected to occur during the operation of the proposed project. There are no fueling stations associated with the proposed project; therefore, evaporative emissions from fuel storage tanks would not be emitted from the site. Solid waste generated by the proposed on-site uses would be collected by a contracted waste hauler, ensuring that any odors resulting from on-site operations would be adequately managed. Due to the distance to the trash enclosures to the nearest sensitive receptors, and because solid waste from the project would be managed and collected in manner to prevent the proliferation of odors, no significant odor impact would occur and no mitigation is required.

Therefore, potential adverse impacts have been identified or anticipated and mitigation measures are proposed to reduce the project's effects to less than significant.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

IV a) **No Impact.** The USFWS and the CDFW list species as Threatened or Endangered under the Federal and California Endangered Species Acts (FESA and CESA, respectively). An Endangered species is one that is in danger of extinction throughout all or a significant portion of its range. A Threatened species is one that is likely to become endangered in the

foreseeable future. The project site is not located within any USFWS designated Critical Habitat area. The 16.28 acre project site consists of vacant land that is regularly disturbed by discing activities. As such, the site does not support habitat for any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service

IV b) **No Impact.** The 16.28 acre project site consists of vacant land that is regularly disturbed by discing activities. As such, the site does not contain riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service

IV c) **No Impact.** Section 404 of the Clean Water Act defines wetlands as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas." [Ref. EPA Regulations listed at 40 CFR 230.3(t)].

The California Department of Fish and Wildlife found the U.S. Fish and Wildlife Service (Section 404 definition above) wetland definition and classification system to be the most biologically valid. The Department of Fish and Wildlife staff uses this definition as a guide in identifying wetlands. Based on a field survey, the site does not contain any features that meet the definition of "wetlands."

IV d) **No Impact.** Wildlife corridors link together areas of suitable habitat that are otherwise separated by rugged terrain, changes in vegetation, or human development. Corridors effectively act as links between different populations of a species. Interference with the movement of native resident migratory fish or wildlife species occurs through the fragmentation of open space areas caused by urbanization

Wildlife nursery sites are areas that provide valuable spawning and nursery habitat for fish and wildlife. Wildlife nursery sites occur in a variety of settings, such as trees, wetlands, rivers, lakes, forests, woodlands and grasslands to name a few. The use of a nursery site would be impeded if the use of the nursery site was interfered with directly or indirectly by a project's development or activities.

As noted in the responses to Issues III a-c above, the site does not have habitat or features that would support a wildlife corridor or a wildlife nursery site. In addition, the project site is surrounded by development to the north, south, and northwest and vacant to the east adjacent to Alabama Avenue which is a major thoroughfare, preventing the use of the project site and surrounding area as a wildlife corridor.

IV e) **Less Than Significant Impact With Mitigation Incorporated.** The project site contains an oak tree that is located at the southeast corner of the site which falls under the protection of the provisions of Chapter 88.01 (Plant Protection and Management) of the County of San Bernardino Development Code. If the oak tree is to be removed, a Native Tree and Plant Removal Permit shall be acquired from the County prior to construction

activities that may result in the removal of the oak tree as described in the following mitigation measure:

Biology-1. Native Tree and Plant Removal Permit. Prior to issuance of a grading permit or any tree removal, a Native Tree & Plant Removal Permit may be required from the County of San Bernardino. The following steps must be followed:

- ***The grading permit or any permit that will allow the removal of any trees for the proposed project shall consider and include a review of any proposed native tree. If no protected trees are to be removed, then this shall be indicated on the Grading Plan and no further action is required.***
- ***If protected tree(s) are to be removed, then a Tree or Plant Removal Permit shall be applied for and approved in compliance with Section 88.01.050 (Tree or Plant Removal Requirements).***

IV f) **No Impact.** The project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, because no such plan has been adopted in the area of the project site. The County of San Bernardino has not adopted a Habitat Conservation Plan for the region. Likewise, there is no local, regional or state habitat conservation plan that governs the project site or vicinity.

Therefore, potential adverse impacts have been identified or anticipated and mitigation measures are proposed to reduce the project's effects to less than significant.

	Potentially Significant Impact	Less than Significant with Mitigation Incorpor.	Less than Significant	No Impact
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):

V a) **Less Than Significant Impact.** The project site is vacant and is routinely disturbed by discing activities. Minimal grading is proposed that would disturb the underlying soil that has potential for containing historical resources. In addition to the site's current condition, the site and surrounding area have in recent history (30 years and prior) been utilized for agricultural purposes that have previously disturbed the ground. The project will not cause a substantial adverse change in the significance of an historical resource, because no resources have been identified on the site. Further, should historical resources of significance be found during grading or excavation activities, the project is subject to the County's standard condition of approval regarding historical resources that requires the developer to contact the County Museum for determination of appropriate mitigation measures, such as isolation of the resource site, recovery of the item, and appropriate curation and documentation.

V b) **Less Than Significant Impact.** The project site is vacant and is routinely disturbed by discing activities. Minimal grading is proposed that would disturb the underlying soil that has potential for containing archaeological resources. In addition to the site's current condition, the site and surrounding area have in recent history (30 years and prior) been utilized for agricultural purposes that have previously disturbed the ground. This project will not cause a substantial adverse change in the significance of an archaeological resource, because no resources have been identified on the site. Further, should archaeological resources of significance be found during grading or excavation activities, the project is subject to the County's standard condition of approval regarding historical and archaeological resources that requires the developer to contact the County Museum for determination of appropriate management measures, such as isolation of the resource site, recovery of the item, and appropriate curation and documentation.

- V c) **Less Than Significant Impact.** The project will not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature because the site and surrounding area surface is characterized as alluvial fan deposits of the Pliocene to Holocene era. Sediments from this more recent era of geologic activity do not typically contain fossil or other paleontological resources. While later aged sediments may exist beneath the surface deposits on the site, the minimal amount of grading proposed for the project is not anticipated to disturb any potential paleontological resources that may exist beneath the surface. To further reduce the potential for impacts, the project will be subject to the County's standard condition which requires the developer to contact the County Museum for determination of appropriate management measures if any finds are made during project construction. This project will not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, because no such resources have been identified on the site.
- V d) **Less than Significant Impact.** No formal cemeteries are located on the project site. Disturbance of subsurface soils has the potential to uncover buried remains. If buried remains are discovered, the project proponent is required to comply with Section 5097.98 of the California Public Resources Code and Section 7050.5-7055 of the California Health and Safety Code, requiring halting of construction activities until a County coroner can evaluate the find and notify a Native American Representative if the remains are of Native American origin. With compliance with these regulations, impacts would be less than significant.

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

Potentially Significant Impact Less than Significant with Mitigation Incorp. Less than Significant No Impact

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
 - ii. Strong seismic ground shaking?
 - iii. Seismic-related ground failure, including liquefaction?
 - iv. Landslides?
- b) Result in substantial soil erosion or the loss of topsoil?
- 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?
- 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?
- 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?

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

VI ai) **No Impact.** The project site does not 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.

VI aii) **No Impact.** The project will not expose people or structures to potentially substantial adverse

effects, including the risk of loss, injury, or death involving strong seismic ground shaking. The nearest fault zones are the San Andreas fault zone located northeast (San Jacinto fault) of the project site. An earthquake produced from this or other nearby faults could result in strong ground shaking; however, the project will be reviewed and approved by County Building and Safety with appropriate seismic standards implemented. Adherence to standards and requirements contained in the California Building Code for the design of the proposed structures will ensure that any impacts are less than significant by ensuring that structures do not collapse during strong ground shaking.

- VI aiii) **No Impact.** The project site is not located within a suspected or generalized liquefaction susceptibility zone according to the *County of San Bernardino Geologic Hazards Map* (Map FH31C). Standard building code requirements would provide for less than significant impacts.
- VI aiv) **No Impact.** According to the *County of San Bernardino Geologic Hazards Overlay Map* (Map FH31C), the project is not located in an area susceptible to landslides. In addition, the project site is relatively flat and no new significant slopes will be created that would contribute to a landslide.
- VI 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 after it is developed. To control soil erosion during construction the project proponent is required to comply with the National Pollutant Discharge Elimination System permit applicable to the project area and prepare a Storm Water Pollution Prevention Plan. In addition, a Water Quality Management Plan is required which addresses post-construction soil erosion. Preparation and implementation of these plans is a mandatory requirement.
- VI c) **Less Than Significant Impact.** Lateral spreading is a term referring to landslides that commonly form on gentle slopes and that have rapid fluid-like flow movement, like water. As noted in the response to Issue VI (aiv) above, the site is not susceptible to landslides thus the impacts from lateral spreading are considered less than significant.

According to the *County of San Bernardino Geologic Hazards Overlay Map* (Map FH31C), the project is not located in an area that is susceptible to liquefaction or subsidence.

Adherence to standards and requirements contained in the California Building Code for the design of the proposed structure will ensure that there will be no impacts. Compliance with the California Building Code is a mandatory requirement.

