



LAND USE SERVICES DEPARTMENT PLANNING COMMISSION STAFF REPORT

HEARING DATE: January 22, 2015

Project Description

APN:	0292-054-09, 10, 12, 13
Applicant:	Alabama Venture 1, L.P. (Chiming)
Community:	Redlands 3 rd Supervisorial District
Location:	Northwest corner of Alabama Street and Almond Ave.
Project No:	P201300538 and P201300539
Staff:	Reuben J. Arceo
Applicant Rep:	Patrick J. Meyer, Urban Environs
Proposal:	A) Conditional Use Permit to allow the construction of a 614,328 square foot industrial/warehouse building. B) Tentative Parcel Map No. 19488, to consolidate eight parcels containing 43 Net acres to create three parcels, lots with Parcel 1 containing 14.81 acres and Parcel 2 containing 27.82 acres and a third parcel for a well site.

AGENDA ITEM # 2

Vicinity Map



48 Hearing Notices Sent On: January 8, 2015

Report Prepared By: Reuben J. Arceo

SITE INFORMATION

Parcel Size: Parcel 1, 14.81 acres, Parcel 2, 27.85 acres

Terrain: Primarily flat undeveloped land with no unique topographic features

Vegetation: Citrus trees on the westerly portion of the site, no other unique vegetation

SURROUNDING LAND DESCRIPTION:

AREA	EXISTING LAND USE	LAND USE ZONING DISTRICT
Site	Citrus Orchard Groves	East Valley/Special Development
North	Calvary Chapel Christian Chapel and High School Recreation Grounds	East Valley/Special Development
South	Commercial Shopping Center and future Industrial building	East Valley/Special Development
East	Citrus Plaza and Future Mountain Grove Shopping Center under construction	East Valley/Special Development
West	Industrial/Warehouse Buildings	East Valley/Special Development

AGENCY

COMMENT

City Sphere of Influence:

None

Water Service:

Redlands Municipal Utilities

Will Serve

Sewer Service:

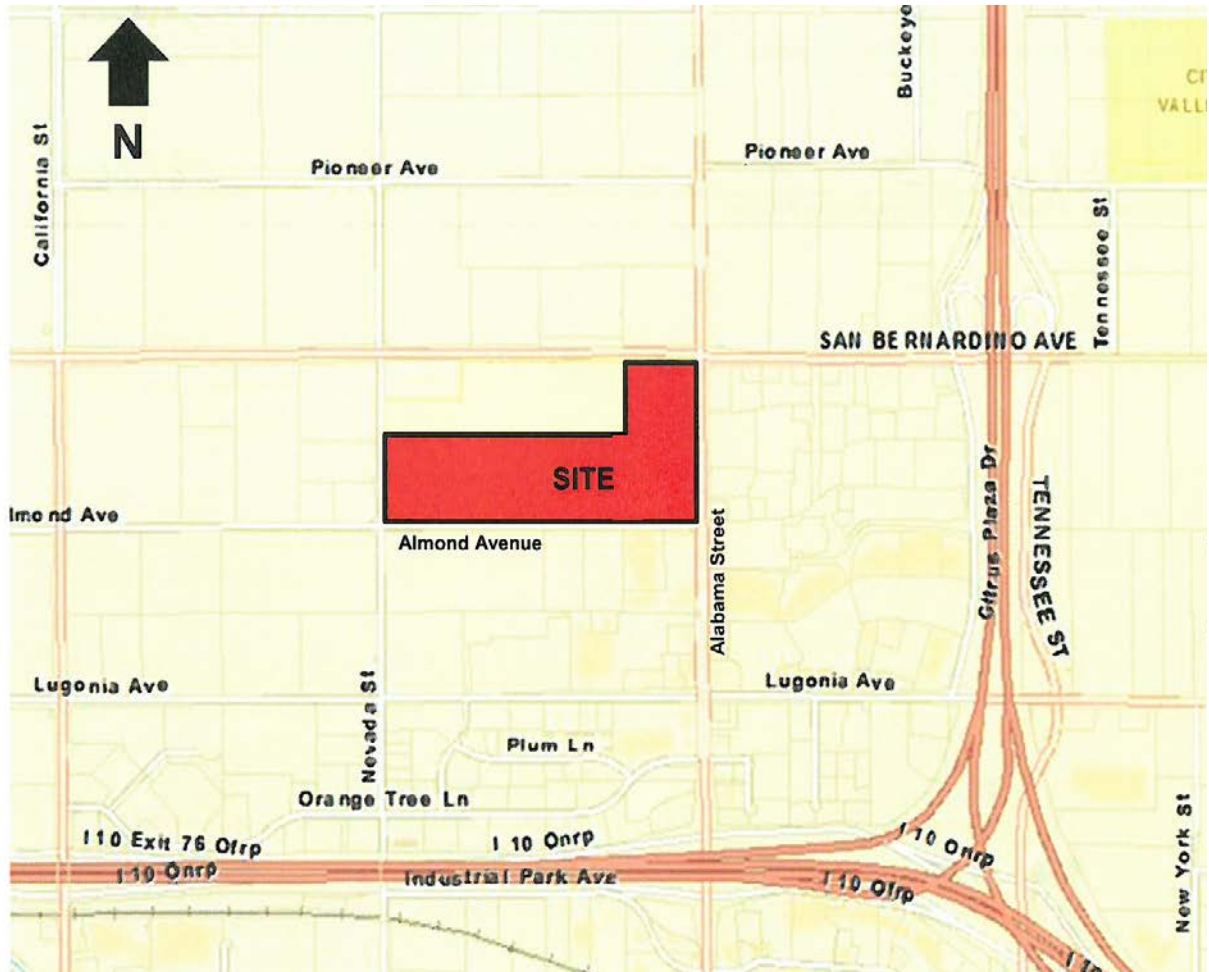
Redlands Municipal Utilities

Will Serve

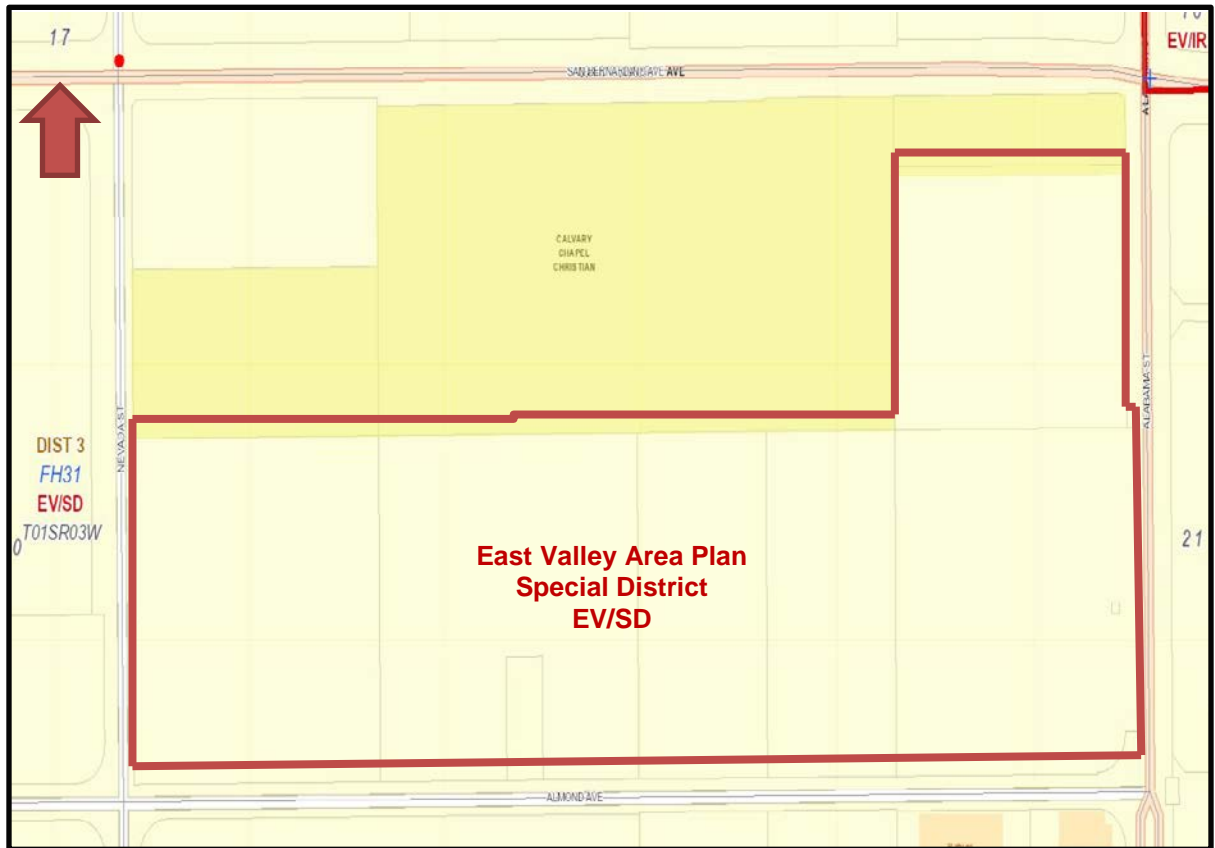
STAFF RECOMMENDATION: That the Planning Commission ADOPT a Mitigated Negative Declaration, ADOPT the proposed Findings, APPROVE the Conditional Use Permit and Tentative Parcel Map No. 19488 subject to the attached Conditions of Approval and incorporated Mitigation Measures, and FILE the Notice of Determination.

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

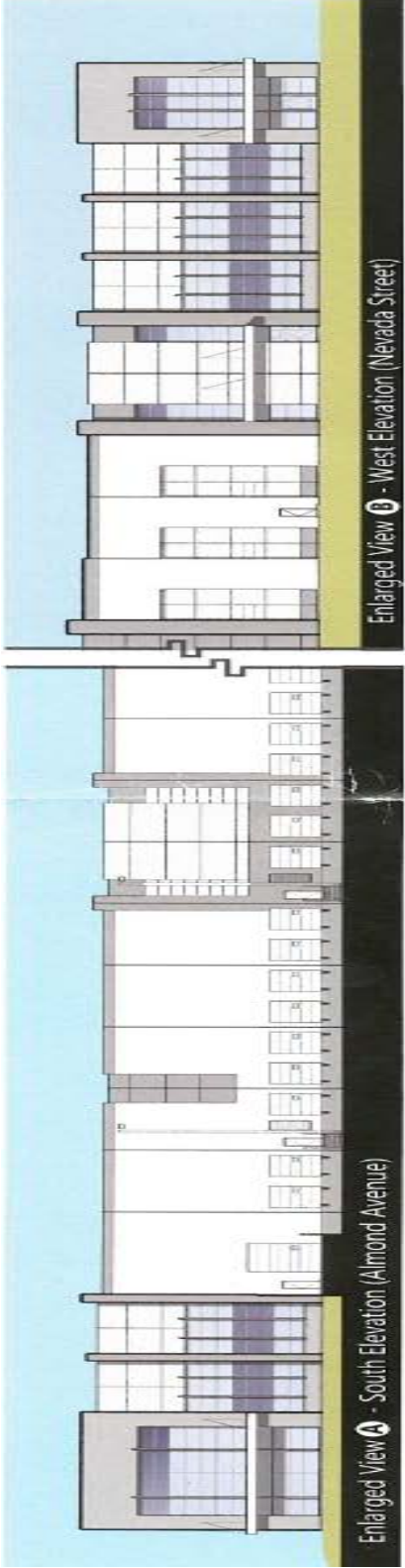


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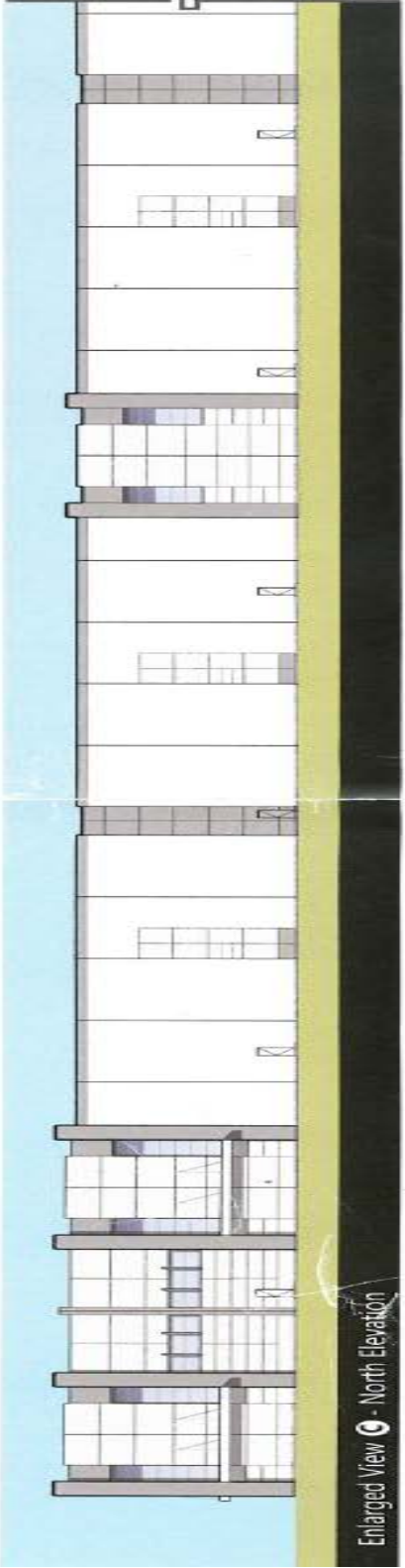


**CHIMING INDUSTRIAL BUILDING
ELEVATIONS**

**South Elevation
Building Face
Almond Avenue**



Enlarged View D - West Elevation (Nevada Street)



**North Elevation
Building Face
View from School Grounds**

SITE PHOTOS
CHIMING BUILDING SITE



1. Picture from Almond Avenue looking north.



3. Almond Avenue looking north towards Church.



2. Northwest corner Almond Avenue and Alabama Street



4. Almond Avenue looking east towards Alabama Street.



5. Existing residence along Almond Avenue.



7. Northeast corner Almond Avenue and Nevada Street.



6. Almond Avenue westerly of Nevada Street.

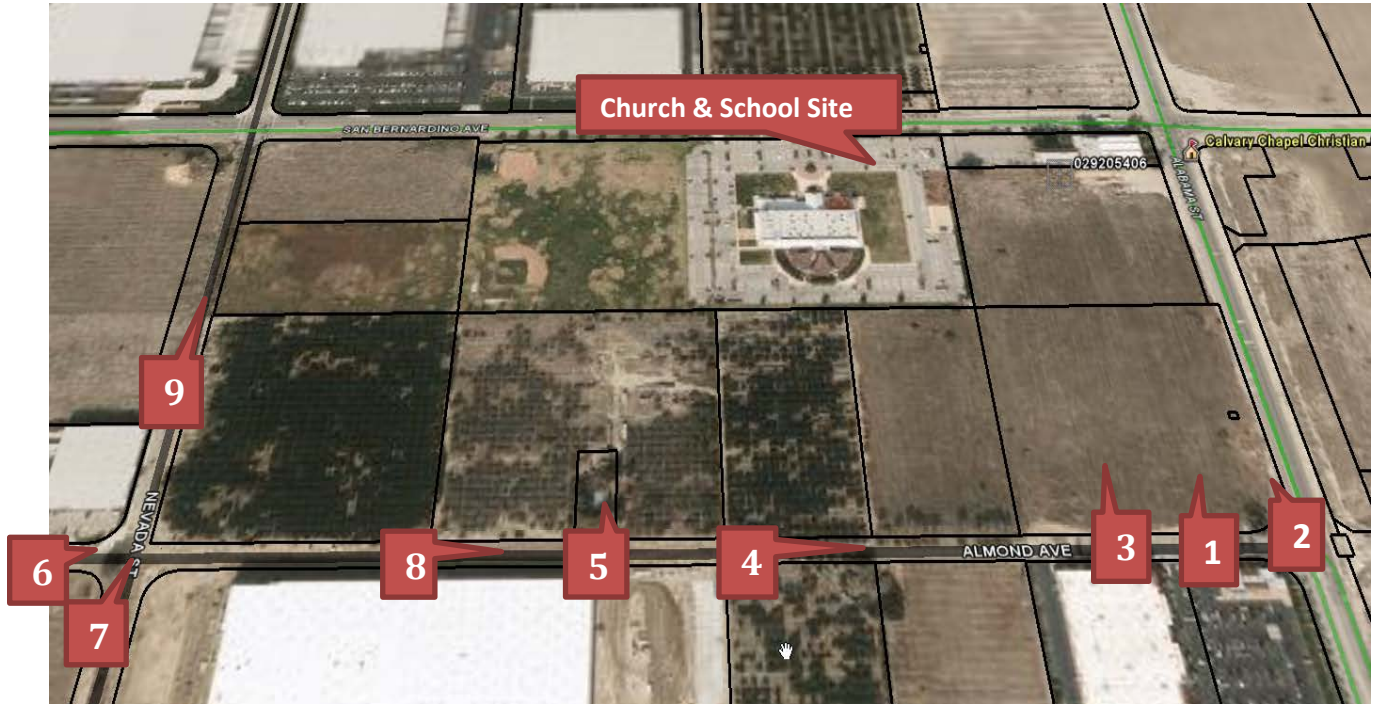


8. Almond Avenue easterly of Nevada Street.



9. Nevada Street north of Almond Avenue.

CHIMING AND ALABAMA PROJECT SITE PERSPECTIVE



PROJECT DESCRIPTION AND BACKGROUND:

Project: The proposed Conditional Use Permit (CUP) and Tentative Parcel Map (TPM) is a request to develop an existing 46.3 acre citrus orchard site located within the East Valley Area Plan (EVAP) on property zoned East Valley/Special District (EV/SD). The site consists of eight parcels which the TPM will consolidate into two lots for purposes of constructing a 614,328 square foot industrial/warehousing facility. Approximately 18,000 square feet of building floor space is assigned for office, and 596,328 square feet dedicated for warehousing on a 30.01 acre lot, referenced as Parcel 2. A 311,255 square foot structure is proposed on a 16.28 acre lot, referenced as Parcel 1. The lot size for parcels in the EV/SD zoning district is based upon the approved development plan or use permit and conditions of approval to the plan. Parcel 3 will be not be developed as the parcel is dedicated as a well site. The proposed 311,255 square foot structure is being administered on a separate CUP, referenced as Project No. P201300615.