- VI d) **No Impact.** With mandatory implementation of standard building requirements, including the requirements of the California Building Code and County Building Code, and the site-specific grading and construction recommendations contained within the Project's geotechnical reports, on-site soils would be adequately stabilized to accommodate proposed development. Accordingly, implementation of the proposed Project would not create a substantial risk to life or property and impacts associated with expansive soils would be less than significant and mitigation is not required.

VI e) **No Impact.** The project site will be served by a fully functional sewer system. The project will connect to this system and will not require use of septic tanks. No impact will occur.

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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 an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION *The following responses are based in part on the project Air Quality, Global Climate Change, and Health Risk Assessment Impact Analysis prepared by Kunzman Associates dated June 12, 2014. Please reference this document for further details (Appendix A).*

VII a) **Less Than Significant Impact.** In September 2011, the County of San Bernardino adopted the "Greenhouse Gas Emissions Reduction Plan" ("GHG Plan"). The purpose of the GHG Plan is to reduce the County's internal and external GHG emissions by 15 percent below current (2011) levels by year 2020 in consistency with State climate change goals pursuant to AB32. The GHG Plan has been designed in accordance with Section 15183.5 of the State CEQA Guidelines which provides for streamline review of climate change issues related to development projects when found consistent with an applicable greenhouse gas emissions reduction plan.

Section 5.6 of the GHG Plan identifies the procedures for reviewing development projects for consistency with the GHG Plan. The GHG Plan includes a two-tiered development review procedure to determine if a project could result in a significant impact related to greenhouse gas emissions or otherwise comply with the GHG Plan pursuant to Section 15183.5 of the State CEQA Guidelines. The initial screening procedure is to determine if a project will emit 3,000 metric tons of carbon dioxide equivalent (MTCO₂E) per year or more. Projects that do not exceed this threshold require no further climate change analysis but are required to implement mandatory reducing measures in the project's conditions of approval.

Projects exceeding this threshold must meet a minimum 31 percent emissions reduction in order to garner a less than significant determination. This can be met by either (1) achieving 100 points from a menu of mitigation options provided in the GHG Plan or (2) quantifying proposed reduction measures. Projects failing to meet the 31 percent reduction threshold would have a potentially significant impact related to climate change and greenhouse gas emissions.

Warehousing and distribution activities will result in continuous greenhouse gas emissions from mobile, area, and operational sources. Mobile sources including vehicle trips to and from the project site will result primarily in emissions of CO₂ with minor emissions of CH₄

and N₂O. The most significant GHG emission from natural gas usage will be methane. Electricity usage by the warehouse and indirect usage of electricity for water and wastewater conveyance will result primarily in emissions of carbon dioxide. Disposal of solid waste will result in emissions of methane from the decomposition of waste at landfills coupled with CO₂ emission from the handling and transport of solid waste. These sources combine to define the long-term greenhouse gas inventory for the build-out of the proposed project.

A GHG emissions inventory was conducted for the project utilizing the California Emissions Estimator Model (CalEEMod). The results of the emissions inventory are shown in Table 6 below.

Table 6. Greenhouse Gas Emissions Prior to Mitigation

Source	GHG Emissions (MT/YR)					
	Bio- CO ₂	Non Bio- CO ₂	CO ₂	CH ₄	N ₂ O	CO ₂ e
Area Sources	0.00	0.01	0.01	0.00	0.00	0.01
Energy Usage	0.00	330.68	330.68	0.01	0.01	332.05
Mobile Sources	0.00	1,388.45	1,388.45	0.04	0.00	1,389.37
Solid Waste	59.81	0.00	59.81	3.53	0.00	134.05
Water/Wastewater	23.00	270.12	293.11	2.37	0.06	361.06
Construction	0.00	37.86	37.86	0.00	0.00	37.96
Total Emissions	82.81	2,027.11	2,109.92	5.97	0.06	2,254.50
County Threshold						3,000
Exceeds Threshold?						NO

According to the *County of San Bernardino Greenhouse Gas Emissions Plan*, projects that do not exceed 3,000 MTCO₂E/YR for GHG emissions, as shown in Table 6, are not required to identify additional measures to further reduce greenhouse gases and are considered consistent with the GHG Plan and have a less than significant individual or cumulative impact for GHG.

VII b) **Less Than Significant Impact.** In September 2011, the County of San Bernardino adopted the "Greenhouse Gas Emissions Reduction Plan." (GHG Plan). The purpose of the GHG Plan is to reduce the County's internal and external GHG emissions by 15 percent below current (2011) levels by year 2020 in consistency with State climate change goals pursuant to AB32. The specific objectives of the GHG Plan are as follows:

- Reduce emissions from activities over which the County has jurisdictional and operational control consistent with the target reductions of Assembly Bill (AB) 32 Scoping Plan;
- Provide estimated GHG reductions associated with the County's existing sustainability efforts and integrate the County's sustainability efforts into the discrete actions of this Plan;
- Provide a list of discrete actions that will reduce GHG emissions; and Approve a GHG Plan that satisfies the requirements of Section 15183.5 of the California Environmental Quality Act (CEQA) Guidelines, so that compliance with the GHG Plan can be used in appropriate situations to determine the significance of a project's effects relating to GHG emissions, thus providing streamlined CEQA analysis of future projects that are consistent with the approved GHG Plan.

The GHG Plan identifies goals and strategies to obtain the 2020 reduction target. Reduction measures are classified into broad classes based on the source of the reduction measure. Class 1 (R1) reduction measures are those adopted at the state or regional level and require no additional action on behalf of the County other than required implementation. Class 2 (R2) reflect quantified measures that have or will be implemented by the County as a result of the GHG Plan. Class 3 (R3) measures are qualified measures that have or will be implemented by the County as a result of the GHG Plan.

Projects exceeding this threshold must meet a minimum 31 percent emissions reduction in order to garner a less than significant determination. This can be met by either (1) achieving 100 points from a menu of mitigation options provided in the GHG Plan or (2) quantifying proposed reduction measures. Projects failing to meet the 31 percent reduction threshold would have a potentially significant impact related to climate change and greenhouse gas emissions.

As analyzed and discussed in Issue VIIa, the project will not exceed the 3,000 MTC2OE/YR screening threshold identified in the GHG Plan and, as such, not be required to identify or utilize reduction measures that exceed 100 points of mitigation that are consistent with the Screening Tables shown in the GHG Plan. Therefore, the project is not in conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases.

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

VIII. HAZARDS AND HAZARDOUS MATERIALS -
 Would the project:

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
--------------------------------------	--	--------------------------	--------------

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the Environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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

VIII a) **Less Than Significant Impact.** During construction, there would be a minor level of transport, use, and disposal of hazardous materials and wastes that are typical of construction projects. This would include fuels and lubricants for construction machinery, coating materials, etc. All hazardous materials are required to be utilized and transported in accordance with their labeling pursuant to federal and state law. Routine construction control measures and best management practices for hazardous materials storage, application, waste disposal, accident prevention and clean-up will be sufficient to reduce potential impacts to a less than significant level.

If hazardous materials are proposed on-site in the future, they will be subject to permit and inspection by the Hazardous Materials Division of the County Fire Department.

VIII 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 use or construction activity that might use hazardous materials will be subject to permit and inspection by the Hazardous Materials Division of the County Fire Department.

VIII c) **Less Than Significant Impact.** The proposed project is adjacent to the Packinghouse Christian 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 and in some instances additional land use review. This is a mandatory requirement and not considered mitigation.

VIII d) **No Impact.** The project site is not included on the list of hazardous materials sites compiled in accordance with Government Code No. 65962.5.

VIII e) **Less than Significant with Mitigation Incorporated.** The project site is approximately 1.7 miles southeast of the 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 landing or takeoff zones of the airport runways. The following mitigation measures are proposed to ensure compatibility with operations of SBIA:

Hazards-1. AR3 Operational Requirements. 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. (to be confirmed prior to issuance of building permits)

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)

Hazards-2. AR3 Design Requirements. 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 San Bernardino International 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.

- VIII f) **No Impact.** The project site is not within the vicinity or approach/departure flight path of a private airstrip.
- VIII 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. The project will not result in any substantial alteration to road design or capacity that would affect implementation of evacuation procedures nor result in any substantial increase in natural or man-made hazards that would increase the potential for evacuation. In addition, the project has adequate emergency access via Alabama Avenue and Almond Street.
- VIII h) **No Impact.** The project will not expose people or structures to a significant risk of loss, injury or death involving wildland 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.

Therefore, potential adverse impacts have been identified or anticipated and mitigation measures are proposed to reduce the project's effects to less than significant.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
IX. HYDROLOGY AND WATER QUALITY - Would the project:				
IX a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
IX 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"/>
IX 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 which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
IX 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 off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
IX 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"/>
IX f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
IX 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"/>
IX 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"/>
IX 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?

IX j) Inundation by seiche, tsunami, or mudflow?

SUBSTANTIATION

IX 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.

IX 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 off-site on Parcel 2, adjacent to the east side of Nevada Street. 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.

IX 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 that 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.