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 1: Chiming Building Parameters

Building Area/Conditional Use Permit	Office S.F.	18,000	
	Warehouse S.F.	596,328	
Parking	Office:	1/250 s.f.	72 Stalls
	Warehousing	1/1000 s.f.	40
	Whse. > 40,000 s.f.	1/4,000 s.f.	140
	Total Parking		252
	Total Req'd Parking		252
Truck Trailer Parking	(Trailer (10' x 53'))		135 stalls
Landscaping	Required 15 %	Provided: 207,403 s.f. 17.1 %	
Setbacks		Req'd	Provided
	Front	25'	152'
	Side & Rear Yards	20'	87' & 40'
	Street Side Yards	25	300'
Building Height	No Height Maximum	50 Feet	
Floor Area Ratio	Maximum FAR .8	Project FAR .5	
Parcels/(TPM# 19488)	Parcel 1	Gross Area: 709,058 s.f. Net Area: 645,282 s.f.	
	APN # 0292-054-06	Area: 331, 056 s.f.	
	APN# 0292-054-07	Area: Well Site	
	APN# 0292-054-08	Area: 380,714 s.f.	
	Parcel 2	Gross Area: 1,307,106 s.f. Net Area: 1,213,113 s.f.	
	APN# 0292-054-09	Area: 204,732 s.f.	
	APN# 0292-054-10	Area: 204,732 s.f.	
	APN# 0292-054-12	Area: 396,396 s.f.	
	APN# 0292-054-13	Area: 388,555 s.f.	
	APN# 0292-054-14	Area: 20,473 s.f.	
	Parcel 3	Well Site Only	

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

- The 91 truck bays located on the south side are setback 185 feet from the front property line fronting Almond Avenue.
- The building was flipped so the truck bays faced south to minimize truck noise and emissions adjacent to the school.
- The truck docking bays and truck parking are screened by a decorative 6 foot high combination masonry block and decorative metal fence located on a 3 foot high berm.
- A minimum of 50 percent of the trees within the required front landscaping area shall be an evergreen variety, and embellished with ground cover and flowering shrubs.
- The building's architectural design is consistent with previous building development in the EVAP.
- An 8 foot high decorative block wall will be constructed along the north boundary line separating the project site from the school and church.
- Six foot wide pedestrian side-walks extend the length and width of the Chiming project.

Location and Access: The Project is located within an area known locally as the “Donut Hole” and bounded entirely by the City of Redlands. The Donut Hole area has undergone the conversion from an agricultural area to a commercialized/industrial district. The EVAP 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 identify envisioned by the plan 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 plan’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 plan’s long-term beautification objectives; and
- Incorporates architectural design guidelines, landscaping standards and other “pedestrian” provisions that promote walkability and alternative modes of transit.

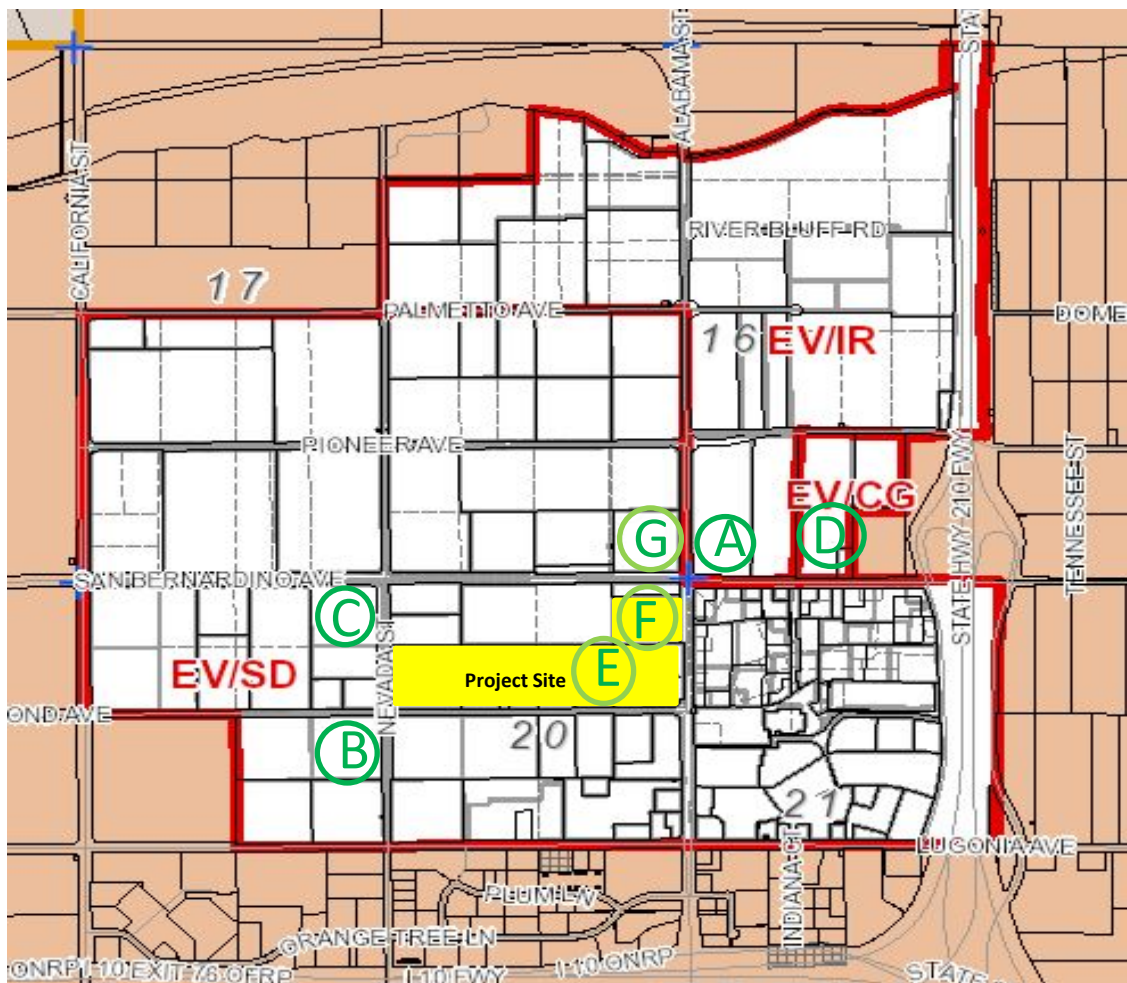
Environmental Setting: The Project is located on property zoned East Valley/Special Development (EV/SD) within the EVAP and both warehousing and distribution centers are permitted subject to CUP approval. The suffix “SD” denotes that the site is subject to special building standards unique for this land 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.

Projects occurring in the EVAP that exemplify the General Plan’s objectives include the new sixty-seven (67) acre Citrus Plaza II retail commercial complex which is under construction. The Citrus Plaza II commercial and entertainment shopping center together with the existing Citrus Plaza Center, constructed in 2003 will contain approximately 1.2 million square feet of retail, hospitality and entertainment area. Other supporting commercial venues include the 18 acre Redlands Town Shopping Center located south of Almond on Alabama Street constructed in 2007. Shown in Table 2 on the following page are similar industrial/warehouse projects located within the project’s vicinity that have been recently approved and/or finalized.

Table No. 2: Donut Hole Projects

Project No.	Location	Description
P201200048 A	NE corner San Bernardino Ave. & Alabama Street	GPA, CUP & TTM to construct a 593,916 s.f., industrial bldg..
P201300104 B	SE corner Nevada Street and Almond Avenue.	Revision to an approved action to construct a 425,000 s.f. warehouse/distribution facility.
P201300369 C	SW corner San Bernardino Ave & Nevada Street	CUP to construct a 318,000 s.f. warehouse building
P201300456 D	East of Alabama Street on San Bernardino Ave. Site Annexed from City of Redlands in July 2014	GPA & CUP to construct a 783,225 s.f. warehouse facility.
P201300538 E	NW corner Almond Avenue and Alabama Street	Proposed CUP to construct 614,328 s.f. warehouse bldg
P201300615 F	SW corner Alabama Street & San Bernardino Ave	Proposed CUP to construct 311,255 s.f. warehouse bldg..
P201400078 G	NW corner San Bernardino Ave and Alabama Street	CUP to construct 165,241 s.f. warehouse buidling
Total Warehouse Square Footage (Existing & Proposed)		3,210,965 s.f.



The Project is located south of the Packinghouse Christian Fellowship (Church) and the Packinghouse Christian Academy (Academy) which has operated since 1979 and provides elementary, junior high and high school academics. Approximately 172 students from K through 12 attend the school. The Church located west of the school 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 their comment letters the County received, attached as Exhibit E.

On November 18, 2014, the Church and the developer entered into a development agreement, attached as Exhibit F wherein the developer agrees to certain plan modifications and restrictions to mitigate the potential adverse impacts to the Church property from both the Chiming and Alabama building sites. Cited in Table 3 are a list of conditions contained cited in the development agreement that addressed the Church's and Academy's concerns.

Table 3: 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 5 minutes. • No electrical generator shall be located or operated on the Chiming 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 Chiming property as shown on the site plan shall be erected.
Loading Docks	<ul style="list-style-type: none"> • Truck loading docks are located along the building south face parallel to Almond Avenue.
Air Quality	<ul style="list-style-type: none"> • The Chiming property 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:

Land Use: Pursuant to Section EV.0240 (a)(2) (M), of the East Valley Area Plan, warehouses and distribution centers are permitted subject to approval of a Conditional Use Permit or Planned Development Application in EV/SD districts. Given the multiple Project approvals of warehousing and distribution centers in the EVAP, the Project will not conflict with any applicable land use plan, policy, or County regulations. The Project is a logical and orderly extension of the existing and future industrial distribution planned in the EVAP where such uses are concentrated in areas that support economies of scale and provide interlinking and mutually supportive services that also have overlapping benefits to the area's retail and residential sectors, such as promoting job, housing, balance and alternatives to urban commuting, including pedestrian walkability. Such objectives are contemplated in the EVAP wherein the plan visualizes a combination of residential, commercial, and/or manufacturing activities that maximize the utilization of natural as well as man-made resources which promote economic development and a sustainable urban environment. These ideals are being realized with the development of the University Crossings 306 unit apartment project which is within relative walking distance of both retail and industrial uses and will ultimately provide housing accommodations for approximately 950 residents.

As with other industrial entitlements, the Project must pay its fair share for traffic and other land use improvements to the public right-of-way. Vehicular circulation on both Nevada Street and Almond Avenue will substantially improve as a result of the Project in that the current roadway conditions of these arterials are substandard and the streets will be improved and widened to County Public Works Standards. Notwithstanding the EVAP development objectives, given the project's proximity to the school, the land use concerns raised by the school have been mutually addressed through the execution of a Development Agreement (DA) wherein the DA's conditions are intended to minimize health risks to uses of the Calvary Property as a result of any diesel-fueled vehicles arising from the Chiming Property.

Aesthetics: The Chiming building design incorporates building design elements and features that are architecturally consistent with previous industrial building design in the EVAP. Although the EVAP contains no design themes, the Project met the following guidelines considerations pursuant to Chapter EV.03 (h) (4) (Architectural Guidelines) in the EVAP in that:

- The building incorporates both parallel and skewed angles to the street plane in order to provide diversity and discourage continuous building facades along street frontage.
- The building design incorporates attractive sides of high quality which are attractively balanced with the building front elevation and includes façade treatments attractively located throughout the structure.
- The building design incorporates changes in texture, relief and materials and use of decorative features such as varied roof lines, decorative window and accent panel treatments.

The Project site includes landscaping fronting Almond Avenue and Nevada Street. The Project exterior design features include attractive screening of exterior mechanical equipment and the provision of decorative walls and fencing with landscaped as screening of loading and storage areas to further enhance the architectural quality of the development. Trees and shrubs in the conceptual landscape plan will blend in with the existing and planned visual character of the landscaping palette.

The Project is also subject to the Regional Transportation Development Mitigation Plan for the Redlands Donut Hole subarea to pay for its fair share of street and infrastructure improvements. The traffic study concludes that implementation of this Project as planned will not cause significant effects on other planned development in the area.

Air Quality: In the Air Quality, Global Climate Change, and Health Risk Assessment Impact Analysis report prepared by Kunzman Associates dated June 12, 2014, air quality impacts arising from the Project's mobile sources, area sources and energy sources were analyzed. Mobile sources include emissions from additional vehicle miles generated by the use; area sources include emissions from consumer products, landscape equipment and architectural coatings; and, energy emission include emissions from the natural gas used on-site. The worst-case summer or winter emissions generated from the project's long-term operations were analyzed. The findings revealed that none of the analyzed criteria pollutants would exceed the regional emissions thresholds. Consequently a less than significant regional air quality impact would occur from operation of the proposed project. With respect to long-term emissions, the findings determined that the project would create a less than significant cumulative impact. A dust control plan will be required as a mitigation measure to control construction activities that could create windblown dust.

Greenhouse Gases: The County's Greenhouse Gas Emissions Reduction Plan (GHG Plan) went into effect on January 6, 2012. The GHG Plan establishes a GHG emissions reduction target for the year 2020 that is 15 percent below 2007 emissions. The Plan is consistent with AB 32 and set the County on a path to achieve more substantial long-term reductions in the post 2020 period. Achieving this level of emissions will ensure that the contribution to green-house gas emissions from activities covered by the GHG Pan will not be cumulatively considerable.

Implementation of the County's GHG Plan is achieved through the Development Review Process by applying appropriate reduction requirements to reduce GHG emissions. All new development is required to quantify the Project's GHG emissions and adopt feasible mitigation to reduce Project emissions below a level of significance. A review standard of 3,000 metric tons of carbon dioxide equivalent (MTCO₂e) per year is used to identify and mitigate Project emissions. For projects exceeding 3,000 MTCO₂e per year of GHG emissions, the developer may use the GHG Plan Screening Tables as a tool to assist with calculating GHG reduction measures and the determination of a significance finding. Projects that garner 100 or more points in the Screening Tables do not require quantification of project-specific GHG emissions. The proposed Project garnered 102 points on the Screening Tables through the application of energy efficient reduction measures, construction debris diversion measures, mobile source measures and water measures. Since the Project identified 102 points of mitigation measures, the Project is consistent with the GHG Plan and consequently would not conflict with any applicable plan, policy or regulation of any agency adopted for the purpose of reducing the emission of greenhouse gases.

Tentative Parcel Map No. 19488: The Tentative Parcel Map (TPM) has been prepared in accordance with the County's subdivision requirements pursuant to Chapter 87.01 of the subdivision ordinance. Both Parcel 1 and Parcel 2 are consistent with the development standards in the EVAP. Although the EVAP does not provide a minimum lot size for parcels permitted in the EV/SD, Section EV.0240(c)(3) of the EVAP provides that development standards, including lot size predicated by a CUP or Planned Developments shall be based upon the approved development plan or use permit and conditions of approval attached to the plan. Parcels 1 and 2 have been designed in accordance with these provisions. Parcel 3, existing well site, referenced as APN 0292-054-07 will not change.

SUMMARY: In compliance with the California Environmental Quality Act (CEQA), an initial study, attached as Exhibit D was completed for the proposed Project and was posted and circulated for review and comment on October 14, 2014 and closed on November 13, 2014. Comments were received from the Department of Fish and Wildlife (F&W) and State Department of Transportation (DOT) and state Clearing House, attached as Exhibit H. The County Planning Division has considered the comments raised by both F&W and DOT, which have been incorporated in the project's conditions of approval.

With regard to the Burrowing Owl concerns F&W raised, the following condition has been incorporated:

- Utilizing accepted protocols, within 30 days prior to initiating grading activities, a preconstruction survey must be conducted for Burrowing Owl by a qualified biologist. Results of the survey shall be provide to the Land Use Services Department prior to the issuance of a grading permit.

Concerning F&W Avian Breeding concerns:

- As a condition of approval for all grading permits, vegetation clearing and ground disturbance shall be prohibited during the migratory bird nesting season (March 15 through August 15) unless a migratory bird nesting season (February 1 through September 15) migratory bird nesting survey is completed. This nesting survey shall be conducted within thirty (3) days prior to any construction activities involving heavy equipment.

The conclusions of the initial study/Mitigated Negative Declaration (SCH 2014101037) is that the Project will not have a significant adverse impact on the environment with the implementation of the Project's Conditions of Approval and environmental mitigation measures. Therefore, adoption of the Mitigated Negative Declaration is recommended.

RECOMENDATION: That the Planning Commission:

- 1) **ADOPT** the Mitigated Negative Declaration based on a finding that the Initial Study was completed in compliance with CEQA, 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;
- 2) **APPROVE** the Conditional Use Permit for the construction of a 614,328 square-foot industrial building to be used as a "High Cube" warehouse distribution facility, which includes a maximum of 18,000 square feet of office on 27.85 net acres, based on the findings contained in the Staff Report and subject to the Conditions of Approval;
- 3) **APPROVE** the Tentative Parcel Map No. 19488 subject to the recommended Conditions of Approval;
- 4) **FILE** the Notice of Determination.

ATTACHMENTS:

Exhibit A:	Findings
Exhibit B:	Conditions of Approval (Conditional Use Permit)
Exhibit C:	Conditions of Approval (Tentative Parcel Map)
Exhibit D:	Initial Study/Mitigated Negative Declaration
Exhibit E:	School Comment Letters and Project Comments
Exhibit F:	Development Agreement
Exhibit G:	Kunzman traffic Study
Exhibit H:	State Fish and Wildlife Comments and DOT

EXHIBIT A

Findings

FINDINGS: CONDITIONAL USE PERMIT

Conditional Use Permit for the construction of a 614,328 square foot industrial/warehouse building with 18,000 square feet of office and 596,328 square feet assigned for warehousing on a 30.01 acre lot.

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 30.01 acre lot, referenced as Parcel 2 on the TPM #19488 is adequate in size and area as per the EV/SD zoning designation in the EVAP and can accommodate the proposed 614,328 square foot facility. All setbacks meet or exceed the requirements in the EVAP for the proposed land use. The building has been “flipped” to setback the truck driving docks and trucking operations to mitigate noise and other externalities to minimize impacts to the school and church.
2. The site for the proposed use has adequate access, because the site design and proposed conditions of approval provide for the streets surrounding the site to be improved fully to provide legal and physical access to the site, and appropriate mitigation has been required. The project is located east of Alabama Street between Almond Avenue and Nevada Street. Both Almond Avenue and Nevada Street will be improved to County Public Works road standards and requirements.
3. The proposed use in conjunction with the conditions of approval will not have a substantial adverse effect to the Church and School, because a Development Agreement executed between the church and developer provides conditions that have 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 operating as regional commercial retail uses and warehousing. 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 County General Plan and the East Valley Area Plan, because the proposed Conditional Use Permit site plan, together with the provisions for its design and improvement are consistent with the County General Plan well as the East Valley Area Plan. 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.

- Goal Implementation: the proposed Project provides industrial development within an existing area surrounded by other industrial uses within the project's vicinity.

Goal Plan Goal LU 9: Development will be in a contiguous manner as much as possible to minimize environmental impacts, minimize public infrastructure and service costs, and further countywide economic development goals.

Goal Plan Policy LU 9.1: Encourage infill development in unincorporated areas and sphere of influence area.

- Goal Policy Implementation: The proposed Project is within an area developed with similar industrial and warehousing distribution centers. While the Project is not within the sphere of influence of the City of Redlands, the site is in an unincorporated area adjacent to the City which is also developed with industrial warehouses. The City and County have worked cooperatively to ensure there is regional infrastructure, including road improvements and storm drains.
5. There is supporting infrastructure, existing or available, consistent with the intensity of the development, to accommodate the proposed Project without significantly lowering service levels, because the developer will be required to construct road improvement and contribute to the Regional Transportation Mitigation Facilities Fee Plan to provide other needed improvements in the area. The City of Redlands will provide water and sewer services.
 6. The lawful conditions stated in the approval are deemed reasonable and necessary to protect the overall public health, safety and general welfare because the conditions of approval include measures to reduce air quality and traffic impacts and enforce performance standards.
 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, through the orientation and design of the building and to take advantage of passive solar heating capabilities.

FINDINGS: TENTATIVE PARCEL MAP 19488

1. The proposed map, subdivision design, and improvements are consistent with the General Plan and EVAP community plan because the Project allows for the orderly subdivision and development of land within the density specified by the East Valley Special District. The Parcel Map proposes to consolidate seven (7) lots and create two parcels for industrial development and record a third lot for non-development purposes.
2. The site is physically suitable for the type and proposed building density of development as Parcel 1 and Parcels 2 will be adequate in size, length, and width and the newly create lots will meet the minimum development standards of the East Valley Special District. The Project is consistent with the existing industrial and warehousing development in the surrounding areas. Issues related to site topography have been addressed through extensive review by the County Fire Department, County Public Works and County Planning.
3. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat; because no such resources have been identified on the project site. The site is fully disturbed by previous agricultural grazing and citrus farming activities and functions. Parcel 1 is currently unoccupied and Parcel 2 maintains a citrus grove.
4. The design of the subdivision or type of improvements will not conflict with easements acquired by the public at large for access through or use of, property within the proposed

subdivision because the conditions of approval shall require that public right of easements will not be interfered with, and that statement of concurrence be provided from utility companies whose easements may be affected by the proposed development. The development will provide two point of legal an physical access to the site with proper documentation of those access rights.

5. The discharge of sewage from the proposed subdivision into the community sewer system will not result in violation of existing requirements prescribed by the California Regional Water Control Board because wastewater treatment for the Project will be provided by the City of Redlands through connection to the City's sanitary sewer system.
6. The design of the subdivision or type of improvements is not likely to cause serious public health or safety problems; because the site location, the subdivision design, and the density proposed are such that hazards from flood, fire, noise, and other potential public health hazards are deemed minimal with the implementation of the proposed conditions of approval and mitigation measures.
7. The design of the subdivision provides to the extent feasible, passive or natural heating and cooling opportunities; because the proposed map will conform to the Official Land Use District, which provides adequate building setbacks. The building setbacks promote optimum spacing that create adequate opportunity for the use of solar technology, the use of which is encouraged by design considerations listed on the Composite Development Plan.
8. The proposed subdivision, its design, density and type of development and improvements conforms to the regulations of the Development Code, East Valley Area Plan and the regulations of any public agency having jurisdiction by law, because the size shape of the lots conform to the standard regulations set forth in the Development Code and the appropriate agencies (including County Fire and Public Works) have reviewed the Project design and the proposed conditions and mitigation measures.
9. There is no substantial evidence that the project will have a significant effect on the environment because an initial study has been completed for the proposed project and it is determined on the basis of staff's independent evaluation, that the project will not have a significant adverse impact on the environment with the implementation of all the conditions of approval and environmental mitigation measures. The Mitigated Negative Declaration for this Project reflect the County's independent judgment in making this decision. Therefore adoption of a Mitigated Negative Declaration is recommended.

EXHIBIT B

CONDITIONS OF APPROVAL (CONDITIONAL USE PERMIT)

CONDITIONS OF APPROVAL

CONDITIONAL USE PERMIT

Chiming

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 614,328 (maximum) square-foot industrial building with 18,000 square feet of office area to be used as a “High Cube warehouse distribution facility (Project) on 46.29 gross 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: 0292-054-09, 10, 12, 13, and 14, and Project No. P201300538.
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 between Nevada Street east of Alabama Street along 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 given 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 P201300529. 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 : 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 (Aviation Easement), Special Districts CSA 70, Improvement Zone EV-1, City of Redlands by special agreement provides 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 b 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 requirement 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§ 23.031-23.043] 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.

DEPARTMENT OF PUBLIC WORKS - Traffic Division (909) 387-8186

32. Access. The project vehicles shall not back out into the public roadway.

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

33. 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.
34. Mandatory Commercial 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.

35. 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 requirements 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 Division (909) 387-8311

36. 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.
37. 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.
38. 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.
39. Demolition Permit. Obtain a demolition permit for any building/s or structures to be demolished. Underground structures must be broken in, back-filled and inspected before covering.
40. 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.
41. Erosion Control Installation. Erosion control devices must be installed at all perimeter openings and slopes. No sediment is to leave the job site.
42. NPDES Permit. 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. Contact your Regional Water Quality Control Board for specifics. www.swrcb.ca.gov
43. 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

44. AQ-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 site preparation and grading activities be limited to no more than five (5) acres of active ground disturbance per day.
45. AQ-2 Dust Control Plan. The “developer” shall prepare, submit for review and obtain approval from County Planning of both a Dust Control Plan (DCP) consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/ subcontracts a requirement that project contractors adhere to the requirements of the DCP. The DCP shall include the following requirements:
- a) Exposed soil shall be kept continually moist to reduce fugitive dust during all grading and construction activities, through application of water sprayed a minimum of two times each day.
 - b) During high wind conditions (i.e., wind speeds exceeding 25 mph), areas with disturbed soil shall be watered hourly and activities on unpaved surfaces shall cease until wind speeds no longer exceed 25 mph.
 - c) Storage piles that are to be left in place for more than three working days shall be sprayed with a non-toxic soil binder, covered with plastic or revegetated.
 - d) Storm water control systems shall be installed to prevent off-site mud deposition.
 - e) All trucks hauling dirt away from the site shall be covered.
 - f) Construction vehicle tires shall be washed, prior to leaving the project site.
 - g) Rumble plates shall be installed at construction exits from dirt driveways.
 - h) Paved access driveways and streets shall be washed and swept daily when there are visible signs of dirt track-out.
 - i) Street sweeping shall be conducted daily when visible soil accumulations occur along site access roadways to remove dirt dropped or tracked-out by construction vehicles. Site access driveways and adjacent streets shall be washed daily, if there are visible signs of any dirt track-out at the conclusion of any workday and after street sweeping.
46. AQ-3 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 requirements 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) timers per day.
47. AQ-4 Construction Mitigation. The “developer” shall submit for review and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce

vehicle and equipment emissions and other impacts to air quality by implementing the following measures and submitting documentation of compliance: The developer/construction contractors shall do the following:

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

48. AQ-5 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 of architectural coatings.

49. AQ-6 Prohibit Concurrent Grading. Prior to grading permit issuance, the County 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 1 of tentative Parcel Map 19488 which is located adjacent to the eastern boundary of the project site, in order to ensure there are no days when earth moving activities occur concurrently for both projects.

50. AQ-7 Operational Mitigation. The “developer” shall implement the following air quality mitigation measures, during operation of the approved land use: All on-site equipment and vehicles (off-road/ on-road), shall comply with the following:
- a) County Diesel Exhaust Control Measures [SBCC §83.01.040 (c)]
 - b) Signs shall be posted requiring all vehicle drivers and equipment operators to turn off engines when not in use.
 - c) All engines shall not idle more than five minutes in any one-hour period on the project site. This includes all equipment and vehicles.
 - d) Engines shall be maintained in good working order to reduce emissions.
 - e) Ultra low-sulfur diesel fuel shall be utilized.
 - f) Electric, CNG and gasoline-powered equipment shall be substituted for diesel-powered equipment, where feasible.
 - g) On-site electrical power connections shall be made available, where feasible.
 - h) All transportation refrigeration units (TRU's) shall be provided electric connections, when parked on-site.
 - i) [Mitigation Measures] General Requirements/Planning
51. Biology-1. Avian Breeding Season Survey. The developer shall submit for review and approval an avian breeding survey, conducted by a County qualified biologist, if any land disturbing activity of grading is planned to occur between March 15 and August 15. This is required to be conducted within thirty (30) days prior to any construction activities involving heavy equipment. If active nests are located, no grading or heavy equipment activity shall take place within 300 feet of an active raptor nest or special-status bird nest (non-listed), or within 100 feet of any common songbird nests. If no such breeding or nesting activities are detected construction activities may proceed and if such active nests are located, work activity shall be delayed until the young birds have fledged and left the nest.
52. Biology - 2 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 Composite Development 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).

53. Biology -3 Burrowing Owl. Utilizing accepted protocols, within 30 days prior to initiating grading activities, a preconstruction survey must be conducted for Burrowing Owl by a qualified biologist. Results of the survey shall be provided to the Land Use Services Department prior to the issuance of a grading permit.
54. NOISE-1. Prior to grading permit issuance, the Developer shall verify that the following Note mitigation measures are included on the Composite Development Plan and CUP Site Plan:
- 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."
55. NOISE 2: Operational Noise Controls. The County shall verify that the following notes shall be cited in both the Composite Development Plan and CUP Site Plan that:
- 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.
56. 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.

57. 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 all lease and rental agreements.*
58. 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.
59. 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.
60. 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

61. Drainage Facility Design. 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.
62. 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.
63. Storm Drain Facility. Design a storm drain facility per latest Comprehensive Storm Drainage Plan. Submit storm drain plans for review and approval.

64. Topo Map. A topographic map shall be provided to facilitate the design and review of necessary drainage facilities.
65. 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.
66. 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
67. 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

68. 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 Division (909) 387-8311

69. 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.
70. Permits. Obtain permits for all structures located on site and all work done without a permit.

LAND USE SERVICES – Planning (909) 387-8311

71. 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.
72. 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 walls shall be shown and approved by County Planning prior to construction. 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.

73. 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.
74. 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.
75. 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 \$1,435 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
76. 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.

77. Concrete Wall. Prior to issuance of building permits for building construction, an eight (8) foot high concrete decorative wall shall be constructed along the entire northern boundary of the property line as shown on the site plan. The wall's construction plan shall be submitted to Planning for review and approval prior to the issuance of Building Permits for building construction.
78. AR3 Design Requirements. *The project is within the Airport Safety Review Area Three (AR-3) Overlay. The developer shall grant an Avigation and Noise Easement to the San Bernardino International Airport. The developer shall submit copies of the proposed Avigation & Noise Easement to both County Planning and the affected airport for review and approval. Also, notice shall be provided to any renters, lessees or buyers of the subject property that the site is subject to this Avigation and Noise Easement and that there will be aircraft over-flight with potential noise problems associated with aircraft operations. This information shall be incorporated into the CC & R's, if any, and in all lease and rental agreements. [Mitigation Measure VIII-2] Prior to Building Permit/Planning*
79. 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.
80. Screen Rooftop: All roof top mechanical equipment is to be screened from ground vistas.
81. Trash/Recyclables Receptacles: All trash and recyclables receptacles shall be in compliance with Public Works, Solid Waste Management standards. They shall be enclosed by six-foot high masonry walls with steel gates. A concrete apron equal to the width of the gate and outward from the enclosure a minimum of six feet shall be provided.