- IX d) **Less Than Significant Impact.** The proposed project utilizes a drainage collection system that will collect the incremental increase in stormwater runoff within the truck parking area and convey it in the same historical pattern to the west through an underground pipe and designated drainage easement across parcel 2 to the west into the proposed retention basin near Nevada Street. The drainage basin has been designed and sized to accept stormwater flows generated by improvements from both the project site (parcel 1) and the adjoining parcel (parcel 2). By collecting the incremental increase in stormwater runoff caused by improvements the project will minimize the amount of off-site flows and allow downstream facilities to accept the remaining discharge. Flows into the basin will be retained and stormwater will percolate into the groundwater basin, thus the drainage design of the project will ensure that on- or off-site impacts are minimized. County Land Development has reviewed the proposed project drainage and all necessary drainage improvements both on- and off- site have been required as conditions of the construction of the project. Impacts will be less than significant.
- IX 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 Land Development 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.
- IX f) **Less Than Significant Impact.** The project will not otherwise substantially degrade water quality because appropriate measures relating to water quality protection, including erosion control measures have been required. A *Water Quality Management Plan (WQMP)*, dated November, 2013, was prepared by Thienes Engineering, Inc. to describe the project's compliance with the requirements of the County of San Bernardino's NPDES Stormwater Program. Impacts are less than significant.
- IX 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 identified FEMA designated flood hazard areas as shown on *San Bernardino County's General Plan Hazard Overlays Map*. (Map FH31C),
- IX 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 Hazard Overlays Map*. (Map FH31C),
- IX i) **No Impact.** According to the *County of San Bernardino 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 death 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.

- IX 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. Based on the responses to 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 and no mitigation measures are required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorpor.	Less than Significant	No Impact
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

X a) **No Impact.** The project site is vacant. Surrounding land uses include the Packinghouse Christian Church/School to the north, a commercial shopping center to the south, vacant land proposed for a warehouse to the west, and vacant land across Alabama Avenue to the east which is proposed for a shopping center. 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.

X 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.

X c) **No Impact.** The project site is not located within any habitat conservation plan or natural community conservation plan, therefore no conflict will occur.

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>

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

XI a) **Less Than Significant Impact.** The project site is vacant and contains no mines, oil or gas wells, or other resource extraction activity. According to mapping conducted by the California Geological Survey (CGS), which maps areas known as Mineral Resources Zones (MRZs), the proposed Project site is mapped within MRZ-2, which is defined as "areas with no known significant mineral deposits."

Extraction of mineral resources in the project area is not supported by the San Bernardino County General Plan, which has designated the area for industrial uses. Currently there is intensive industrial development in the EV/SD region that would make mineral extraction incompatible. Over the long-term, as existing vacant parcels are developed into non-agricultural uses in accordance with the *East Valley Area Plan*, mineral extraction operations will no longer be compatible with the area as defined by the State Geologist. Based on the nominal amount of resource loss and current land use designations, impacts related to the loss of known, valuable mineral resources will be less than significant.

XI b) **No Impact.** The County's General Plan does not identify any locally important mineral resource recovery sites on-site or within close proximity to the project site, nor are any mineral resource recovery operations located on-site or in the immediate surrounding area. As such, no impact would occur.

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
XII. NOISE - Would the project:				
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project 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 following responses are based in part on the project's Noise Impact Analysis prepared by Kunzman Associates dated June 12, 2014. Please reference this document for further details (Appendix B).

XII a) **Less Than Significant Impact With Mitigation Incorporated.** There are no known unusual or loud noises that occur on the property on a regular basis. Development of the project site as a warehouse use has the potential to expose persons to or result in elevated noise levels during both near-term construction activities and under long-term conditions.

Construction Noise

Construction noise will result from site grading and building construction. Construction noise levels will result in a substantial temporary increase in noise levels during the day. The following mitigation measures are required to reduce impacts to less than significant:

Noise-1. Prior to grading permit issuance, the Developer shall provide a signed letter agreeing to include in any construction contracts/ subcontracts a requirement that:

- a) **Construction Equipment Controls. During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. 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.**
- b) **Noise Ordinance. To minimize potential impacts to adjacent sensitive receptors, project construction shall only be performed during the hours construction activities are exempt from the County of San Bernardino's noise ordinance: Temporary construction, maintenance, repair, and demolition activities between 7:00 AM and 7:00 PM, except Sundays and Federal holidays are exempt from Section 83.01.080(g)(3) the San Bernardino Development Code."**
- c) **Truck Haul Limits. 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."**
- d) **Equipment Staging. 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."**
- e) **The proposed 8 foot high barrier wall along the northern and western property lines shall be constructed and verified before grading and other construction activities begin."**
- f) **To minimize any impacts to students, construction within 250 feet of classrooms and outdoor play areas shall be avoided during school hours whenever possible."**

Operational Noise

Operational noise will result from vehicle traffic generated by the project as well as on-site operational noise from loading and unloading activities, landscape maintenance, and human activity. maintenance. The project is designed to provide access onto the site from Alabama Street and Almond Avenue. All loading and unloading activities will take place on the eastern portion of the site adjacent to Alabama Avenue. Truck traffic entering and exiting the site from Alabama Street will use a driveway located adjacent to the northeast corner of the site adjacent to the Packinghouse School. Truck traffic will not be allowed to travel further along the northern driveway than approximately 175 feet as the driveway

turns into a "fire lane only." In addition, the loading docks are located to the south of the driveway so trucks will be directed to the south in they enter the site from the northern driveway.

Unmitigated traffic noise levels along project area roadways are projected to increase from 0.0 to 2.2 dBA with the completion of the proposed project. A 3 dBA change in sound is the beginning at which humans generally notice a barely perceptible change in sound and a 5 dBA change is generally readily perceptible. Therefore, an increase of more than 5 dBA is considered significant. The largest increase (2.2 dBA) will occur at Almond Avenue at the project entrance. This increase is less than the 5 dBA threshold and is considered less than significant.

On-site operational noise from the loading docks at the nearest sensitive receptor (Packinghouse Christian Fellowship) may result in noise levels ranging of up to 61.1 dBA Leq during the day and 60.3 dBA CNEL over a 24 hour period. The 61.1 dBA Leq (highest) does not exceed the 65 dBA CNEL exposure threshold for churches and schools. As such, impacts are less than significant.

Although operational noise will not exceed significance thresholds, the following mitigation measure is required to reduce impacts to the maximum extent feasible:

Noise 2: Operational Noise Controls. Prior to occupancy, the Developer shall provide a signed letter, which shall be provided to any future tenants, agreeing to comply with the following:

- a) All operational equipment, fixed or mobile, shall be fitted with properly operating and maintained mufflers, consistent with manufacturers' standards.***
- b) All available noise suppression devices and techniques should be utilized whenever possible to reduce exterior operational equipment noise to acceptable levels that are compatible with adjacent land uses.***
- c) 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.***
- d) Truck idling near the northerly project entrance from Alabama Street shall not occur other than when awaiting access into the gated loading area.***
- e) Signage shall be prominently displayed to alert truck drivers that truck access through the northerly vehicle parking area is not permitted.***

XII b) **Less Than Significant Impact.** Construction equipment may result in vibration levels that are considered annoying at nearby sensitive receptors when the most vibration causing equipment is within 100 feet. As a standard condition of approval, the project will be conditioned to comply with the vibration standards of the County Development Code.

- XII c) **Less Than Significant Impact With Mitigation Incorporated.** As noted in the response to Issue XII (a) above, the increased level of noise from the project will be less than significant with implementation of Mitigation Measures NOISE-1 and NOISE-2. Therefore, the project will not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project
- XII d) **Less Than Significant Impact With Mitigation Incorporated.** Construction noise, including grading activities, would represent a substantial increase in noise levels and could adversely affect the adjoining Packinghouse Christian Academy school. Existing noise levels on the subject property were measured at 56.7 dBA Leq. The Noise Study noted construction noise levels could reach 91 dBA Leq at 25 feet from the property line. The existing school buildings vary in distance from the property line between approximately 20 and 35 feet. In an effort to reduce noise levels the Analysis recommended an eight (8) foot high block wall be constructed prior to grading and construction along the northerly and a portion of the westerly property lines. Since the wall needed to be constructed to reduce operational noise levels its placement prior to construction activities would also have a beneficial effect of reducing construction noise levels. However, due to the close proximity of the school buildings noise levels would still remain substantial and could adversely affect school operations. Several options are available to provide compatibility between the two operations. One option is to undertake construction grading during that portion of the school year when the classrooms are not occupied. The other option would be to erect a temporary noise barrier consisting of either ½" plywood or sound absorption/attenuating blankets on chain link. The height and thickness of the wall would depend upon the level of noise attenuation, which is recommended to be less than 61.7 dBA, which is within the 5 dBA range above the existing ambient level and within the level of substantial consistent with County standards for exterior areas of schools. As noted in the response to Issue XII (a) above, the increased level of noise from the project will be less than significant with implementation of Mitigation Measures NOISE-1, NOISE-2, and NOISE-3. Therefore, construction and operational activities will not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

Noise 3: Additional Construction Noise Controls. To ensure construction noise levels do not adversely affect the operation of the adjoining Packinghouse Christian Academy the options and/or actions listed below are to be implemented prior to grading permit issuance:

- a) ***Avoid grading activities during that part of the school year when school is in session. If this cannot be attained then one or more of the following actions are required.***
- b) ***Install an eight (8) foot high block wall along the northerly and northwesterly property lines prior to grading or other construction activities. If the applicant cannot demonstrate through the completion of an acoustical analysis acceptable to the County of San Bernardino Planning Division that the eight (8) foot high wall will reduce grading and construction noise levels to 61.7 dBA during school hours at the exterior of the adjoining school buildings and on the adjoining playground, then item c) below will also be required.***

c) Install a temporary noise attenuation wall along the northerly and northwesterly property lines to reduce levels to 61.7 dBA at the exterior of the adjoining school buildings and on the adjoining school playground. The selection of the type of barrier, such as ½" plywood or sound absorption/attenuating blankets, and the height and thickness of the barrier is to be determined through the completion of an acoustical analysis acceptable to the County of San Bernardino Planning Division.