SPECIAL DISTRICTS – Street Lights (909) 387-5530

82. The project lies within the boundaries of County Service Area 70, Zone East Valley 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.

83. 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

84. Water Purveyor. Water purveyor shall be City of Redlands.
85. 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.
86. Sewer. Method of sewage disposal shall be City of Redlands.
87. 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.
88. Verification of Annexation. Submit verification of annexation to DEHS for any project that requires water or sewer connection outside a purveyor's jurisdiction. For information, contact LAFCO at: 909-383-9900.
89. 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.
90. 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

91. 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.

Nevada St (Secondary Highway – 88')

- Road Dedication. A 14 foot grant of easement is required to provide a half-width right-of-way of 44'.
- Curb Return Dedication. A 70 foot radius return grant of easement is required at the intersection of Nevada St and Almond Ave.
- Street Improvements. Design curb and gutter with match up paving 32 feet from centerline.
- Sidewalks. Design sidewalks per County Standard 109 Type "C".
- Sidewalk Ramp. Design sidewalk ramp per County Standard 110.
- Driveway Approach. Design driveway approach per San Bernardino County Standard 129B and located per Standard 130.
- Curb Returns. Curb Returns shall be designed per County Standard 110.

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 .
 - Curb Returns. Curb Returns shall be designed per County Standard 110.
92. 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 Area 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.
93. 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.

94. 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.
95. 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.
96. 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.
97. 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

98. 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

99. 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 614,328 square feet per the latest site plan dated June 26, 2014. Therefore the total fee is estimated at \$448,459.44. the current Regional Transportation Fee Plan can be found at the following website:

http://www.sbcounty.gov/dpw/transportaiton/tranportation_planning.asp

100. 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 Build-out 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 \$29,570. 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.

COUNTY FIRE – Community Safety (909) 386-8400

101. 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 with 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 ben 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.

102. 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]
103. 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.
104. Building Plans. Not less than three (3) complete sets of Building Plans shall be submitted to the Fire Department for review and approval.
105. 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.
106. 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. Standard 902.2.1
107. 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.
108. 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.

109. 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.
110. Fire Department access (doors) shall be every 100'.
111. All fire department access shall have key accessible hardware.
112. Provide a dedicated Knox Box on Fire Pump house.
113. Provide emergency lighting on Fire Pump house.
114. 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.
115. Smoke and Heat Removal. Mechanical smoke removal systems shall be provided for building protected by ESFR 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.

116. 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.
117. 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.

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

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

118. 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

119. 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.
120. On-site Improvements: Parking, on-site circulation requirements, and all on-site improvements shall be installed per approved site plan.
121. 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.

122. 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 P201300529 shall be paid in full.

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

123. 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.
124. 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

125. Road Improvements. All required on-site and off-site improvements shall be completed by the applicant, inspected and approved by County Public Works.
126. 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.
127. 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.
128. 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 Planning and shall be maintained by the adjacent property owner or other County-approved entity.

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

129. 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. This summary 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.

COUNTY FIRE – Community Safety (909) 386-8400

130. 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.
131. 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.
132. 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.
133. Override Switch. Where an automatic electric security gate is used, an approved Fire Department override switch (Know ®) is required.
134. Fire Extinguishers. Hand portable fire extinguishers are required. The location, type and cabinet design shall be approved by the Fire Department.
135. 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

136. 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.
137. 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.

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

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

138. 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.
139. 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

140. 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.
141. 75% Solid Waste Diversion. Program (GHG Reduction Measure R2W6). The developer shall require all future tenants to institute a recycling program that provides separated recycling bins inside the proposed structure and a large external recycling collection bin at a central location on site.

END OF CONDITIONS

EXHIBIT C

Conditions of Approval (Tentative Parcel Map)

CONDITIONS OF APPROVAL

Tentative Parcel Map 19488

Alabama Venture

GENERAL REQUIREMENTS

Conditions of Operation and Procedure

LAND USE SERVICES - Planning (909) 387-8311

1. Project Approval Description. Tentative Parcel Map 19488 is approved to subdivide 46.29 acres into two parcels, with Parcel 1 containing 16.28 gross acres and Parcel 2 containing 30.01 acres, and may be recorded and in compliance with the San Bernardino County Code (SBCC), California Building Code (CBC), the California Fire Code (CFC), the following conditions of approval, the approved stamped tentative map, and all other required and approved reports and displays (e.g. elevations). the required Composite Development Plan, and the Covenants Conditions and Restrictions (CC & R's) required by this approval, The proposed environmental determination, and Mitigated Negative Declaration. Project Number P201300539, APNs 0292-054-06, 07, 08, 09, 10, 12,13, and 14.
2. Concurrent Actions: Conditional Use Permit (CUP), Projects No, P201300538 for the construction of a 614,328 (maximum) square-foot industrial building with 18,000 square feet of office area to be used as a "High Cube" warehouse distribution facility on 27.85 Net acres, referenced as Parcel 2; and, Project No. P201300615, a proposed 313,470 square foot (maximum) industrial building with 12,000 square feet of office situated within 14.81 Net Acre site, referenced as Parcel 1 situated at the northwest corner of Alabama Street and Almond Avenue, in the Doughnut Hole area of the County, adjacent to the City of Redlands.
3. Expiration/TPM. This conditional approval of the Tentative Parcel Map shall become null and void unless all conditions have been completed and the Tentative Map has been deemed complete by the County Surveyor for purposes of recordation within thirty-six (36) months following the effective approval date, unless an extension of time is granted.

PLEASE NOTE: This will be the ONLY notice given of the approval expiration date. The "developer" is responsible for initiation of any extension request.

4. Extension of Time/TPM. Where circumstances cause delays, which do not permit compliance with the required recordation time limit, the developer may submit for review and approval an application requesting an extension of time. County Planning may grant such requests for extensions of time in compliance with the State Map Act Section 66452.6. An Extension of Time may be granted upon a

successful review of an Extension of Time application, which includes a justification of the delay in recordation, a plan of action for completion and submittal of the appropriate fee, not less than 30 days prior to the expiration date. The granting of an extension request is a discretionary action that may be subject to additional or revised conditions of approval.

5. Revisions/TPM. Any proposed change to the approved Tentative Parcel Map and/or the conditions of approval shall require that an additional land use application (e.g. Revision to an Approved Action) be submitted to County Planning for review and approval.
6. Condition Compliance. Condition compliance confirmation for purposes of Parcel Map recordation will be coordinated by the County Surveyor.
7. Indemnification. In compliance with SBCC §81.01.070, the developer 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 developer 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 developer of any claim, action, or proceeding and that the County cooperates fully in the defense. The developer 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 developer 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 developer’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.

8. Development Impact Fees. Additional fees may be required prior to issuance of development permits. Fees shall be paid as specified in adopted fee ordinances.
9. Project Account. The Job Costing System (JCS) account number is P201300529. 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 Works 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 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.
10. 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: Local Agency Formation Commission (LAFCO), San Bernardino International Airport Authority (Avigation Easement), Special Districts CSA 70, Improvement Zone EV-1, City of Redlands by special agreement.
 - e) City of Redlands by special agreement provides water, sewer, sanitation, police and fire services to this area.

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

11. Enforcement. If any County agency is required to enforce compliance with the conditions of approval, the property owner/ “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.

12. Weed Abatement. The “developer” shall comply with San Bernardino County weed abatement regulations [SBCC§ 23.031-23.043] and periodically clear the site of all non-complying vegetation. This includes removal of all Russian thistle (tumbleweeds).

COUNTY FIRE – Community Safety Division (909) 386-8400

13. 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.
14. Additional Requirements. In addition to the Fire requirements stated herein, other onsite and offsite 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.

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

15. Water. Water purveyor shall be the City of Redlands.
16. Sewer. Sewer service shall be by connection to the City of Redlands.

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

17. 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.
18. Natural Drainage. The natural drainage courses traversing the sit shall not be occupied or obstructed.
19. 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.
20. BMP Enforcement. In the event the property owner (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, 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.

21. Continuous BMP Maintenance. The property owner 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 BMP's. 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.

**PRIOR TO RECORDATION OF THE FINAL MAP
The Following Shall Be Completed**

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

COMPOSITE DEVELOPMENT PLAN (CDP) REQUIREMENTS

22. CDP/B&S. A Composite Development Plan (CDP) is required and the following shall be delineated or noted on the CDP with confirmation and approval obtained from the Building and Safety, prior to recordation of the Parcel Map (Statements in quotations shall be verbatim):
 - A. "Demolition Permit: Obtain a demolition permit for any building/s or structures to be demolished. Underground structures must be broken in, back-filled and inspected before covering."
 - B. "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."
 - C. "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."
 - D. "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."
 - E. "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."
 - F. "Construction Plans: Any building, sign, or structure to be constructed or located on site, will require professionally prepared plans based on the most

current County and design codes, submitted for review and approval by the Building and Safety Division.”

- G. “Permits: Obtain permits for all structures located on site and all work done without a permit.”

LAND USE SERVICES–Planning Division (909) 387– 8311

23. Composite Development Plan (CDP) Requirement. A Composite Development Plan (“CDP”), is required to be prepared complying with the County Development Code Section 87.03.110. The CDP shall be submitted to the County Surveyor who will then circulate the CDP for review and approval by all County agencies requiring CDP notes. Once approved, the CDP is permanently filed with County Building & Safety. When developed, each parcel shall comply with these requirements. .
24. Fees. All Fees required under job number P201300529 shall be paid in full.

COUNTY FIRE – Fire Protection Planning (909) 386–8400

25. Map Recordation Requirements. Prior to recordation, the applicant shall submit to Fire Department any required for Water System plans, Rural Water System plans, Fire Equipment Agreement and Surety, Access Maintenance Agreement, and plans for emergency/evacuation access roads as detailed in the General Requirements section of these conditions.

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

26. Drainage Facility Design. A Registered Civil Engineer shall investigate and design adequate drainage facilities to intercept and conduct the 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. Submit revised hydrology study for review and approval.
27. Topo Map. A topographic map shall be provided to facilitate the design and review of necessary drainage facilities.
28. Storm Drain Facility. Design a storm drain facility along the property frontage, per latest Comprehensive Storm Drainage Plan. Submit storm drain plans for review and approval.
29. 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.
30. 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/npdes.asp>).

COMPOSITE DEVELOPMENT PLAN (CDP) REQUIREMENTS – DRAINAGE

31. CDP/LDD - Drainage. A Composite Development Plan (CDP) is required and the following shall be delineated or noted on the CDP with confirmation and approval obtained from the LDD, prior to recordation of the Final Map (Statements in quotations shall be verbatim):
- A. Natural Drainage. Natural Drainage Course(s) and/or Easement(s) shall not be occupied or obstructed, unless specific approval is given by County Land Use Services Department - Land Development Division/Drainage Section for each lot/parcel.
 - B. "Grading Plans. Grading plans shall be submitted to Land Use Services /Land Development Division for review and approval obtained prior to issuance of grading permits for each parcel. Submit necessary fees per the latest fee schedule for review, inspection and approval."
 - C. "Additional Drainage Improvements. At the time each lot/parcel is developed, a California Registered Civil Engineer (RCE) shall prepare/design complete drainage improvement plans and profiles. After these are submitted for review and approval additional "on-site" and/or "off-site" improvements may be required which cannot be determined from tentative plans at this time."
 - D. "WQMP Improvements. Prior to issuance of Building Permit, 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."
 - E. "WQMP Operations and Maintenance. Operation and maintenance (O&M) requirements for all Source Control, Site Design, and Treatment Control BMPs shall be identified within the Water Quality Management Plan (WQMP). All maintenance or replacement of BMPs proposed as parts of the WQMP are the sole responsibility of the Owner in accordance with the terms of the WQMP Agreement."
 - F. 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.

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

32. Road Dedication/Improvement. The developer shall submit for review and obtain approval from the County Public Works of 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, San Bernardino CA 92415-0187. Phone: (909) 387-8311.

Alabama Street (Major Arterial – 120')

- Road Dedication. A grant of easement is required to provide an ultimate 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 Type 109 "B" modified. By the 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.

Nevada Street (Secondary Highway – 88')

- Road Dedication. A 14 foot grant of easement is required to provide a half-width right-of-way of 44'.
- Curb Return Dedication. A 70 foot radius return grant of easement is required at the intersection of Nevada St and Almond Ave.
- Street Improvements. Design curb and gutter with match up paving 32 feet from centerline.
- Sidewalks. Design sidewalks per County Standard 109 Type "C".
- Sidewalk Ramp. Design sidewalk ramp per County Standard 110.

- Driveway Approach. Design driveway approach per San Bernardino County Standard 129B and located per Standard 130 .
- Curb Returns. Curb Returns shall be designed per County Standard 110

Almond Street (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 .
 - Curb Returns. Curb Returns shall be designed per County Standard 110.
33. 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 Area 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.
 34. Improvement Securities. All required public road, drainage, and WQMP improvements for subdivisions shall be bonded in accordance with County Development code unless constructed and approved prior to recordation.
 35. Maintenance Bond. Once all required public road, drainage, and WQMP improvements have been constructed and approved, a maintenance bond for a period of one year shall be required to insure satisfactory condition of all improvements.
 36. 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.
 37. 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.

38. 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.
39. 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.
40. 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.
41. 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.

COMPOSITE DEVELOPMENT PLAN (CDP) REQUIREMENTS - ROADS

[NOTE: These CDP conditions are for construction on parcels after the map records.]

42. CDP/LDD - Roads. A Composite Development Plan (CDP) is required and the following shall be delineated or noted on the CDP with confirmation and approval obtained from the LDD prior to recordation of the Final Map (Statements in quotations shall be verbatim):

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

NOTES. The following notes shall be placed on the CDP:

- A. “Encroachment Permit. At the time each lot/parcel is developed, an encroachment permit or other authorized clearance from each affected agency shall be required for all construction in the right-of-way of any jurisdiction, including the County and State. A copy of each permit shall be submitted to Public Works for review and approval obtained, prior to any project construction in any affected right-of-way of any jurisdiction.”
- B. “Cash Deposit. At the time each lot/parcel is developed, a cash deposit in an amount determined by LDD shall be paid to Public Works prior to issuance of a County encroachment permit. The cash deposit is to assure completion

of the required grading and paving in County right-of-way. The deposit shall cover all costs, including administration, contracting, construction and inspection. Upon completion of the County road and drainage improvements to the satisfaction of County Public Works, the cash deposit can be refunded.”

- C. “Improvements Constructed. Prior to final approval or occupancy of any structure on any lot/parcel, all required on-site and off-site road and drainage improvements (public and private) shall be fully constructed by the applicant, inspected and approved by County Public Works.
- D. “Open Roads. At the time each lot/parcel is developed, existing County roads which require reconstruction by the project shall remain open for traffic at all times, with adequate Public Works approved detours, during actual construction.”
- E. “Structural Section Testing. Prior to occupancy, a thorough evaluation of the structural road section, to include parkway improvements, from a qualified materials engineer, shall be submitted to the County Public Works.”

PUBLIC WORKS - Surveyor Division (909) 387-8145

- 43. Compliance with Map Act. A Parcel Map is required in compliance with the Subdivision Map Act and the San Bernardino County Development Code.
- 44. Non Interference Letter. Subdivider shall present evidence to the County Surveyor's Office that he has tried to obtain a non-interference letter from any utility company that may have rights of easement within the property boundaries.
- 45. Easements. Easements of record not shown on the tentative map shall be relinquished or relocated. Lots affected by proposed easements or easement of record, which cannot be relinquished or relocated, shall be redesigned.
- 46. Title Report. Subdivider shall present a title report prepared for subdivision purposes.
- 47. Surveyor Fees. Prior to approval for recordation, all fees required under actual cost job number PM 19488 shall be paid in full.