- XII e) **Less Than Significant Impact.** The project site is approximately 1.7 miles southeast of the San Bernardino International Airport (SBIA) (formerly Norton Air Force Base). The project is located outside of the 65 dBA CNEL noise contours of the former Norton Air Force Base. Therefore, the project would not expose people residing or working in the project area to excessive noise levels from the airport.
- XII f) **No Impact.** The project is not within the vicinity of a private airstrip. Therefore, the project would not expose people residing or working in the project area to excessive noise levels from a private airstrip.

Therefore, potential significant adverse impacts have been identified or anticipated and mitigation measures are proposed to reduce the project's potential noise impacts.

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
XII. 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

XII a) **Less Than Significant Impact.** The project site will be developed with an industrial distribution warehouse facility and will not require the extension of any new roads or infrastructure to serve the project because the site can be considered an in-fill parcel within an area with commercial and industrial development. The project site is zoned "Special Development" which allows an industrial warehouse use. Residential development is only allowed for single family dwelling units on parcels of twenty (20) acres or more.

The project will generate new jobs and employment opportunities. This may generate a need for housing for new employees; however, the existing housing stock should accommodate the housing needs for those employed by the jobs generated by the project.

Based on the above, the project will not substantially increase population in the area.

XII b) **No Impact.** The proposed use will not displace substantial numbers of existing housing units, necessitating the construction of replacement housing, because the site is vacant and does not contain housing units.

XII c) **No Impact.** The proposed use will not displace substantial numbers of people necessitating the construction of replacement housing elsewhere, because the site is vacant and does not contain housing.

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

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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XIII. 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

XIII a) **Less Than Significant Impact.** The proposed project will not result in substantial adverse physical impacts associated with the provision of 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. Development of the proposed project would impact fire protection services by placing an additional demand on existing fire services should resources not be augmented. 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 because 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). 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. Therefore, 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.

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

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

SUBSTANTIATION

- XIV a) **No Impact.** The proposed 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, primarily because the project will not generate new residential units and/or the impacts generated by the employees of this project will be minimal.
- XIV b) **No Impact.** The project is an industrial warehouse and does not include recreational facilities open to the public or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
XV. TRANSPORTATION/TRAFFIC - Would the project:				
a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION *The following summaries are based in part on the project Traffic Impact Analysis prepared by Kunzman Associates dated September 10, 2014. Please reference this document for further details (Appendix C).*

XV a) Less Than Significant Impact. The project will result in the addition of approximately 689 daily vehicle trips in Passenger Car Equivalents, 43 Passenger Car Equivalents of which will occur during the morning peak hour and 51 Passenger Car Equivalents of which will occur during the evening peak hour, on roadways in the project vicinity. The *Traffic Impact Analysis* prepared by Kunzman Associates included traffic projections based on the following scenarios: *Existing Plus Project, Opening Year (2015) With Ambient, Opening Year (2015) With Ambient and Project, Opening Year (2015) with Ambient and Cumulative and Project, Buildout Year (2035) With Ambient, Buildout Year (2035) With Ambient and Project, and Buildout Year (2035) With Ambient and Cumulative and Project.*

For *Existing Plus Project*, all study area intersections are projected to operate within acceptable Levels of service except Alabama Street (NS) at Lugonia Avenue (EW) during the evening peak hours.

For *Opening Year (2015) With Ambient*, the following study area intersection is projected to operate at an unacceptable Level of Service during the evening peak hour:

- Alabama Street (NS) at:
Lugonia Avenue (EW)

For *Opening Year (2015) With Ambient and Project*, the following study area intersection is projected to operate at an unacceptable Level of Service during the evening peak hour:

- Alabama Street (NS) at:
Lugonia Avenue (EW)

For *Opening Year (2015) With Ambient and Cumulative and Project*, the following study area intersections are projected to operate at an unacceptable Level of Service during the evening peak hour:

- Nevada Street (NS) at
Lugonia Avenue (EW)
- Alabama Street (NS) at:
Lugonia Avenue (EW)
- SR-210 Freeway SB Ramps (NS) at:
San Bernardino Avenue (EW)
- SR-210 Freeway NB Ramps (NS) at:
San Bernardino Avenue (EW)

For *Buildout Year (2035) With Ambient*, the following study area intersections are projected to operate at an unacceptable Level of Service during the evening peak hour:

- Alabama Street (NS) at:
Lugonia Avenue (EW)
- California Street (NS) at:
I-10 Freeway WB Ramps (EW)
I-10 Freeway EB Ramps (EW)
- Nevada Street (NS) at:
Lugonia Avenue (EW)
- SR-210 Freeway NB Ramps (NS) at:
San Bernardino Avenue (EW)

For *Buildout Year (2035) with Ambient and Project*, the following study area intersections are projected to operate at an unacceptable Level of Service during the evening peak hour:

- California Street (NS) at:
 - I-10 Freeway WB Ramps (EW)
 - I-10 Freeway EB Ramps (EW)
- Nevada Street (NS) at:
 - Lugonia Avenue (EW)
- Alabama Street (NS) at:
 - Lugonia Avenue (EW)
- SR-210 Freeway NB Ramps (NS) at:
 - San Bernardino Avenue (EW)

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.

For *Buildout Year (2035) with Ambient and Cumulative and Project*, the following study area intersections are projected to operate at an unacceptable Level of Service during the evening peak hour:

- California Street (NS) at:
 - I-10 Freeway WB Ramps (EW)
 - I-10 Freeway EB Ramps (EW)
- Nevada Street (NS) at:
 - Lugonia Avenue (EW)
- Alabama Street (NS) at:
 - San Bernardino Avenue (EW)
 - Lugonia Avenue (EW)
 - I-10 Freeway WB Ramps (EW)
 - I-10 Freeway EB Ramps (EW)
- SR-210 Freeway SB Ramps (NS) at:
 - San Bernardino Avenue (EW)
- SR-210 Freeway SB Ramps (NS) at:
 - San Bernardino Avenue (EW)

On-Site Improvements:

- 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.
- Construct Alabama Street from the north project boundary to Almond Avenue at its

ultimate half-section width including landscaping and parkway improvements in conjunction with development, as necessary.

- Construct Almond Avenue from the west project boundary to Alabama Street at its ultimate half-section width including landscaping and parkway improvements in conjunction with development, as necessary.
- Sight distance at each project access should 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 should be implemented in conjunction with detailed construction plans for the project.
- The site should provide sufficient parking spaces to meet County of San Bernardino parking code requirements in order to service on-site parking demand.

Off-Site Improvements

Off-site improvements are detailed in the *Traffic Impact Analysis*, prepared by Kunzman Associates dated September 10, 2014. Included with these items is the periodic review of traffic operations in the vicinity of the project once it is constructed to assure such operations are satisfactory and provide an interconnect of the traffic signal to function as a coordinated system. The project is required to pay its fair share cost towards the construction of these improvements, all of which are identified in the SANBAG Nexus Fee Program. (See Table 12 of *Traffic Impact Analysis*). In addition, the project is required to participate in the construction of off-site traffic signals through the payment of traffic signal mitigation fees.

The above are deemed standard development requirements and are not considered mitigation. Based on the above, incorporation of recommended improvements and payment of impact fees will reduce potential impacts to a less than significant level.

- XV b) **Less Than Significant Impact.** The project will not exceed, either individually or cumulatively, a Level of Service (LOS) standard established by the County Congestion Management Agency for designated roads or highways. The traffic study prepared by Kunzman Associates, dated September 10, 2014, determined that the project would not contribute traffic greater than the freeway threshold of 100 two-way peak trips or arterial link threshold of 50-two way peak trips in the morning and evening peak hours as defined by the County's Congestion Management Plan to the respective surrounding roads.
- XV c) **No Impact.** The project site is approximately 1.7 miles southeast of the San Bernardino International Airport (formerly Norton Air Force Base). The proposed project is located approximately 0.94 miles southeast of the San Bernardino International Airport (formerly Norton Air Force Base). The project site would not alter air traffic patterns and would therefore not result in substantial safety risks.

- XV 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 established roads that are accessed at points with good site distance and will be conditioned to provide the appropriate traffic control devices at the intersections. In addition, the project is a warehouse use located in an area that permits warehouses, so it will not create a hazard with incompatible uses (e.g., farm equipment).
- XV e) **Less Than Significant Impact.** The proposed project will be accessible via Alabama Street and Almond Street. The project site plan identifies adequate fire department access and turning radii entering the site and within the site, which are adequate to serve the site in case of an emergency. Therefore, the project would have less than significant impacts on the provision of adequate emergency access.
- XV f) **Less Than Significant Impact.** The project is located adjacent to Alabama Street and Almond Street which are paved roadways and will be further improved by the project. Therefore, access for alternative transportation (i.e., public transit, pedestrian, bicycle) can be accommodated and the project will not decrease the performance of existing alternative transportation facilities or be in conflict with policies, plans, or programs supporting alternative transportation

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
XVI. 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 type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION

XVI 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.

XVI b) **Less Than Significant Impact.** The proposed project would construct an on-site network of water and sewer pipes that would connect to existing facilities in Alabama Street and/or Almond Avenue. The installation of water and sewer lines as proposed by the project would result in physical impacts to the surface and subsurface of infrastructure alignments. These impacts are considered to be part of the project's construction phase and are evaluated throughout this Initial Study Checklist accordingly. In instances where significant impacts have been identified for the project's construction phase, mitigation measures are recommended in each applicable subsection of this Initial Study Checklist to reduce impacts to less-than-significant levels. The construction of water and sewer lines as necessary to serve the proposed project would not result in any significant physical effects on the environment that are not already identified and disclosed as part of this Initial Study Checklist. Accordingly, additional mitigation measures beyond those identified throughout this Initial Study would not be required.

XVI c) **Less Than Significant Impact.** The proposed project would construct an on-site network of storm drains, infiltration devices, and an off-site water quality/detention basin to collect storm water flows. As previously noted in the response to Issue IX(e) under Hydrology and Water Quality, implementation of the project would not increase peak runoff flows on the property above existing levels; therefore, the proposed project would not require the expansion of any offsite existing storm water drainage facilities.

The construction of storm drain facilities as proposed by the project would result in physical impacts to the surface and subsurface of the project site. These impacts are considered to be part of the project's construction phase and are evaluated throughout this Initial Study Checklist accordingly. In instances where significant impacts may have been identified for the project's construction phase, mitigation measures are recommended in each applicable subsection of this Initial Study Checklist to reduce impacts to less-than-significant levels. The construction of storm drain infrastructure on-site as necessary to serve the proposed project would not result in any significant physical effects on the environment that are not already identified and disclosed as part of this Initial Study Checklist. Accordingly, additional mitigation measures beyond those identified throughout this Initial Study Checklist would not be required.

XVI d) **Less Than Significant Impact.** Water service would be provided to the project site by the City of Redlands. For water planning purposes, the City of Redlands supply and demand for water is assessed in the *2010 San Bernardino Valley Regional Urban Water Management Plan* (UWMP). According to the UWMP, the City of Redlands relies upon a blend of local groundwater, local surface water, and imported water from the State Water Project to supply water to its service area. The UWMP considered the project site under its current land use designation of "Special Development" in planning for future water demand and supplies. Based on the UWMP, Redlands' reliability is expected to be 100 percent through 2030. Therefore, the project will have sufficient water supplies available to serve the project from existing entitlements and resources, and no new or expanded entitlements are needed.

XVI e) **Less Than Significant Impact.** According to the City of Redlands Municipal Utilities and Engineering Department website accessed on May 15, 2014, the Redlands Wastewater Treatment Facility has the ability to process 9.5 million gallons of wastewater per day, and

is currently processing about 6 million gallons per day. Although the project would increase the demand for wastewater treatment services, there is adequate wastewater treatment capacity to serve the project.

- XVI f) **Less Than Significant Impact.** The two closest landfills to the project site are the California Street Landfill and the San Timoteo Landfill.. According to the CalRecycle website accessed on May 15, 2014, the California Street Sanitary Landfill had a remaining capacity of 6,800,000 cubic yards and is planned not to close until 2042. The San Timoteo Landfill has a remaining capacity of 20,400,000 cubic yards and is planned not to close until 2043. Therefore, there is sufficient permitted capacity to accommodate the project's solid waste disposal needs for the foreseeable future.
- XVI g) **No Impact.** The project is required to comply with mandatory federal, state, and local statutes and regulations related to solid waste.

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

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

SUBSTANTIATION

- XVII a) **Less Than Significant Impact 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.
- XVII b) **Less Than Significant Impact 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 during site preparation and grading activities if such activities were to occur concurrently with site preparation and grading activities on the parcel located adjacent to the western boundary of the project site. With incorporation of the Mitigation Measure Air Quality-3, impacts would 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.

- XVII c) **Less Than Significant Impact 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.

XVIII. 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)

AIR QUALITY-1. Limit on Disturbed Area. Prior to grading permit issuance, the Developer shall provide a signed letter agreeing to include in any construction contracts/ subcontracts a requirement that project contractors ensure that the site preparation and grading contractors limit the daily disturbed area to 5 acres or less.

AIR QUALITY-2 Compliance with SCAQMD Rule 403. Prior to grading permit issuance, the Developer shall provide a signed letter agreeing to include in any construction contracts/ subcontracts a requirement that during site preparation and grading activities, all contractors shall comply with applicable measures listed in SCAQMD Rule 403 to control fugitive dust, including the application of water to all exposed surfaces a minimum of three (3) times per day.

Air Quality-3. Prohibit Concurrent Grading. Prior to grading permit issuance, the Developer shall provide a signed letter agreeing to include in any construction contracts/ subcontracts a requirement that the construction contractor shall coordinate the site preparation and grading activities timing with the site preparation and grading activities located on Parcel 2 of Tentative Parcel Map 19488, which is located adjacent to the western boundary of the project site, in order to ensure there are no days when earth moving activities occur concurrently for both projects.

Biology-1. Native Tree and Plant Removal Permit. Prior to issuance of a grading permit or any tree removal, a Native Tree & Plant Removal Permit may be required from the County of San Bernardino. The following steps must be followed:

- The grading permit or any permit that will allow the removal of any trees for the proposed project shall consider and include a review of any proposed native tree. If no protected trees are to be removed, then this shall indicated be on the Grading Plan and no further action is required.
- If protected tree(s) are to be removed, then a Tree or Plant Removal Permit shall be applied for and approved in compliance with Section 88.01.050 (Tree or Plant Removal Requirements).

Hazards-1. AR3 Operational Requirements. 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. (to be confirmed prior to issuance of building permits)

- 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)***

Hazards-2. AR3 Design Requirements. 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 San Bernardino International 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.

Noise-1. Prior to grading permit issuance, the Developer shall provide a signed letter agreeing to include in any construction contracts/ subcontracts a requirement that:

- a) Construction Equipment Controls. During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. 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.***
- b) Noise Ordinance. To minimize potential impacts to adjacent sensitive receptors, project construction shall only be performed during the hours construction activities are exempt from the County of San Bernardino's noise ordinance: Temporary construction, maintenance, repair, and demolition activities between 7:00 AM and 7:00 PM, except Sundays and Federal holidays are exempt from Section 83.01.080(g)(3) the San Bernardino Development Code."***
- c) Truck Haul Limits. 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."***
- d) Equipment Staging. 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."***
- e) The proposed 8 foot high barrier wall along the northern and western property lines shall be constructed and verified before grading and other construction activities begin."***
- f) To minimize any impacts to students, construction within 250 feet of classrooms and outdoor play areas shall be avoided during school hours whenever possible."***

Noise 2: Operational Noise Controls. *Prior to occupancy, the Developer shall provide a signed letter, which shall be provided to any future tenants, agreeing to comply with the following:*

- a) All operational equipment, fixed or mobile, shall be fitted with properly operating and maintained mufflers, consistent with manufacturers' standards.*
- b) All available noise suppression devices and techniques should be utilized whenever possible to reduce exterior operational equipment noise to acceptable levels that are compatible with adjacent land uses.*
- c) 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.*
- d) Truck idling near the northerly project entrance from Alabama Street shall not occur other than when awaiting access into the gated loading area.*
- e) Signage shall be prominently displayed to alert truck drivers that truck access through the northerly vehicle parking area is not permitted.*

Noise-3: Additional Construction Noise Controls. *To ensure construction noise levels do not adversely affect the operation of the adjoining Packinghouse Christian Academy the options and/or actions listed below are to be implemented prior to grading permit issuance:*

- a) Avoid grading activities during that part of the school year when school is not in session. If this cannot be attained then one or more of the following actions are required.*
- b) Install an eight (8) foot high block wall along the northerly and northwesterly property lines prior to grading or other construction activities. If the applicant cannot demonstrate through the completion of an acoustical analysis acceptable to the County of San Bernardino Planning Division that the eight (8) foot high wall will reduce grading and construction noise levels to 61.7 dBA during school hours at the exterior of the adjoining school buildings and on the adjoining playground, then item c) below will also be required.*
- c) Install a temporary noise attenuation wall along the northerly and northwesterly property lines to reduce levels to 61.7 dBA at the exterior of the adjoin school buildings and on the adjoining school playground. The selection of the type of barrier, such as ½" plywood or sound absorption/attenuating blankets, and the height and thickness of the barrier is to be determined through the completion of a noise acoustical analysis acceptable to the County of San Bernardino Planning Division.*

GENERAL REFERENCES (List author or agency, date, title)

Alquist-Priolo Special Studies Zone Act Map Series

California Department of Water Resources

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, 2007

County of San Bernardino Hazard Overlay Map FH31

County of San Bernardino Identified Hazardous Materials Waste Sites List, April 1998

County 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, September 1992

PROJECT SPECIFIC REFERENCES

Air Quality, Global Climate Change, and Health Risk Assessment Impact Analysis, Alabama Venture 1, L.P. prepared by Kunzman Associates, Inc., June 12, 2014.