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

- 48. Water and Sewer Verification Letter. Developer shall procure a verification letter from the water and sewer agency with jurisdiction. This letter shall state whether or not water and sewer connection and service shall be made available to the project by the water and sewer agency. The letter shall reference the Assessor's Parcel Number.

49. Water and Sewer Contract. Submit evidence of contractual arrangements or installation of water and sewer improvements to the Environmental Health Services (EHS).
50. Environmental Health/Composite Development Plan Requirements. County Environmental Health Services requires the following to be delineated or noted on the Composite Development Plan (CDP) and that the delineations and notes be confirmed and approved, prior to recordation of the Final Map:
- A. "Water Purveyor. Water purveyor shall be City of Redlands. Proof of installation of water improvements shall be provided prior to the issuance of building permits."
 - B. "Sewer Purveyor. Sewer purveyor shall be City of Redlands. Proof of installation of sewer improvements shall be provided prior to the issuance of building permits."
 - C. "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 800-442-2283."

END OF CONDITIONS

Exhibit D

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:	0292-054-09,10,12,13,& 14
APPLICANT:	Chiming Inc.
COMMUNITY:	Redlands/3RD Supervisorial District
LOCATION:	Northside of Almond Street, Eastside of Nevada Street
PROJECT No:	P201300538(CUP), P201300539(TTM)
STAFF:	Reuben Arceo, Contract Planner
REP('S):	Urban Environs (Patrick J. Meyer)
PROPOSAL:	1) Tentative Parcel Map 19488 to subdivide 42.66 acres into 2 lots. Parcel 1 is 14.81 acres and Parcel 2 is 27.85 acres. 2) A Conditional Use Permit to construct a warehouse/distribution building on Parcel 2 consisting of 611,908 square feet on Parcel 2.

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/SP (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: Reuben J. Arceo
Phone No: (909) 387-4374
E-mail: Reuben.arceo@lus.sbcounty.gov

Fax No: (909) 387-3249

Project Sponsor: Chiming, Inc.
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:

The project consists of a Tentative Parcel Map 19488 to subdivide approximately 42.66 acres into two parcels. Parcel 1 is 14.81 acres and Parcel 2 is 27.85 acres. In addition to the Tentative Parcel Map, the project applicant has submitted a Conditional Use Permit application to construct a warehouse/distribution building consisting of 611,908 square feet on Parcel 2. 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 Nevada Street and Almond Street, parking areas, landscaping, detention basin, and an 8 foot high concrete block wall along the northern property line. No off-site improvements are proposed.

The analysis in this Initial Study Checklist evaluates the physical environmental effects of

Chiming Inc.

Project No: P201300538 (CUP) P201300539(TPM)

July 2014 (REVISED SEPTEMBER 2014)

implementing the project on Parcel 2 of Tentative Parcel Map 19488. The applicant will retain ownership of Parcel 2 and will convey ownership of Parcel 1 to another separate entity. Development of Parcel 1 is addressed in a separate CEQA document (*Initial Study Environmental Checklist Form, Alabama Venture 1, Project No. P201300615*).

ENVIRONMENTAL/EXISTING SITE CONDITIONS:

The 27.85 acres project site primarily consists of a citrus grove with several structures related to agricultural use located in the central portion of the site. The site is relatively flat with no significant topographical features. On-site vegetation primarily consists of citrus trees with other types of ornamental trees and vegetation located in the central portion of the site. Nevada Street adjacent to the western boundary of the project site is a paved roadway which is fully improved (i.e curb, gutter, sidewalk) on a portion of the west side of the roadway but not fully improved adjacent to the project boundary. Almond Street adjacent to the southern boundary of the site is paved but not fully improved on either side of the roadway to provide the vehicular and trucking accommodation for the proposed use. The project is subject to conditions that require Almond Street to be upgraded to County road standards to provide the vehicular accommodation for the use.

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	Citrus Grove	EV/SD
North	Packinghouse Christian Church/School	EV/SD
South	Industrial (under construction)/Commercial	EV/SD
East	Vacant	EV/SD
West	Industrial Buildings	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.

Chiming Inc.

Project No: P201300538 (CUP) P201300539(TPM)

July 2014 (REVISED SEPTEMBER 2014)

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.

Project No: P201300538 (CUP) P201300539(TPM)
July 2014 (REVISED SEPTEMBER 2014)

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)

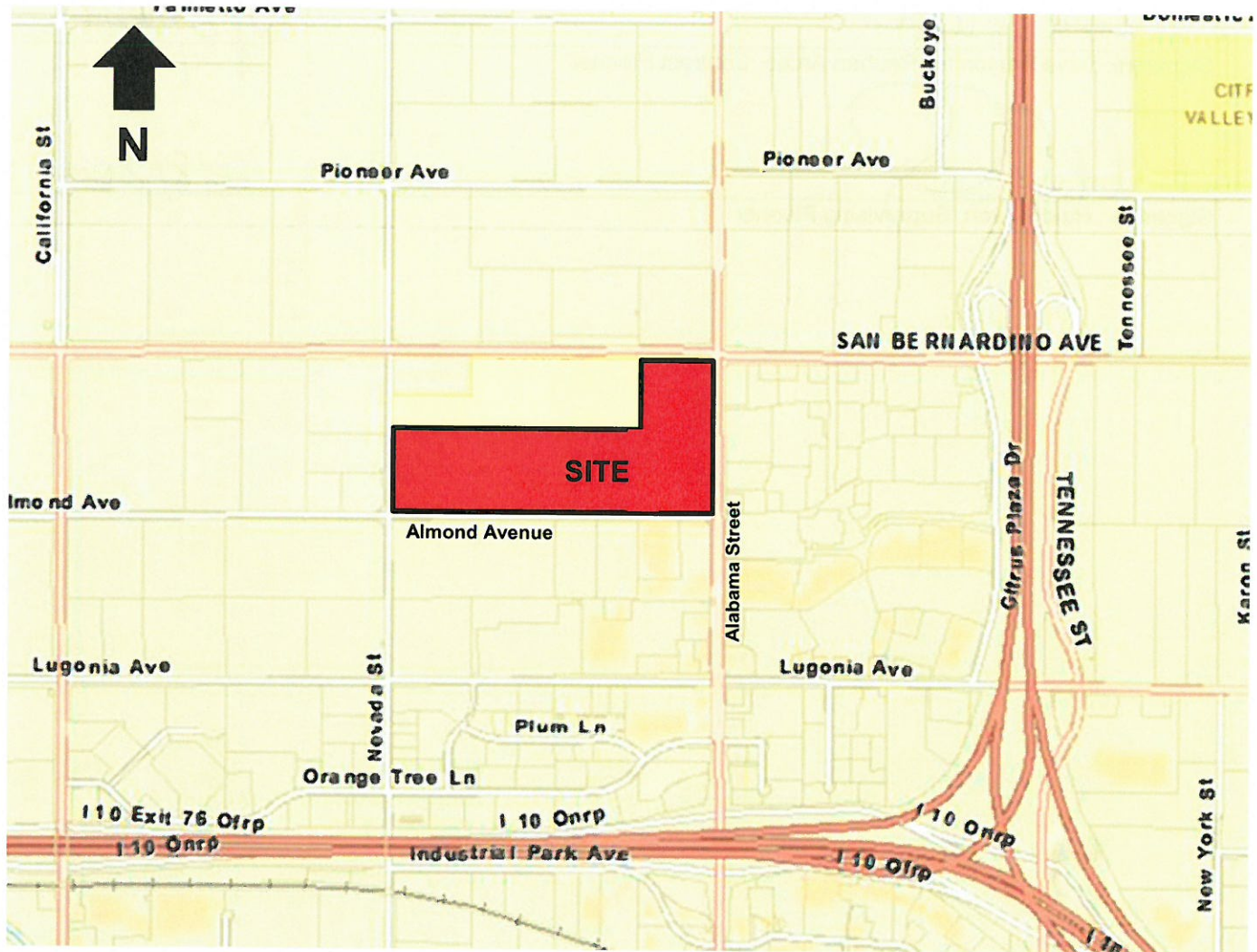
On the basis of this initial evaluation, the following finding is made:

- ☐ 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.

Chiming Inc.

Project No: P201300538 (CUP) P201300539(TPM)

July 2014 (REVISED SEPTEMBER 2014)



Chiming Inc. Industrial Project
P201300538 (CUP)
P201300539 (TPM)

Location Map

Exhibit 1

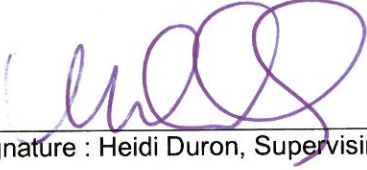
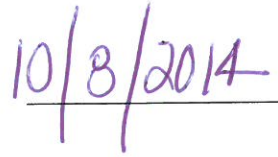
Chiming Inc.

Project No: P201300538 (CUP) P201300539(TPM)


July 2014 (REVISED SEPTEMBER 2014)



Signature: Dave Prusch for Reuben Arceo, Contract Planner



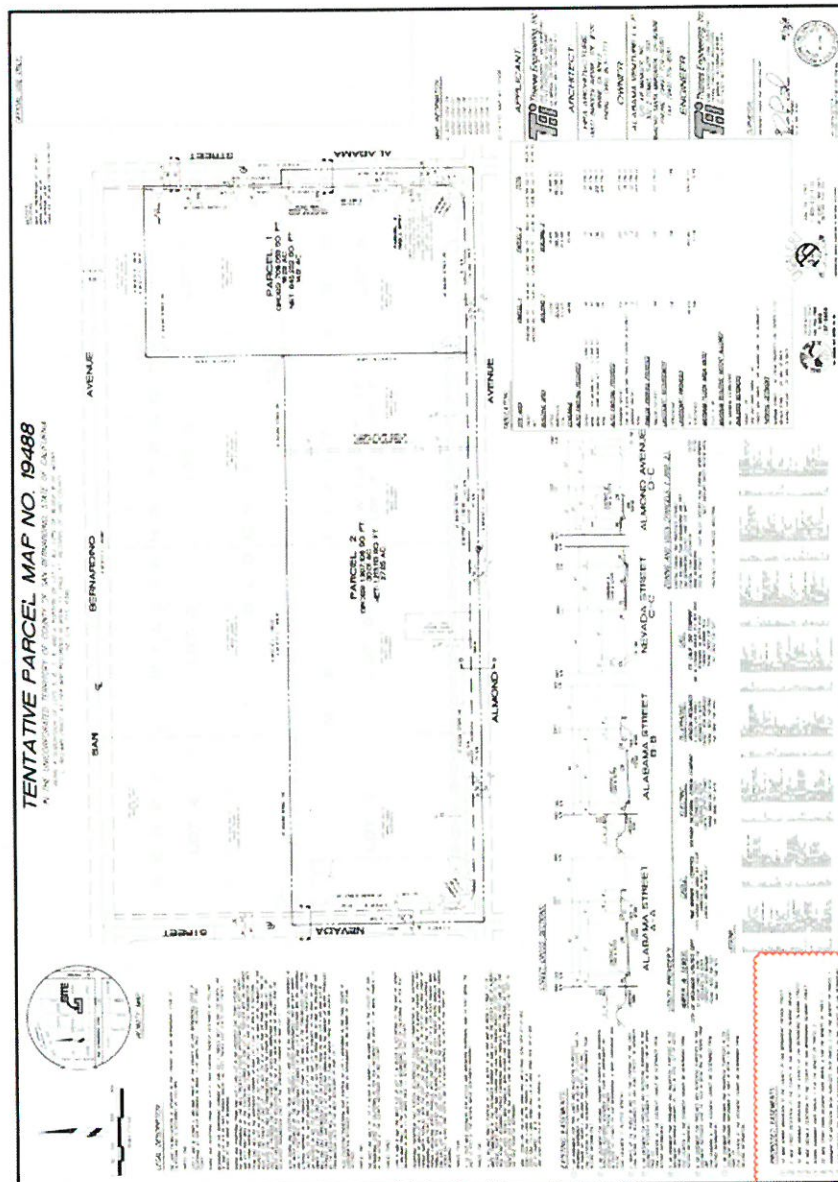
Signature : Heidi Duron, Supervising Planner



Chiming Inc.

Project No: P201300538 (CUP) P201300539(TPM)

July 2014 (REVISED SEPTEMBER 2014)



Chiming Inc.

Project No: P201300538 (CUP) P201300539(TPM)

July 2014 (REVISED SEPTEMBER 2014)

I. AESTHETICS - Would the project

a) Have a substantial adverse effect on a scenic vista?

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
<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"/>
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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"/>
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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"/>
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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 view shed; 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 27.85 acre project site primarily consists of a citrus grove with several structures related to agricultural use located in the central portion of the site. The site is relatively flat with no significant topographical features. On-site vegetation primarily consists of citrus trees with other types of ornamental trees and vegetation located in the central portion of the site.

The project site is located in an area characterized by primarily developed industrial land. To the north and northeast is a vacant parcel and the Packinghouse Christian Fellowship facility and athletic fields. Further north are industrial buildings. To the west and south are industrial buildings. To the east is a vacant parcel. 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.

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- I c) **Less than Significant Impact.** As stated in the response to Issue Ia above, the 27.85 acre 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.

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Potentially
Significant
ImpactLess than
Significant with
Mitigation
Incorp.Less than
SignificantNo
Impact

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?
- b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?
- 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?

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

- II a) **Less than Significant Impact.** The 27.85 acre project site is identified as Prime Farmland by the Farmland Mapping and Monitoring Program (FMMP) prepared by the California Department of Conservation. Prime Farmland is considered to be land with the best combination of physical and chemical characteristics able to sustain long term production of agricultural crops. Implementation of the project will entail the loss of soils that are associated with the Prime Farmland designation. 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.
- II b) **No Impact.** The 27.85 acre 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.

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- II c) **Less than Significant Impact.** The 27.85 acre project site has been used as a citrus grove. As noted in the response to Issue IIa above, the site is identified as Prime Farmland 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 27.85 acres of land being used as a citrus grove. 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.

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Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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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 November 7, 2013. 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.

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2. The project includes construction of 611,908 SF of warehousing and office space on 27.85 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}
Site Preparation	5.39	57.74	44.49	0.04	10.96	6.88
Grading	5.39	80.85	53.28	0.06	6.71	4.95
Building Construction	8.87	57.08	86.70	0.14	9.69	4.43
Paving	2.84	25.27	16.13	0.02	1.58	1.35
Architectural Coatings	57.06	3.17	9.71	0.01	1.37	0.53
SCAQMD Daily Threshold	75	100	550	150	150	55
Exceeds Daily Threshold?	No	No	No	No	No	No

Source: Air Quality Impact Analysis, Kunzman Associates, Inc. June 12, 2014, Table 7

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

demand 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 *Chiming Inc. Industrial Project Traffic Impact Analysis* prepared by Kunzman Associates, Inc. dated November 7, 2013.

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	29.51	0.00	0.11	0.00	0.00	0.00
Energy Demand	0.04	0.35	0.30	0.00	0.03	0.03
Mobile Sources	6.18	39.10	81.46	0.18	10.82	3.31
Total Emissions	35.73	39.46	81.86	0.18	10.84	3.33
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. The following conditions shall apply to the operation of the approved land use to ensure

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

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not exceed SCAQMD Regional Daily Thresholds for PM_{2.5} and PM₁₀. As such, emissions would not be cumulatively considerable,

IIIId **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
Site Preparation	57.62	42.96	21.20	12.82
Grading	80.72	51.58	12.55	7.17
Building Construction	31.25	18.93	2.23	2.10
Paving	25.18	14.98	1.41	1.30
Architectural Coating	2.57	1.90	0.22	0.22
SCAQMD Threshold for 25 meters (82 feet) or less.	270	1,746	14	8
Exceeds Threshold?	NO	NO	YES	YES
Source: Air Quality Impact Analysis, Kunzman Associates, Inc. November 7, 2013				

As shown in Table 4, the emissions for PM₁₀ and PM_{2.5} during the Site Preparation Phase are forecast to exceed the LST Significance Thresholds. In order to reduce these emissions to less than significant, the following Mitigation Measures are 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 site preparation and grading activities be limited to no more than five (5) acres of active ground disturbance per day.