Noise Impact Analysis, Alabama Venture 1, L.P., prepared by Kunzman Associates, Inc. June 12, 2014.

Traffic Impact Analysis, Alabama Venture 1, L.P., prepared by Kunzman & Associates, Inc., September 10, 2014.

EXHIBIT D

CEQA Comment Letters

Morrissey , Jim

From: Jason Stajich <jason.stajich@gmail.com>
Sent: Wednesday, December 03, 2014 11:34 PM
To: Morrissey , Jim
Subject: Notice of Availability for Alabama Venture I, L.P. (Project #P201300615)

Jim Morrissey, Contract Planner
County of San Bernardino
Land Use Services Department – Planning Division
385 N. Arrowhead Ave., First Floor
San Bernardino, CA 92415-0187

Re: Notice of Availability for Alabama Venture I, L.P. (Project #P201300615)

Dear Mr. Morrissey,

I have serious concerns with how the planned Alabama Venture I project would adversely impact my ability to bike safely and pleasantly in the area if it is built as planned. As a frequency cyclist who ventures to the Redlands area, I am very concerned about the current plan. The proposed mitigation measures for the project do not go far enough to ensure that all road users are able to have safe passage. I would like to see more attention paid to ensuring that bicyclists are treated equally in the design process, including a reanalysis of the Traffic Impact study using measures that provide for accurate assessment of bicycling conditions and improving them instead of the decline that they experience at present. Additionally, many of the measures would also result in a substantial degradation in the ability for one to travel by bicycle after they are implemented. I am especially concerned to see the addition of dedicated turn lanes and roads being widened in an area which already has extremely unsafe speed limits.

I would also like to see more attention paid to using safer intersection treatments than the standard traffic signals. Other options include but are certainly not limited to bike-specific signals with leading intervals, roundabouts, median refuge islands, and signals that keep down speeding by dynamically changing based on the speed of approaching traffic. All of these solutions can go far in helping make the roads safer at their most dangerous points: where they intersect.

Thank you for keeping me informed of what's going on in the community and I hope to see more projects that can help move San Bernardino County off the list of the most dangerous statewide for biking (or walking), not projects that cement our position at the top with that dubious honor.

Sincerely,
Jason Stajich, PhD
Associate Professor
University of California, Riverside

Morrissey , Jim

From: Jonathan Baty <jonathan.baty@enerpath.com>
Sent: Thursday, December 04, 2014 10:48 AM
To: Morrissey , Jim
Subject: Alabama Venture I, L.P. (Project #P201300615)

Jim Morrissey, Contract Planner
County of San Bernardino
Land Use Services Department – Planning Division
385 N. Arrowhead Ave., First Floor
San Bernardino, CA 92415-0187

Re: Notice of Availability for Alabama Venture I, L.P. (Project #P201300615)

Dear Mr. Morrissey,

I have serious concerns with how the planned Alabama Venture I project would adversely impact my ability to bike safely and pleasantly in the area if it is built as planned. The proposed mitigation measures for the project do not go far enough to ensure that all road users are able to have safe passage. I would like to see more attention paid to ensuring that bicyclists are treated equally in the design process, including a reanalysis of the Traffic Impact study using measures that provide for accurate assessment of bicycling conditions and improving them instead of the decline that they experience at present. Additionally, many of the measures would also result in a substantial degradation in the ability for one to travel by bicycle after they are implemented. I am especially concerned to see the addition of dedicated turn lanes and roads being widened in an area which already has extremely unsafe speed limits.

I would also like to see more attention paid to using safer intersection treatments than the standard traffic signals. Other options include but are certainly not limited to bike-specific signals with leading intervals, roundabouts, median refuge islands, and signals that keep down speeding by dynamically changing based on the speed of approaching traffic. All of these solutions can go far in helping make the roads safer at their most dangerous points: where they intersect.

Thank you for keeping me informed of what's going on in the community and I hope to see more projects that can help move San Bernardino County off the list of the most dangerous statewide for biking (or walking), not projects that cement our position at the top with that dubious honor. Help us as we build a better San Bernardino County.

Sincerely,

Jonathan Baty
Vice President, Technology
EnerPath / ESI
1758 Orange Tree Lane
Redlands, CA 92374

909 335-1699 Office
909 335-5715 Fax
909 997-1500 Cell
jonathan@enerpath.com
www.enerpath.com

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UNIVERSITY CROSSING SBR, LLC

December 3, 2014

Jim Morrissey
Contract Planner
County of San Bernardino
Land Use Service Dept.
385 N. Arrowhead Avenue
San Bernardino, CA 92415

Re: Project No. P201300615
Alabama / Ventures 1

Dear Mr. Morrissey,

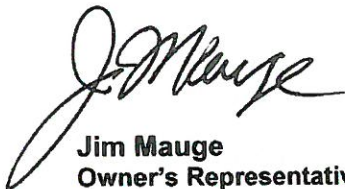
University Crossings SBR, LLC is in receipt of the notice for comment to the above referenced project.

As owner of the University Crossings Apt. complex under construction at 27000 Lugonia Ave, Redlands, CA. we have one concern and request for a condition of approval to be adopted for the subject project, should it be approved.

We request that all truck traffic be restricted/prohibited from traveling southbound on Nevada between Almond and Lugonia. Nevada was not intended to carry truck traffic and such traffic would have a negative impact on the residents of this luxury apartment complex.

If you have any further questions or concerns regarding this request, please feel free to contact us. Your time and attention are appreciated.

Sincerely,



Jim Mauge
Owner's Representative

Office: 818.299.2594 Fax: 888.851.2584
74478 Highway 111, Suite 378, Palm Desert, CA 92260

Morrissey , Jim

From: Tom Aceves <acevestw@gmail.com>
Sent: Thursday, December 04, 2014 10:09 AM
To: Morrissey , Jim
Subject: Notice of Availability for Alabama Venture I, L.P. (Project #P201300615)

Dear Mr. Morrissey,

As a resident of Highland who regularly commutes through Redlands by bicycle and also frequently recreationally cycles to/through Redlands I have serious concerns with how the planned Alabama Venture I project would adversely impact my ability to bike safely and pleasantly in the area if it is built as planned. Due to the Santa Ana River Basin there are very limited options for traveling by bicycle between the northern communities of San Bernardino, Highland, and East Highland to the southern communities of Redlands, Loma Linda, and Colton. In fact there are only 5: Greenspot/Garnet, Boulder/Orange, Tippecanoe, Waterman, and Alabama. All 5 of these arterials are high speed with zero infrastructure or thought given to cycling traffic safety. In an age where we cry "Global Warming" and "Reduce Dependence on Foreign Oil" one would think more attention would be given to the most efficient transportation possible, CYCLING.

The proposed mitigation measures for the project do not go far enough to ensure that all road users are able to have safe passage. I would like to see more attention paid to ensuring that bicyclists are treated equally in the design process, including a reanalysis of the Traffic Impact study using measures that provide for accurate assessment of bicycling conditions and improving them instead of the decline that they experience at present. Additionally, many of the measures would also result in a substantial degradation in the ability for one to travel by bicycle after they are implemented. I am especially concerned to see the addition of dedicated turn lanes and roads being widened in an area which already has extremely unsafe speed limits.

I would also like to see more attention paid to using safer intersection treatments than the standard traffic signals. Other options include but are certainly not limited to bike-specific signals with leading intervals, roundabouts, median refuge islands, and signals that keep down speeding by dynamically changing based on the speed of approaching traffic. All of these solutions can go far in helping make the roads safer at their most dangerous points: where they intersect.

Thank you for keeping me informed of what's going on in the community and I hope to see more projects that can help move San Bernardino County off the list of the most dangerous statewide for biking (or walking), not projects that cement our position at the top with that dubious honor. Help us as we build a better San Bernardino County.

Sincerely,
Tom Aceves

DEPARTMENT OF TRANSPORTATION

DISTRICT 8

PLANNING (MS 722)

464 WEST 4th STREET, 6th FLOOR

SAN BERNARDINO, CA 92401-1400

PHONE (909) 383-4557

FAX (909) 383-5936

TTY 711

www.dot.ca.gov/dist8



*Serious Drought.
Help save water!*

January 12, 2015

File: 08-SBd-10-PM 29.314

Heidi Duron
County of San Bernardino
385 N. Arrowhead Ave., 1st Floor
San Bernardino, CA 92415

Subject: Alabama Venture 1 Warehouse Facility Project - Traffic Impact Analysis, dated September 10, 2014

Dear Ms. Duron:

The California Department of Transportation (Caltrans) has received and reviewed the Traffic Impact Analysis (TIA) dated September 10, 2014 for the Alabama Venture 1 Warehouse Facility Project. The proposed project is located on the southwest quadrant of Alabama Street and West San Bernardino Avenue, east of Nevada Street, and north of Almond Avenue. The project proposes to construct a high-cube warehouse distribution center of 313,470 square feet.

As the owner and operator of the State Highway System, it is our responsibility to coordinate and consult with local jurisdictions when proposed development may impact our facilities. As the responsible agency under the California Environmental Quality Act, it is also our responsibility to make recommendations to offset associated impacts with the proposed project.

We offer the following comments for your consideration:

1. In Figure 12 on Page 23 of the TIA, the "Project Trip Distribution (Trucks)" indicates 0% of truck trips will use Alabama Street as the access to and from Interstate 10 (I-10). Please provide the methodology used, analysis, and reasoning behind the project trip distribution for trucks.
2. Please consider the long-term cumulative traffic impacts of the several high-cube warehouse facilities being proposed within close proximity of this project site.

If you have any questions regarding this letter, please contact Rena Tang at (909) 806-3927 or myself at (909) 383-4557.

"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"

Ms. Duron
January 12, 2015
Page 2

Sincerely,

A handwritten signature in black ink that reads "Mark Roberts". The signature is written in a cursive, flowing style.

MARK ROBERTS
Office Chief
Intergovernmental Review, Community and Regional Planning

"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"



INLAND EMPIRE BIKING ALLIANCE

Jim Morrissey, Contract Planner
County of San Bernardino
Land Use Services Department - Planning Division
385 North Arrowhead Avenue, First Floor
San Bernardino, CA 92415-0187

Inland Empire Biking Alliance
P.O. Box 9266
Redlands, CA 92375

Dear Mr. Morrissey,

After getting a chance to look through the Initial Study and Traffic Assessment for the Alabama Venture I, L.P. project (P201300615), I have several comments to make on behalf of the Inland Empire Biking Alliance regarding the effect it will have on the biking conditions of the area. The Notice of Availability/Notice of Intent to adopt a Draft Initial Study/Mitigated Negative Declaration for the project indicates that there are no significant impacts or that they will be mitigated to not be significant, but the documentation does not include any indication on how the adverse impacts to biking as a result of the project and its mitigation measures will be addressed.

Under Section XV of the Initial Study, it is indicated that there is a "Less than Significant" impact on item d), which refers to whether the project will substantially increase hazards. However, the Traffic Analysis is rife with mitigation measures that will substantially increase hazards for bicyclists wherever they are implemented. Most of the issues come from the addition of dedicated turn lanes, especially when combined with the addition of through lanes. With the project and several of those proposals set to occur directly adjacent a school, it is vital that the biking environment be safe enough for children to use.

Most exemplary of the problem is the recommendation for the all-way stop at Lugonia and Nevada to be "upgraded" to a signalized intersection. The Traffic Analysis bases that recommendation on Warrant 3, Peak Hour found in Section 4C.04 of the 2012 Edition of the CA MUTCD, which is presented in Appendix F of the Traffic Analysis report. However, the data on their graph show that the intersection

P.O. BOX 9266 Redlands, CA 92375

www.iebike.org

909.800.4322



INLAND EMPIRE BIKING ALLIANCE

would be well within the capacity limits of a roundabout (1). Yet, no mention of a roundabout is made in the Traffic Analysis for the project even though the use of roundabouts is associated with at least 60% fewer collisions per intersection and a greater than 75% fewer injury or fatal collisions. The use of a roundabout here is an extremely salient consideration for a location where an officer has been killed and the traffic volumes are not extremely high, though roundabouts with many multiples of the projected 2035 traffic levels of Lugonia and Nevada are in use around the country and world.

Roundabouts are also safer and easier for bicyclists to use than a signalized intersection, which is extremely important because the Nevada St. corridor is the best way for bicyclists to cross I-10 to access the Citrus Plaza shopping center. A signal would do irreparable damage to the ease of use for the route and create a hazardous condition for bicyclists.

At other intersections where signals already exist, the addition of turning and through lanes presents another hazard to bicyclists. Motorists drive faster on wider roads and approach intersections at high rates of speed, not realizing that a bicyclist is there and causing a 'right hook' crash. This is especially noteworthy for this project due to the truck traffic that will be accessing the site because trucks have much greater ability to do harm and larger blind spots that serve to obscure bicyclists from view.

Traffic signals often present issues for bicyclists and pedestrians, resulting in excessively long waiting times. At all intersections where signals are used, we would like to see several things implemented to make sure that they work well for everyone. Signalized pedestrian crossings should include leading pedestrian intervals that allow the pedestrians to begin to cross without the risk of conflicting motorists. We also would like to ensure that all signals fully comply with CA MUTCD requirements and detect bicycles at the limit lines of all lanes, including any Class II bike lanes, from the very first day that they become operational. Additionally, we recommend the use of rest in red phasing for the signals that only presents a green light when traffic is present. This is crucial for controlling speeds, especially on San Bernardino Avenue due to its high speed limit and rampant speeding.

It is encouraging to see that growth has returned to the region again after the effects of the Great Recession, but it is imperative that all new growth be sustainable and beneficial to all. As the region that is consistently ranked as one of the most sprawled in the nation (3, 4) as well as the most dangerous area of the state for bicyclists and pedestrians (2), it is unacceptable for projects to continue to produce



INLAND EMPIRE
BIKING ALLIANCE

infrastructure that is hostile to bicyclists, pedestrians, and ultimately even motorists. Recently, SANBAG has been taking efforts to make improvements and consider vulnerable users while the City of Redlands has adopted a Bicycle Master Plan (that includes routes to serve the area of the project site) to help guide better conditions within the city. It would be great to get the County to also join the commitment to creating a better environment for all and it starts with little stuff like these projects.

Sincerely,

Marven E. Norman, VP





INLAND EMPIRE BIKING ALLIANCE

References

1. National Cooperative Highway Research Program (NCHRP). (2010). *Roundabouts: An Informational Guide, 2nd Edition*. (NCHRP Report 672). Retrieved from Transportation Research Board website: http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_672.pdf.
2. Smart Growth America. (2014). *Dangerous by design 2014: Regional data*. Retrieved from Smart Growth America website: <http://www.smartgrowthamerica.org/research/dangerous-by-design/dbd2014/regional-data>.
3. Smart Growth America. (2014). *Measuring sprawl*. Retrieved from Smart Growth America website: <http://www.smartgrowthamerica.org/measuring-sprawl>.
4. Smart Growth America. (2002). *Measuring sprawl and its impact*. Retrieved from the Smart Growth America website: <http://www.smartgrowthamerica.org/research/measuring-sprawl-and-its-impact/>.



EXHIBIT E

Public Comment Letters

KIENOW ASSOCIATES, INC.

CIVIL, GEOTECHNICAL, AND ENVIRONMENTAL ENGINEERS

Phone: 909-866-8636
E-Mail: kkienow@charter.net

cell: 909-223-1129

P.O. Box 121110
Big Bear Lake, CA, 92315

February 21, 2014 **VIA Fax: 909-387-3223** 6 pages KAI Ref # 14336

San Bernardino County Land Use Services
Planner Mr. Gus Romo
385 North Arrowhead Avenue
San Bernardino, California 92415

FAXED
2010
\$ 2016 2/21/14 *KL*

REFERENCE: Project Number P201300538/CUP-CF

Dear Mr. Romo: *\$ P201300615/CUP KL*
 \$ P201300539/CF KL

At the request of the Corporate Board of Calvary Packinghouse Church of Redlands, we have conducted a detailed review of the trucking warehouse plans proposed to be constructed against the East and South property lines of the church and school facility, Packinghouse Christian Academy (Academy). We have serious concerns with the above proposed industrial warehouses from an environmental health standpoint.

Please see the attached recent *Health News* article report on a study done by the University of Cincinnati, describing the serious health effects on young school children of diesel trucks operating within five hundred feet of a school.

Many published scientific articles identify the very significant adverse health effects on young growing children of particulate matter and benzene emissions discharged from diesel trucks near schools and major highways. The plans for the above proposed warehouse facilities show diesel truck loading docks much closer than the five hundred foot clearance recommended by the University of Cincinnati study and the six hundred foot clearance required by the State of California Education Code. In fact, the proposed plans show a driveway just over the fence line of the Academy's preschool childcare playground. Other driveways are proposed just over the fence of the baseball and soccer fields. Still other driveways are proposed within twenty feet or less of the existing main school building.

The State of California does not allow a new public school to be constructed within six hundred feet (about a city block) of a trucking warehouse facility, due to the well documented diesel pollution health risks to young school children. Why should the County of San Bernardino allow a trucking facility to be constructed just over the playing field fence and within twenty feet of an existing private school building that has been operating in the same location for three decades?

The only mitigating factor against health dangers from diesel air pollution is distance, the State feels that an adequate distance is 600 feet, which means this project belongs across the street, not over the school property line.

Why should County private school students merit significantly less (no) protection from known carcinogens and dangerous air quality than the six hundred feet the State requires for public school students?