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

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

AIR QUALITY-3 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-4 Construction Mitigation. *The "developer" shall submit for review and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce vehicle and equipment emissions and other impacts to air quality by implementing the following measures and submitting documentation of compliance: The developer/construction contractors shall do the following:*

- a) *Provide documentation prior to beginning construction demonstrating that the project will comply with all SCAQMD regulations including 402, 403, 431.1, 431.2, 1113 and 1403.*
- b) *Each contractor shall certify to the developer prior to construction-use that all equipment engines are properly maintained and have been tuned-up within last 6 months.*
- c) *Each contractor shall minimize the use of diesel-powered vehicles and equipment through the use of electric, gasoline or CNG-powered equipment. All diesel engines shall have aqueous diesel filters and diesel particulate filters.*
- d) *All gasoline-powered equipment shall have catalytic converters.*

- e) *Provide onsite electrical power to encourage use of electric tools.*
- f) *Minimize concurrent use of equipment through equipment phasing.*
- g) *Provide traffic control during construction to reduce wait times.*
- h) *Provide on-site food service for construction workers to reduce offsite trips.*
- i) *Implement the County approved Dust Control Plan (DCP)*
- j) *Suspend use of all construction equipment operations during second stage smog alerts. NOTE: For daily forecast, call (800) 367 4710 (San Bernardino and Riverside Counties).*

AIR QUALITY-5 Coating Restriction Plan. *The developer shall submit for review and obtain approval from County Planning of a Coating Restriction Plan (CRP), consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/subcontracts a condition that the contractors adhere to the requirements of the CRP. The CRP measures shall be following implemented to the satisfaction of County Building and Safety:*

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

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

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

With implementation of Mitigation Measures Air Quality-1 and Air Quality-2, Local emissions will be reduced to 10.8 lbs/per day for PM₁₀ and 6.76 lbs/per day for PM_{2.5} which are below the LST Significance Thresholds. Impacts would be less than significant.

However, if the grading on the adjacent parcel (Parcel 1 of Tentative Tract 19488) were to occur concurrently with grading on the 27.85 acre project site, this would result in a significant cumulative construction-related impact to the Packinghouse Christian Fellowship

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

AIR QUALITY-6. 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 1 of Tentative Parcel Map 19488 which is located adjacent to the eastern 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	0.07	0.00	0.00
Energy Usage	0.60	0.50	0.05	0.05
Vehicle Emissions	5.00	9.96	1.42	0.43
Total Emissions	5.60	10.53	1.47	0.48
SCAQMD Threshold for 25 meters (82 feet) or less.	270	1,746	4	2
Exceeds Threshold?	NO	NO	NO	NO
Source: Air Quality Impact Analysis, Kunzman Associates, Inc. November 7, 2013				

As shown in Table 5 above, the project does not exceed the LST Significance Thresholds, as such, localized emissions would be less than significant. Nonetheless, the following Air Quality Operation Mitigation Measures shall be conditioned and be required to be implemented during the operation of the approved land use to ensure that LST Significance Thresholds are not exceeded in over the long-term.

AIR QUALITY-7 Operational Mitigation. The “developer” shall implement the following air quality mitigation measures, during operation of the approved land use: All on-site equipment and vehicles (off-road/ on-road), shall comply with the following:

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

[Mitigation Measures] General Requirements/Planning

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. November 7, 2013). The *Traffic Impact Analysis*, Kunzman Associates, Inc. November 7, 2013, 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 restrict access onto the site from Almond Street. All loading and unloading activities will take place on the southern portion of the site adjacent to Almond Street. In addition, there is only a fire access lane adjacent to the northern property line which abuts the Packinghouse Christina Fellowship facility. No truck access is allowed on this fire lane. As such, the building serves as a buffer between truck related activities and the Packinghouse Christian Fellowship facility located adjacent to the northern property line of the project site.

A *Health Risk Assessment* (HRA) was prepared by Kunzman Associates, Inc. November 7, 2013, 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

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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 on the southwest corner of the intersection of Nevada Street and Almond Avenue with a cancer risk of 0.2 per million people. Cancer risks at the Packinghouse Christian Fellowship were estimated to be 0.0 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 0.0006 which is less than the 1.0 threshold. As such, impacts are considered to be less than significant.

- IIIe **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 operations 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 a manner to

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prevent the proliferation of odors, no significant odor impact would occur and no mitigation is required.

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

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Potentially
Significant
ImpactLess than
Significant with
Mitigation
Incorp.Less than
SignificantNo
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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input 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) **Less Than Significant Impact With Mitigation Incorporated.** 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 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 27.85 acre project site primarily consists of a citrus grove with several structures related to agricultural use located in the central portion of the site. As such, the site may provide song perches, lookout posts, and nest sites for a variety of birds. Removal of the trees on the project site may impact native bird nests, and therefore would potentially be significant under CEQA.

Migratory avian species and raptors, which may nest on site or directly adjacent to the site, are protected under the Migratory Bird Treaty Act (MBTA) while nesting. Project implementation and construction-related activities including, but not limited to, grading, materials laydown, facilities construction, and construction vehicle traffic and noise may result in the disturbance of MBTA-protected avian species that could occur within or adjacent to the project site. The loss or disturbance of an MBTA-protected occupied nest, or substantial interference with roosting and foraging opportunities for migratory species, sensitive avian species, or raptors would constitute a significant impact.

The following Mitigation Measure is required:

Biology-1. Avian Breeding Season Survey. The developer shall submit for review and approval an avian breeding survey, conducted by a County qualified biologist, if any land disturbing activity of grading is planned to occur between March 15 and August 15. This is required to be conducted within thirty (30) days prior to any construction activities involving heavy equipment. If active nests are located, no grading or heavy equipment activity shall take place within 300 feet of an active raptor nest or special-status bird nest (non-listed), or within 100 feet of any common songbird nests. If no such breeding or nesting activities are detected construction activities may proceed and if such active nests are located, work activity shall be delayed until the young birds have fledged and left the nest.

With implementation of Mitigation Measure Biology-1, the project will not have an effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

- IV b) **No Impact.** The 27.85 acre project site contains a citrus grove and no riparian habitat or other sensitive natural community is present. The project is not anticipated to impact any such habitats.
- 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

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(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 west 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 27.85 acre project site contains a citrus grove and various trees and the potential exists for some trees to fall under the protection of the provisions of Chapter 88.01 (Plant Protection and Management) of the County of San Bernardino Development Code. In order to avoid potential impacts to any protected trees, a Native Tree and Plant Removal Permit shall be acquired from the County prior to construction activities as describe in the following mitigation measure:.

Biology-2. 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 Composite Development 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).***

- 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 the following mitigation measures are proposed to reduce the project's effects to less than significant.

Biology-1. Avian Breeding Season Survey. The developer shall submit for review and approval an avian breeding survey, conducted by a County qualified biologist, if any land disturbing activity of grading is planned to occur between March 15 and August 15. This is required to be conducted within thirty (30) days prior to any construction activities involving heavy equipment. If active nests are located, no grading or heavy equipment activity shall take place within 300 feet of an active raptor nest or special-status bird nest (non-listed), or within 100 feet of any common songbird nests. If no such breeding or nesting activities are detected construction activities may proceed and if such active nests are located, work activity shall be delayed until the young birds have fledged and left the nest.

Biology-2. 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 Composite Development 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).

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Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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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 27.85 acre project site is covered with a citrus grove and is routinely disturbed. 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 will 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 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 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 27.85 acre project site is covered with a citrus grove and is routinely disturbed. 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 will 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 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 27.85 acre 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.

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VI. GEOLOGY AND SOILS - Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 181-B of the California Building Code (2001) creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

VI ai) **No Impact.** The 27.85 acre 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

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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 27.85 acre 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.

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- 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.

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

☐ ☒ ☐ ☐

- b) Conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases.

☐ ☐ ☒ ☐

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 with Mitigation Incorporated.** 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 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.

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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	0.03	0.03	0.00	0.00	0.03
Energy Usage	0.00	640.06	640.06	0.03	0.02	642.71
Mobile Sources	0.00	2,721.04	2,721.04	0.09	0.00	2,722.83
Solid Waste	117.22	0.00	117.22	6.93	0.00	262.70
Water/Wastewater	45.07	529.36	574.43	4.65	0.11	707.59
Construction	0.00	76.53	76.53	0.01	0.00	76.69
Total Emissions	162.29	3,967.00	4,129.29	11.70	0.11	4,412.55
County Threshold						3,000
Exceeds Threshold?						YES

According to the *County of San Bernardino Greenhouse Gas Emissions Plan*, because the project exceeds 3,000 MTCO₂E/YR for GHG emissions as shown in Table 6, the project must either reach 100 points on the County's Screening Tables or quantify a 31 percent reduction in greenhouse gas emissions.

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

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;

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- 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 exceed the 3,000 MTC2OE/YR screening threshold identified in the GHG Plan but will implement 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 required.

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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"/>

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- 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 27.85 acre project site is adjacent to the Packinghouse Christian Academy. 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 27.85 acre 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

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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)**
- c) **The “developer”/property owner shall include with all lease and rental agreements and separately to all renters, tenants, lessees or buyers; information that the site is subject to aircraft overflight from the appropriate airport, is subject to the potential noise problems associated with aircraft operations, and is subject to an Avigation and Noise Easement.**
- d) **Proposed uses and structures shall be consistent with the San Bernardino International Airport Comprehensive Land Use Plan (ACLUP).
[Mitigation Measure VIII-1] General Requirement/Planning**

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 27.85 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 Nevada Street 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 wild land fires, because the site is not adjacent to dense brush or

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

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	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				

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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 on the east side of the project along 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

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river and the project is required to submit and implement an erosion control plan.

- IX d) **Less Than Significant Impact.** A vegetated detention basin will be located on the east side of the project along Nevada Street. The proposed detention basin would limit the increase of outflow from the project site. This increase in outflow is anticipated to be adequately handled by downstream facilities, thus limiting these impacts to less than significant. The project includes a typical stormwater drainage design where flows are directed towards on-site catch basins and are ultimately discharged into the proposed basin. Flows 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.

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- 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.

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	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	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 contains a citrus grove. Surrounding land uses include the Packinghouse Christian Church/School to the north, industrial building (under construction) and a commercial shopping center to the south, vacant land proposed for a warehouse to the east, and industrial buildings to the west. 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.

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Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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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 27.85 acre project site has been under active agricultural operations for over 25 years. No mines, oil or gas wells, or other resource extraction activity occurs on the property or is known to have ever occurred on the property. 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 an 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.

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XII. NOISE - Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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.** Noise generated at the project site under existing conditions is limited to activities associated with the ongoing citrus grove. 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 increases 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

- ***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."***

Operational Noise

Off-Site Operational Noise: Operational noise will result from vehicle traffic generated by the project. Existing and Existing Plus Project noise levels were modeled for each roadway segment included in the traffic study prepared for the project by Kunzman Associates Inc.

Roadway noise impacts would be considered significant if the project increases noise levels for a noise sensitive land use by 3dBA CNEL and if: (1) the existing noise levels already exceed the standard appropriate for the receiving land use (60 dBA CNEL for residential properties and 65 dBA CNEL for churches and schools), or (2) the project increases noise levels from below the standard appropriate for the receiving land use to a level above the standard (i.e. above 60 dBA for residential properties and 65 dBA CNEL for churches and schools).

Unmitigated traffic noise levels along project area roadways are projected to increase from

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0.0 to 1.8 dBA with the completion of the proposed project. The largest increase (1.8 dBA) will occur along Almond Avenue adjacent to the proposed project. Because there are no roadway segments which will exceed 65 dBA and exceed a 3 dBA increase, project generated noise will not result in a significant impact.

On-Site Operational Noise: The proposed on-site uses would generate noise from truck delivery, loading/unloading activities at the loading areas, and other noise-producing activities within the parking lot. These activities are potential point sources of noise that could affect the Packinghouse Christina Fellowship facility located to the north and northeast of the project site.

The project is designed to restrict access onto the site from Almond Street. All loading and unloading activities will take place on the southern portion of the site adjacent to Almond Street. In addition, there is only a fire access lane adjacent to the northern property line which abuts the Packinghouse Christina Fellowship facility. No truck access is allowed on this fire lane. As such, the building serves as a buffer between truck related noise activities and the Packinghouse Christian Fellowship facility.

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 48.8 dBA Leq during the day and 46.4 dBA CNEL over a 24 hour period. The 48.8 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. The County shall verify that the following notes shall be cited in both the Composite Development Plan and CUP Site Plan that:

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

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

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- XII d) **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, construction noise will not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project
- 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 in the San Bernardino County East Valley Area Plan. 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, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

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Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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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 27.85 acre 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. 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, considering the unemployment rate for the area, 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 being used as a citrus grove and does not contain a substantial number of 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 being used as a citrus grove and does not contain a substantial number of people.

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

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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 San Bernardino County Fire Department resources should its 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). As such, the District requires payment of school fees at the applicable rate, in accordance with the Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50). Pursuant to Senate Bill 50, payment of school impact fees constitutes complete mitigation for project-related impacts to

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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.

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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.

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Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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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 1,352 daily vehicle trips in Passenger Car Equivalents, 89 Passenger Car Equivalents of which will occur during the morning peak hour and 97 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 at Palmetto Avenue during the peak hours.

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For *Opening Year (2015) Without 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*, 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 intersections are projected to operate at an unacceptable Level of Service during the evening peak hour:

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

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)

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- SR-210 Freeway NB Ramps (NS) at:
San Bernardino Avenue (EW)

For *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:

- 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 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)

Despite the above, the Levels of Service would not decrease for any of the scenarios analyzed (e.g. go from LOS C to D).

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

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standard development requirements and are not considered mitigation.

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 Nevada 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 Nevada Street to the east project boundary 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.

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

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

Prior to Building Permit/County Traffic

The above are deemed standard development requirements and are not considered

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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, but would exceed the 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. This requires the County to notify the City of Redlands and be provided a copy of the traffic impact analysis once accepted by the County.
- XV c) **No Impact.** The proposed 614,328 square foot industrial structure is approximately 1.7 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 an industrial use located in an industrial area 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 Nevada 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 Nevada 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.

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Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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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"/> |

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- 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

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water and sewer pipes that would connect to existing facilities in Nevada 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 a water quality/detention basin to convey 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 lines, infiltration devices, and detention/water quality basin 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 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

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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.

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

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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"/> |

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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 eastern 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.

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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.

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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 site preparation and grading activities be limited to no more than five (5) acres of active ground disturbance per day.

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

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

AIR QUALITY-3 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-4 Construction Mitigation. The “developer” shall submit for review and obtain approval from County Planning of a signed letter agreeing to include as a

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condition of all construction contracts/subcontracts requirements to reduce vehicle and equipment emissions and other impacts to air quality by implementing the following measures and submitting documentation of compliance: The developer/construction contractors shall do the following:

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

AIR QUALITY-5 Coating Restriction Plan. The developer shall submit for review and obtain approval from County Planning of a Coating Restriction Plan (CRP), consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/subcontracts a condition that the contractors adhere to the requirements of the CRP. The CRP measures shall be following implemented to the satisfaction of County Building and Safety:

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

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

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

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Area Plan segment of the Santa Ana River Trail (SART) from California Street to the SH30 bridge. This fee may be waived or adjusted by County Regional Parks based upon inflation and credit may be granted for any developer completed trail improvements. The construction of the trail shall provide an incentive to use alternative transportation modes that access the area. This action assists with air quality mitigation and is also an offset to the aesthetic resource loss caused by removal of the orange groves in the area. [Mitigation Measure III-5] Prior to Building Permits/Planning

AIR QUALITY-6. 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 1 of Tentative Parcel Map 19488 which is located adjacent to the eastern boundary of the project site, in order to ensure there are no days when earth moving activities occur concurrently for both projects.