Our recommendation is that the County reject the proposed development in total, because, in our opinion, there are no satisfactory practical mitigation measures that can possibly be made to mediate the health risks, considering the proximity of the warehouses to the school; fact that the wind blows where it will, 8 foot fence or not, and kids breathe whatever air is available to them wherever they are, in the classroom or playing on the ten acre soccer/ ball field. The County has a responsibility and a duty to protect their health

At a minimum, should the project be allowed to proceed, the County should require that the developer redesign the project and include the following items in the Conditional Use Permit:

1. No trucks allowed within 500 feet of the school playgrounds and ball fields.
2. No parking or driving within 100 feet of the property line (gated forty foot fire lanes)
3. Eight foot high solid walls required at all common property lines.
4. Require electrical hookups for refrigerated cargo on all dock and parking stalls.
5. Strict diesel no idling limits (immediate shut down and drive off within 30 seconds after engine start.
6. The highest available efficiency particulate air filters should be provided on a continuing basis for the school AC system, at the developer/owner's expense.

Respectfully submitted,

KIENOW ASSOCIATES, INC.

by 

Kenneth K. Kienow, P.E., G.E.
President





FACTS ABOUT

California's Commercial Vehicle Idling Regulations

Idling diesel trucks and buses create toxic air pollution, contribute to global warming, and waste costly fuel – and in some cases, the operator may be breaking the law. Find out how you can help keep emissions in check so we can all breathe easier.

Which vehicles are covered?

Heavy-duty diesel vehicles with a Gross Vehicle Weight Rating (GVWR) of 10,000 lbs. or heavier.

How long can I idle?

Idling for more than 5 minutes is prohibited within California's borders. While at a school, the driver must shut down the engine immediately upon arrival and leave within 30 seconds of starting the engine.

What are the fines?

Fines start at \$300 and can be as much as \$1000 per day.

Are there situations where idling is allowed?

Yes. Idling is allowed in the following situations:

- You are stuck in traffic
- When idling is necessary to inspect or service your vehicle
- You are operating a power take-off device
- You cannot move due to adverse weather conditions or mechanical failure
- You are queuing (must be beyond 100 feet from any residential area)
- Your truck's engine meets the optional low-NOx idling emission standard, and your truck is located more than 100 feet from any residential area (clean-idle label required)

See www.arb.ca.gov/noidle for a complete list of exemptions.

If I can't idle, what can I do about cab comfort?

Listed below are some available idle reduction technologies:

- Battery-powered auxiliary power systems
- Fuel-fired heaters (restrictions apply; see www.arb.ca.gov/noidle)
- Diesel-fueled auxiliary power systems (restrictions apply; see www.arb.ca.gov/noidle)
- Truck stop hookups that provide heat, cooling, electricity and other services throughout California

Visit www.arb.ca.gov/cabcomfort for further details on these and other idle-reduction technologies.

What restrictions apply to idle-reduction technologies?

- You may not operate a diesel-fueled auxiliary power system for more than 5 minutes within a 100 feet of a residential area
- Diesel-fueled auxiliary power systems (APS) on trucks with 2007 or newer model year engines must meet additional requirements (verified clean APS label required)
- Fuel-fired heaters must meet certain emission standards

Visit www.arb.ca.gov/noidle for further details.

If I see a truck illegally idling, what should I do?

Call us at 1-800-END-SMOG or email helpline@arb.ca.gov with the following information:

- Date and time you saw violation
- Location (cross streets or address, and city) of the incident
- License plate number from the front of the truck, including state
- DOT, MC and MX number from side of door
- Company name and any identifying marks on the truck
- Details about the observed idling violation

Your calls or email may be kept anonymous, if requested.

Where can I get more information?

- www.arb.ca.gov/noidle
- 1-800-242-4450

Date: 08/18/08

Media Contact: AHC Public Relations, (513) 558-4553

Many U.S. Public Schools in 'Air Pollution Danger Zone'

CINCINNATI—One in three U.S. public schools are in the "air pollution danger zone," according to new research from the University of Cincinnati (UC).

UC researchers have found that more than 30 percent of American public schools are within 400 meters, or a quarter mile, of major highways that consistently serve as main truck and traffic routes.

Research has shown that proximity to major highways—and thus environmental pollutants, such as aerosolizing diesel exhaust particles—can leave school-age children more susceptible to respiratory diseases later in life.

"This is a major public health concern that should be given serious consideration in future urban development, transportation planning and environmental policies," says Sergey Grinshpun, PhD, principal investigator of the study and professor of environmental health at UC.

To protect the health of young children with developing lungs, he says new schools should be built further from major highways.

"Health risk can be mitigated through proper urban planning, but that doesn't erase the immediate risk to school-age children attending schools that are too close to highways right now," he adds. "Existing schools should be retrofitted with air filtration systems that will reduce students' exposure to traffic pollutants."

The UC-led team reports its findings in the September 2008 issue of the *Journal of Environmental Planning and Management*, an international scientific journal. This is believed to be the first national study of school proximity and health risks associated with major roadways.

For this study, Grinshpun's team conducted a survey of major metropolitan areas representative of all geographical regions of the United States: Atlanta, Boston, Cincinnati, Denver, Philadelphia, Los Angeles, Memphis, Minneapolis and San Antonio.

More than 8,800 schools representing 6 million students were included in the survey. Primary data was collected through the U.S. Department of Education's National Center for Education Statistics.

Schools within this data set were then geocoded to accurately calculate distance to the nearest interstate, U.S. highway or state highway.

Past research on highway-related air pollution exposure has focused on residences located close to major roads. Grinshpun points out, however, that school-age children spend more than 30 percent of their day on school grounds—in classrooms, after-school care or extracurricular activities.

"For many years, our focus has been on homes when it comes to air pollution. School attendance may result in a large dose of inhaled traffic pollutants that—until now—have been completely overlooked," he adds.

These past studies suggest this proximity to highway traffic puts school-age children at an increased risk for asthma and respiratory problems later in life from air pollutants and aeroallergens.

This includes research from the UC Cincinnati Childhood Allergy and Air Pollution Study (CCAAPS) which has reported that exposure to traffic pollutants in close proximity to main roads has been associated with increased risk for asthma and other chronic respiratory problems during childhood.

Grinshpun's team found that public school students were more likely to attend schools near major highways compared to the general population. Researchers say the rapid expansion of metropolitan areas in recent years—deemed "urban sprawl"—seems to be associated with the consistent building of schools near highways.

"Major roads play an important role in the economy, but we need to strike a balance between economic and health considerations as we break ground on new areas," says Alexandra Appatova, the study's first author. "Policymakers need to develop new effective strategies that would encourage urban planners to reconsider our current infrastructure, particularly when it comes to building new schools and maintaining existing ones."

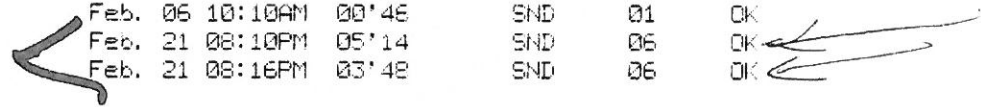
The state of California, for example, has passed a law prohibiting the building of new schools within 500 feet (168 meters) of a busy road. New Jersey is moving a bill through the legislature to require highway entrance and exit ramps to be at least 1,000 feet from schools.

This study was funded in part by grants from UC's Center for Sustainable Urban Engineering and the National Institute of Environmental Health Sciences. UC's Patrick Ryan, PhD, and Grace LeMasters, PhD, also participated in this study. Appatova was an intern in UC's department of environmental health when the study was being conducted.

JOURNAL

Feb. 24 2014 11:07AM

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20	6613224628	Aug. 27 11:51AM	09'00	SND	10	OK
21	116623224628	Aug. 27 12:03PM	00'17	SND	00	PRESSED THE STOP KEY
22	6613224628	Aug. 27 12:03PM	02'47	SND	04	OK
23	1	Oct. 04 10:32AM	00'06	SND	00	PRESSED THE STOP KEY
24	UNION BANK - 0358	Nov. 14 12:06PM	00'48	SND	01	OK
25	909-584-1205	Nov. 27 11:23AM	01'01	SND	01	OK
26	909-584-1205	Dec. 05 01:10PM	00'47	SND	01	OK
27	909-584-1205	Dec. 05 05:10PM	01'09	SND	01	OK
28	18138824605	Dec. 23 12:10PM	01'22	SND	01	OK
29	Fax Server	Dec. 30 10:19AM	05'25	SND	06	OK
30	909-584-1205	Jan. 04 11:02AM	00'54	SND	01	OK
31	9098785203	Jan. 11 10:04AM	01'03	SND	02	OK
32	OptumRx	Jan. 23 08:32PM	02'20	SND	05	OK
33	18585501470	Feb. 06 10:10AM	00'46	SND	01	OK
34	909 387 4301	Feb. 21 08:10PM	05'14	SND	06	OK
35	909 387 4301	Feb. 21 08:16PM	03'48	SND	06	OK



IF YOU HAVE A PROBLEM WITH YOUR FAX MACHINE, CALL TOLL-FREE 1-800-HELP-FAX (1-800-435-7329).