AIR QUALITY-7 Operational Mitigation. The “developer” shall implement the following air quality mitigation measures, during operation of the approved land use: All on-site equipment and vehicles (off-road/ on-road), shall comply with the following:

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

[Mitigation Measures] General Requirements/Planning

Biology-1. Avian Breeding Season. The developer shall submit for review and approval an avian breeding survey, conducted by a County qualified biologist, if any land disturbing activity of grading is planned to occur between March 15 and August 15. This is required to be conducted within thirty (30) days prior to any construction activities involving heavy equipment. If active nests are located, no grading or heavy equipment activity shall take place within 300 feet of an active raptor nest or special-status bird nest (non-listed), or within 100 feet of any common songbird nests. If no such breeding or nesting activities are detected construction activities may proceed and if such active nests are located, work activity shall be delayed until the young birds have fledged and left the nest.

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Biology-2. 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 indicated be on the Composite Development 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).

Hazards-1. AR3 Operational Requirements. The following standards and criteria shall apply to all operations, structures, and land uses:

- e) 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

- **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

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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."*

NOISE 2: Operational Noise Controls.

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.

TRANSPORTATION – 1: Impact Fee

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

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

Prior to Building Permit/County Traffic

59. *NOISE 2: Operational Noise Controls. The County shall verify that the following notes shall be cited in both the Composite Development Plan and CUP Site Plan that:*

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

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

60. Drainage Facility Design. 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.
61. 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 to dewater into private property.
62. Storm Drain Facility. Design a storm drain facility per latest Comprehensive Storm Drainage Plan. Submit storm drain plans for review and approval.
63. Topo Map. A topographic map shall be provided to facilitate the design and review of necessary drainage facilities.
64. 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.
65. 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. Copies of the WQMP guidance and template can be found at: http://www.sbcounty.gov/dpw/land/environmental_mgmt.asp
66. WQMP Inspection Fee. The developer shall deposit an inspection fee for WQMP in the amount of \$3,600 to Land Development Division.
67. Topo Map. A topographic map shall be provided to facilitate the design and review of necessary drainage facilities.
68. 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.

69. 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. Copies of the WQMP guidance and template can be found at: http://www.sbcounty.gov/dpw/land/environmental_mgmt.asp

COUNTY FIRE – Community Safety (909) 386-8465

70. 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) 387-4246

71. Building Plans. Three copies of the proposed professionally prepared building plans shall be submitted for plan review with appropriate fees and approval of these shall be obtained with permits, for any building, sign, or structure (including trash enclosures) to be constructed or located on site.
72. Wall Plans. Submit professionally prepared plans for review and obtain approval with permits for all fences and walls greater than six feet (6') in height and any required walls, retaining walls or trash enclosures.
73. Outdoor Lighting Plans. Three copies of the proposed professionally prepared Outdoor lighting plan shall be submitted for plan review with appropriate fees and approval of these shall be obtained with permits, prior to any lighting installation.
74. Sign Plans. Any building, sign, or structure to be constructed or located on site will require professionally prepared plans approved by the Building and Safety Division.
75. Disabled Access. Provide van accessible parking spaces for the disabled. One in every eight accessible spaces, but not less than one, shall be served by an access aisle 96 inches wide and shall be designated van accessible. The words "NO PARKING" shall be painted on the ground within each eight-foot loading area as specified in the California Building Code.
76. Path of Travel. Provide a path of travel from the disabled parking spaces up to the primary entrance of each accessible building or area.

LAND USE SERVICES – Planning (909) 387-8311

77. 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.
78. 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 walls shall be shown and approved by County Planning prior to construction. 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.

79. 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.
80. 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.
81. 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
82. Landscape and Irrigation Plan. Landscape and Irrigation Plans shall be prepared in conformance with Chapter 83.10, Landscaping Standards, of the County Development Code, as well as the East Valley Area Plan requirements. The developer shall submit four copies of a landscape and irrigation plan to County Planning.
83. Concrete Wall. Prior to issuance of building permits for building construction, an eight (8) foot high concrete decorative wall shall be constructed along the entire northern boundary of the property line as shown on the site plan. The wall's

construction plan shall be submitted to Planning for review and approval prior to the issuance of Building Permits for building construction.

84. AR3 Design Requirements. The project is within the Airport Safety Review Area Three (AR-3) Overlay. The developer shall grant an Avigation and Noise Easement to the San Bernardino International Airport. The developer shall submit copies of the proposed Avigation & Noise Easement to both County Planning and the affected airport for review and approval. Also, notice shall be provided to any renters, lessees or buyers of the subject property that the site is subject to this Avigation and Noise Easement and that there will be aircraft over-flight with potential noise problems associated with aircraft operations. This information shall be incorporated into the CC & R's, if any, and in all lease and rental agreements. [Mitigation Measure VIII-2] Prior to Building Permit/Planning
85. Signs. The developer shall submit all signs for review and approval. Each tenant shall submit for approval any additions or modifications to the approved signs. The signs shall adhere to the following:
- a) All signs shall be lit only by steady, stationary shielded light; exposed neon is acceptable.
 - b) All sign lighting shall not exceed one-half (0.5) foot-candle.
 - c) No sign or stationary light source shall interfere with a driver's or pedestrian's view of public right-of-way or in any other manner impair public safety.
 - d) There shall be no more than one freestanding sign per frontage. No freestanding sign shall be more than 25 feet above the road to which it is oriented.
 - e) Monument signs shall not exceed six feet above ground elevation and shall be limited to one per frontage.
 - f) Directional signs shall be allowed as shown on the sign plan submitted with landscape plans.

SPECIAL DISTRICTS – Street Lights (909) 387-5530

86. 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.
87. 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

88. 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.
89. Sewer. Method of sewage disposal shall be City of Redlands.
90. 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.
91. Verification of Annexation. Submit verification of annexation to DEHS for any project that requires water or sewer connection outside a purveyor's jurisdiction. For information, contact LAFCO at: 909-383-9900.
92. 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.
93. 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

94. 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, San Bernardino CA 92415-0187. Phone: (909) 387-8311.

Nevada St (Secondary Highway – 88')

- Road Dedication. A 14 foot grant of easement is required to provide a half-width right-of-way of 44'.

- Curb Return Dedication. A 70 foot radius return grant of easement is required at the intersection of Nevada St and Almond Ave.
- Street Improvements. Design curb and gutter with match up paving 32 feet from centerline.
- Sidewalks. Design sidewalks per County Standard 109 Type "C".
- Sidewalk Ramp. Design sidewalk ramp per County Standard 110.
- Driveway Approach. Design driveway approach per San Bernardino County Standard 129B and located per Standard 130.
- Curb Returns. Curb Returns shall be designed per County Standard 110.
- 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.
- Curb Returns. Curb Returns shall be designed per County Standard 110.

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.
- Curb Returns. Curb Returns shall be designed per County Standard 110.

95. Road Design. Road sections shall be designed and constructed to East Valley Area 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 Master Plan of Highways.
96. Street Improvement Plans. The developer shall submit for review and obtain approval of street improvement plans prior to construction.
97. Utilities. 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.
98. 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.
99. 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.
100. 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.
101. 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.
102. 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

103. 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.

PUBLIC WORKS – Traffic Division

104. 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 614,328 square feet per the latest site plan dated June 26, 2014. Therefore the total fee is estimated at \$448,459.44. the current Regional Transportation Fee Plan can be found at the following website: http://www.sbcounty.gov/dpw/transportaiton/tranportation_planning.asp
105. 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 \$29,570. 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.

COUNTY FIRE – Community Safety (909) 386-8400

106. 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 with 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.

107. 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
 - Buildings. 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.
108. 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.
109. Building Plans. Not less than three (3) complete sets of Building Plans shall be submitted to the Fire Department for review and approval.
110. 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.
111. 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. Standard 902.2.1
112. 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 manufacturers 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.

- At time of sprinkler plan submittal, please provide documentation from the building's structure designer or truss engineer accepting the point loads imposed on the building by this sprinkler design.
 - 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.
 - Fire Department access (doors) shall be every 100'.
 - A fire department access shall have key accessible hardware.
 - Provide a dedicated Know Box on Fire Pump house.
 - Provide emergency lighting on Fire Pump house.
113. 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.
114. Smoke and Heat Removal. Mechanical smoke removal systems shall be provided for building protected by ESFR 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.
115. 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.
116. 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 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.
117. Haz-Mat Approval. The applicant shall contact the San Bernardino County Fire Department/Hazardous Materials Division (909) 386-8400 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.

PRIOR TO FINAL INSPECTION OR OCCUPANCY PERMITS

The following Shall be Completed:

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

118. Building Occupancy. Any building without specified tenants and uses may receive final inspection for construction purposes only. A Tenant Improvement that identifies the tenant and proposed uses shall be submitted and approved prior to occupancy being granted.
119. Van Accessible Parking. Provide van accessible parking spaces for the disabled. One in every eight accessible spaces, but not less than one, shall be served by an access aisle eight feet wide and shall be designated "Van Accessible". The words "NO PARKING" shall be painted on the ground within each eight-foot wide loading area as specified in the California Building Code.
120. Path of Travel. Provide a path of travel from all parking spaces for the disabled up to the primary entrances of each building.
121. Planning Division Approval. Prior to occupancy all Planning Division requirements and Condition Compliance Release Forms shall be completed.

LAND USE SERVICES - Planning (909) 387-8311

122. Parking Lot Installed: On-site parking and circulation requirements shall be installed, inspected and approved as being in compliance with SBCC Chapter 83.11. The appropriate parking plan shall be implemented based on the identified tenant, and stalls painted accordingly. The following shall be completed:
 - a) Surface. All access drives shall be surfaced with all weather paving with a minimum of three inches asphalt and six inches of base or greater as determined necessary by County Building and Safety to be adequate to accommodate long-term and extensive use by heavy hauling trucks.
 - b) Markings. All circulation markings shall be clearly painted and permanently maintained, including arrows painted to indicate direction of traffic flow.
 - c) Crosswalks. All on-site internal pedestrian crosswalks shall be delineated with a minimum 3" white or yellow painted line stripe. All pedestrian crossings in public right-of-way shall be per County Standards.
 - d) Stops. All internal parking lot driveway intersections shall be installed with a painted stop limit line and shall have either a breakaway pole "STOP" sign and/or painted "STOP" lettering on the paving in front of the limit line.
 - e) Parking Space Striping. All paved parking stalls shall be clearly striped and permanently maintained.
 - All paved non-truck parking stalls shall be striped with double/hairpin lines with the two lines being located an equal nine inches on either side of the stall sidelines. Each use shall have a minimum of four standard parking stalls (9'x19'), one loading zone (10' x 20' with 14' clearance) and one van

accessible space for the disabled (9' + 8' x 19'), plus one additional space for each company vehicle.

- All paved truck parking stalls and docks shall have at a minimum a single six-inch wide line per each side of the stall.

f) Multi-modal. All required multi-modal amenities (e.g. bike stands, motorcycle parking, mass transit access, carpool preferred parking, vanpool passenger pickup etc.) shall be installed per approved plans.

123. Wheel Stops. All back-in truck trailer parking spaces shall have a wheel stop or other physical barrier twelve feet from any wall, fence or building to prevent damage. All other vehicle spaces shall have wheel stops or curbs installed when adjacent to fences, walls or buildings; these shall be three feet (3') away from such facilities.
124. Disabled Parking Installed. Parking for the disabled with paths of travel to the main building entries shall be installed per SBCC §83.11.060. Disabled access parking spaces shall be clearly and continually designated with pavement markings and signs. At least one van accessible space shall be provided.
125. Lights Installed. All required lighting shall be installed in compliance with the approved lighting plan. All lights used to illuminate the site shall be hooded and designed so as to reflect away from adjoining properties and public thoroughfares.
126. Screening Installed. All required screening and buffering measures shall be installed. All rooftop mechanical equipment shall be screened from ground vistas. All trash enclosures shall be screened from public view and shall be double-bin capacity with a rainproof roof.
127. Building Elevations. The building construction shall be completed in conformance with the approved architectural elevations to the satisfaction of County Planning.
128. Landscaping Installed. All proposed landscaping, hardscape, exterior features (benches, walkways, bike racks etc), walls and fencing shall be installed as shown on the approved landscaping plan.
129. Landscape SUP Surety. Surety in a form and manner determined acceptable to County Counsel and the Land Use Services Director shall be required for all landscape plantings and irrigation systems to ensure that the landscaping remains in a healthy thriving condition for a minimum of two full years. As a minimum this surety shall be in an amount equal to 120% of the cost estimate by a licensed landscape architect to replace all plant material (including labor) and must include material and labor for each landscaped area. This does not include an estimate to replace the irrigation system.

130. GHG – Installation. The developer shall submit for review and obtain approval from County Planning evidence that all GHG reduction measures have been installed, implemented and that specified performance objectives are being met.

LAND USE SERVICES - Code Enforcement (909) 387-4044

131. Special Use Permit - Landscaping. The developer shall submit an application with the appropriate fees and obtain approval of a Special Use Permit for the confirmation inspections and administration of the surety to guarantee the installation, proper maintenance, and survival of the required landscaping.

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

132. Drainage and WQMP Improvements. All required drainage and WQMP improvements shall be completed by the applicant, inspected and approved by County Public Works.
133. WQMP Final File. 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

134. Road Improvements. All required on-site and off-site improvements shall be completed by the applicant, inspected and approved by County Public Works.
135. 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.
136. 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

137. 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. This summary 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.

COUNTY FIRE – Community Safety (909) 386-8400

138. '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.
139. 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.
140. 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.
141. Override Switch. Where an automatic electric security gate is used, an approved Fire Department override switch (Know ®) is required.
142. Fire Extinguishers. Hand portable fire extinguishers are required. The location, type and cabinet design shall be approved by the Fire Department.

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

143. 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.
144. 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.
145. 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.

PRIOR TO TENANT OCCUPANCY

The Following Shall Be Completed:

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

146. 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.
147. 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

148. 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.
149. 75% Solid Waste Diversion Program (GHG Reduction Measure R2W6). The developer shall require all future tenants to institute a recycling program that provides separated recycling bins inside the proposed structure and a large external recycling collection bin at a central location on site (2 points).

END OF CONDITIONS

Project No: P201300538 (CUP) P201300539(TPM)
July 2014 (REVISED SEPTEMBER 2014)

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, Chiming, Inc., prepared by Kunzman Associates, Inc., November 7, 2013.

Noise Impact Analysis, Chiming, Inc., prepared by Kunzman Associates, Inc., June 12, 2014.

Traffic Impact Analysis, Chiming, Inc., prepared by Kunzman & Associates, Inc., November 7, 2013

EXHIBIT E

School Comment Letters and Project Comments



February 11, 2014

San Bernardino County Land Use Services
Planner Gus Romo
385 North Arrowhead Ave
San Bernardino, CA 92415
RE: Project Number P201300529/CF

Mr. Romo,

I am the principal of Packinghouse Christian Academy, which is located on the southwest corner of San Bernardino Ave and Alabama St, just north of the warehouses included in the project number above. I am writing to express my concern about the proposed warehouses and their impact on our school community.

My immediate concern is the health and well-being of my students. Having industrial warehouses in such close proximity to our children raises some potentially serious health/safety issues. First, I am very worried about the impact on the air quality on our campus due to the diesel exhaust released from truck traffic. Based on the sizes of the proposed warehouses, there is obviously potential for significant trucking traffic (and, consequently, significant exhaust that my students will be breathing in). Additionally, with this increased traffic comes the issue of having our students in very close proximity to large numbers of drivers and/or employees, which in this day and age, is always concerning for school employees and parents.

I understand that the property will eventually be developed. I am just asking for safeguards against the health and safety concerns we have. To minimize the air quality issues, we are asking for the warehouse design to include *maximum* spacing between the school and the loading docks and driveways. Also, to maximize the safety of our students, it seems prudent to have a solid wall of some sort that secures the property line between our campus and the warehouses.

Not only am I writing on behalf of our school and church community, but as a lifelong resident of the city of Redlands. I am also writing as a protective father (and on behalf of all other parents) whose children are currently attending Packinghouse Christian Academy and Packinghouse Church. Please consider making the necessary alterations and adjustments to the proposed warehouses to help keep our children safe and healthy. Thank you!

Sincerely,

Jeff Lindeman

Principal

*"...and that from childhood
you have known the Holy
Scriptures, which are able
to make you wise for
salvation through faith
which is in Christ Jesus."*

27165 San Bernardino Ave • Redlands, CA 92374 (Mailing Address)

9700 Alabama Street • Redlands, CA 92374 (School address)

909.793.4984 • Fax: 909.307.1852

www.packinghouse-redlands.org

II Timothy 3:15

Richard and Doris Buvik
28250 Burns Ave.
Highland, CA 92346

2014 JAN -3 PM 2: 37

San Bernardino County Land Use Services
Attn: Planner Gus Romo
385 North Arrowhead Ave
San Bernardino, CA 92415

RE: Project Number P201300538/CUP-CF

Dear Mr. Romo,

As grandparents of a child who attends Packinghouse Christian Academy (PCA), we wish to express our concerns about the proposed warehouse development on Almond Street in Redlands, which will be adjacent to PCA.

As we are sure you are aware, the development has a huge impact on the health, wellbeing and education of all the students at PCA. Our concerns include the following:

- Serious potential for air and noise pollution
- Significant increase in traffic in close proximity our school
- Visual detracton from our school campus and the nearby community

We are contacting you to seek your assistance on this issue. Our mission is to ensure the property developer has a design that would include the following;

- Placing the loading docks as far from the school as possible
- Providing electrical hook-ups for refrigerated trucks so they will not sit and idle
- A solid wall between PCA property and the warehouse
- Landscaping around the entire warehouse property

Thank you in advance for your time and consideration on this most important matter.

Sincerely,

Doris E Buvik *Richard M Buvik*

Richard and Doris Buvik
909-425-9320

Mark & Susan Hudspeth
6837 Regal Oaks Road
Highland, CA 92346

2014 JAN -3 PM 2: 28

San Bernardino County Land Use Services
Attn: Planner Gus Romo
385 North Arrowhead Ave
San Bernardino, CA 92415

RE: Project Number P201300538/CUP-CF

Dear Mr. Romo,

We have serious concerns about the proposed warehouse that is to be developed on Almond Street adjacent to Packinghouse Christian Academy and the impact on our child, Lauren Hudspeth's health, wellbeing and education.

These concerns include the potential for air pollution, an increase in traffic in close proximity our school as well as the noise from the trucks which may be detrimental to our classroom and playground environment. Additionally, we are concerned that the warehouses may visually detract from our school campus and the surrounding community.

We are seeking your assistance on this issue. Our goal is to ensure the property developer has a design that would include the following;

- Loading docks as far from the school as possible
- Electrical hook-ups for refrigerated trucks so they won't have to sit and idle
- A solid wall between the school property and theirs
- Attractive landscaping around the entire property

Thank you in advance for your time and consideration on the matter of the proposed warehouses along Almond Street.

Sincerely,



Mark & Susan Hudspeth
Home 909-862-9358
Cell 951-566-6511



2013 DEC 27 PM 1:25

12/24/13

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

Mr. Romo,
RE: Project Number P201300538/CUP-CF

We have serious concerns with the above purposed industrial warehouses. Please find enclosed a recent Health News article of a study done by the University of Cincinnati describing the unhealthy effects on young school children by diesel trucks operating with 500 feet of schools. We have also enclosed a copy of the California Commercial Vehicle idling Regulations prohibiting idling of diesel trucks within 100 feet of a school.

There are many published scientific articles showing significant adverse effects from diesel trucks PM (particulate matter) and benzene emissions near schools. The above proposed warehouse facilities show diesel truck loading docks and drives well within the 500 foot clearance recommended by the University of Cincinnati study and the State of California Education Code. In fact, the proposed plans we have seen show drives and loading docks within 100 feet as well as along the fence line of our schools playground and our baseball and soccer fields. Obviously the teachers and parents of our school children will demand that we oppose the project as proposed. Please make the developer redesign the project to include these to their CUP..

- 1] No trucks within 500 feet of the school playgrounds and ball fields in CUP
- 2] Strict diesel no idling limits (immediate shut down and drive off within 30 seconds after start up) in the CUP
- 3] Require electrical hookups for refrigerated cargo on all dock and parking stalls in the CUP
- 4] No parking or driving within 100 feet of the property line (gated fire lanes) in the CUP
- 5] 360 degree landscaping setback and soundproofing in the CUP
- 6] 8 foot solid wall in the CUP

Sincerely,

Edward A. Rea

You did not choose Me, but I chose you and appointed you that you should go and bear fruit,
and that your fruit should remain, that whatever you ask the Father in My name He may give you.

John 15:16

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?

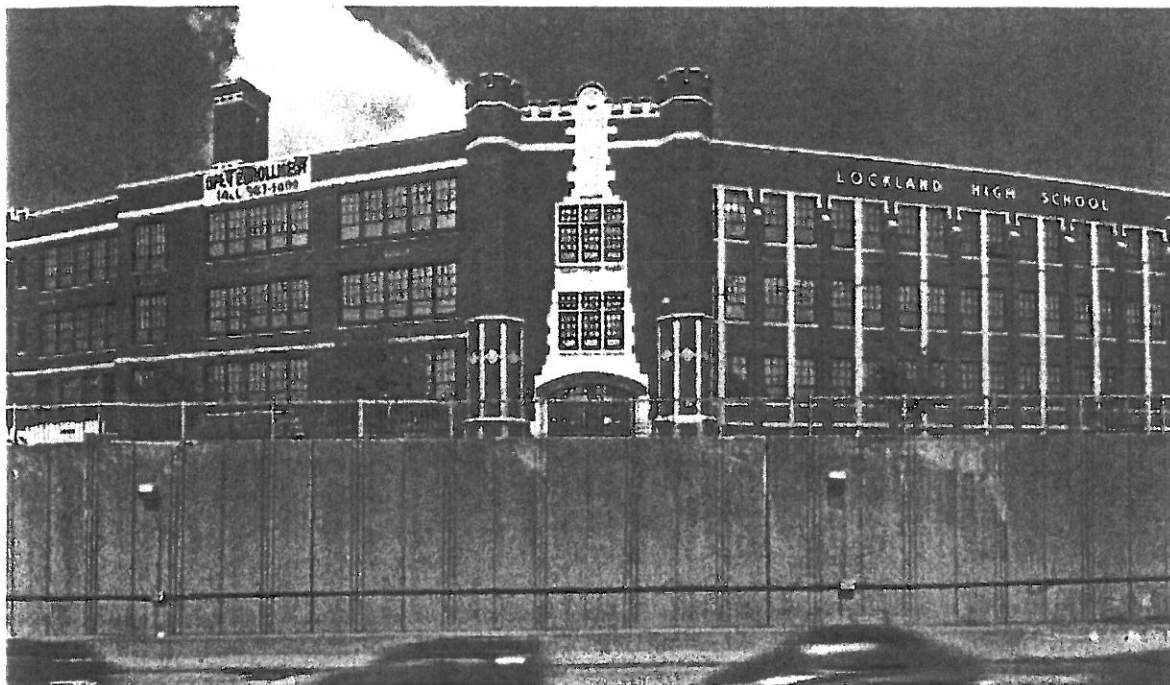
Call us at 1-800-END-SMOG or email helpline@arb.ca.gov with the following information:

- 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



Lockland High School is one of several schools located within close proximity to a major highway in Greater Cincinnati.

Publish 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.

St. Louis, 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.

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Academic Health Center Public Relations & Communications
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KIENOW ASSOCIATES, INC.

CIVIL, GEOTECHNICAL, AND ENVIRONMENTAL ENGINEERS

Phone: 909-866-8636
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cell: 909-223-1129

P.O. Box 121112
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

REFERENCE: Project Number P201300538/CUP-CF

Dear Mr. Romo:

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 at schools is distance, the State feels that an adequate distance is six hundred 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 and trucks to the school. The fact is the wind blows where it will, 8 foot fence or not, 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 five hundred feet of the school playgrounds and ball fields.
2. No parking or driving within one hundred 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 thirty seconds after engine start. Refer to CA ARB rules re diesel idling.
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.

Please notify us of any hearings or decisions regarding the proposed development.
Thank You,

Respectfully submitted,

KIENOW ASSOCIATES, INC.

by 

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



healthNEWS | UC ACADEMIC HEALTH CENTER
Public Relations & Communications



Date: 08/18/08

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

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

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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.

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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.

<http://www.healthnews.uc.edu/news/print.php?...> 2/21/2014

This study was funded in part by grants¹ 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.

**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

To: Mr. Gus Romo

Re: Project Number P201300538/CUP-CF

Hello...my name is Cheryl Derley and my daughter attends Packinghouse Christian Academy (PCA). This is her second year of attendance and she is finally gaining confidence in her academic abilities and has a newly discovered love for music. Do you have the blessing of being a parent or are a part of an extended family? You may appreciate my feelings on your plans for building near the school property. My daughter came from a school in Bloomington where she was picked on by students AND teachers. She learns a little differently, but she could not fit in the perfect "box" that the school expected. Those unreasonable expectations left her with nervous tics and low self-esteem, which produced an anger in her. My husband and I sacrifice tremendously to be able to send her to PCA, which is a half an hour away from our house. I have been made aware of some building on the vacant land next to the school. I understand that this land was chosen for economical and geographical reasons, but I would like to ask that measures be taken to keep PCA in an environment where my daughter, and the other students, can continue to excel. When I was teaching, about fifteen years ago, there was construction going on at our church, in which the school was located. I cannot begin to explain the frustrations it caused as a teacher and the hinderances to the students' learning.

It would probably not be welcomed to ask that your building projects be relocated. But I can reasonably ask that in your planning that the needs of the students (their right to a learning environment) and the needs of the teachers (their right to a teaching environment) be taken into consideration. The noise, pollution, and business could be isolated as far from the school campus and athletic fields as possible. Please allow us our hopes and if your plans must proceed, please have all activity as far away from the campus as could be possible. I will also be sending a copy of this letter to Mr. James Ramos. Thank you for allowing me to share my concerns.

Sincerely,

Cheryl Derley



(909) 428-9706

cderley@att.net

2014 JAN 8 6:11 PM

Hello, my name is Rachel Argentine and my sister attends Packinghouse Christian Academy. This school is accomplishing wonders in her and the other students who attend there, as her previous school did not. Her previous school made fun of her; both students as well as teachers and this resulted in health issues. She also, understandingly, had much anger in her, as she did not know how to handle the bullying from teachers and students at school. Teachers are supposed to help not join the bullying; this wasn't just her teachers, but the entire staff. Now that she is at Packinghouse, she is in an amazing environment with students and teachers who love her and DO NOT judge her. She is getting tremendous grades, as at the other school they did not bother to teach her. She is also developing a love for music and the arts, which is becoming rare for her age in our society.

I respectfully request that the decision to build on the property adjacent to Packinghouse be carefully considered/reconsidered, as this will greatly impact the environment negatively. It has been time and time again psychologically proven that subconscious background noise of construction, freeways, and businesses have an enormous effect on health, mentality, and grades. Individuals who work/go to school with these environments are more likely to experience headaches, exhaustion, and are more susceptible to a disorder; meanwhile on account of the noise alone doubling their risk of heart attack. Also, these individuals do not grow/learn at the same rate as others who are in a calmer/quieter environment. Their grades drop substantially and their chance of future success is greatly lessened due to the inability to think/act creatively while attending school. There is plenty of information to back this up as I am a Psychology minor and I know many individuals with psychology PhD(s) and also accomplished adolescent clinical psychologists who have and agree with this knowledge.

Every single parent who sends their child to this school sacrifices more than anyone will ever know just to ensure that their child is attaining a superior, proper, and healthy education and if this building project goes through, that superior level of education will not be met. If the building cannot be recalled, then I petition that the area with the most noise, business, and commotion be located at the absolute farthest point from the children, their classrooms, and their athletic fields. If you require any further information on the field research or studies done on this, please email me.

Sincerely,
Rachel Argentine

2014 JAN 8 6:10 PM

VISUAL SUPPORT SERVICES
GRAPHICS • ANIMATION • VIDEO

January 8, 2014



San Bernardino County Land Use Services
Attn: Planner Gus Romo
385 North Arrowhead Ave
San Bernardino, CA 92415

Dear Mr. Romo,

RE: Project Number P201300538/CUP-CF

I would like to thank you for your support of Packinghouse Christian Academy and appreciate your dedication to providing and supporting planning that makes San Bernardino County a place in which both businesses and families thrive. As both a Redlands business owner and the father of a child who attends school at Packinghouse Christian Academy, I feel blessed to have a leader, such as you, overseeing and directing development and expansion of the very diverse county that we live in.

Recently, I have become aware of the fact that there is a proposal before you to build two warehouses on Almond Street directly adjacent to the school's multi-use park. Although I do not oppose the development of this site, nor the owner's right to seek maximum revenue from the property, I am concerned that, without strict oversight, the warehouses will negatively impact the school, church and other entities in the area.

My first concern is that trucks coming from, going to, and waiting at the warehouse will add a significant amount of both noise and pollution to an environment that currently exists without significant sources of either. I believe that prudence dictates the assessment of both factors and would like a study done to predict the impact on the school and church. An initial review has indicated that the required implementation of electrical hookups for refrigerated trucks would significantly reduce the number of trucks idling in order to keep loads cold, and thus, noise and pollution.

Secondly, the current surroundings of the school provide a natural environment, which is conducive to both learning and worship. Any development that does not take significant steps to mitigate damage to existing surroundings would significantly impact our children and others in the community. By requiring a wall and trees along the border shared by our school and the warehouse, this pleasant natural environment can be maintained.

Lastly, there will be a significant increase of both traffic and pedestrians in the area directly surrounding the school. As much of the additional traffic will be in the form of large over the road trucks, the potential for harm to children is significant. I believe that the danger could be lessened by positioning entrances, exits, and loading docks such that traffic is directed

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as far as possible from the school and areas typically occupied by children. Additionally, delivery hours should be regulated in a manner that provides lessened traffic when school begins and ends, along with those times which church services are held.

Once again, I would like to thank you for your continuing support of Packinghouse Christian Academy and for your contributions to San Bernardino County. Thank you, in advance, for your diligence in overseeing the environment in which our children spend such a significant and meaningful portion of their young lives. I look forward to working together to insure the balance of businesses and families in this area and throughout the county.

Sincerely,

Michael Caldwell
President/CEO

MBC/rc

12/24/13

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

Mr. Romo,
RE: Project Number P201300538/CUP-CF

We have serious concerns with the above proposed industrial warehouses. Please find enclosed a recent Health News article of a study done by the University of Cincinnati describing the unhealthy effects on young school children by diesel trucks operating with 500 feet of schools. We have also enclosed a copy of the California Commercial Vehicle idling Regulations prohibiting idling of diesel trucks within 100 feet of a school.

There are many published scientific articles showing significant adverse effects from diesel trucks PM (particulate matter) and benzene emissions near schools. The above proposed warehouse facilities show diesel truck loading docks and drives well within the 500 foot clearance recommended by the University of Cincinnati study and the State of California Education Code. In fact, the proposed plans we have seen show drives and loading docks within 100 feet as well as along the fence line of our schools playground and our baseball and soccer fields. Obviously the teachers and parents of our school children will demand that we oppose the project as proposed. Please make the developer redesign the project to include these to their CUP.

- 1] No trucks within 500 feet of the school playgrounds and ball fields in CUP
- 2] Strict diesel no idling limits (immediate shut down and drive off within 30 seconds after start up) in the CUP
- 3] Require electrical hookups for refrigerated cargo on all dock and parking stalls in the CUP
- 4] No parking or driving within 100 feet of the property line (gated fire lanes) in the CUP
- 5] 360 degree landscaping setback and soundproofing in the CUP
- 6] 8 foot solid wall in the CUP

Sincerely,

Edward A. Rea

Thursday, May 29, 2014 (sent as an E-mail attachment, US Mail hard copies to follow)

From: Ken Kienow, Calvary Chapel of Redlands, Inc., Board;
Packinghouse Christian Academy

To: Clay Corwin, Stone Creek Company

Re: Application Nos: P201300538 - P201300539 -P201300615 (Arceo)
and P201400078/CUP (Warrick)

E-mail Copies: Planner Rueben J. Arceo; Planner Chris Warrick; and Supervisor Ramos, SBC Board of Supervisors

Dear Clay et al:

We regret to inform you that Erick Potter is and has been fighting for his life with cancer, a brain tumor for some time, has undergone surgery and his treatment is ongoing. He has had to sell his engineering firm, and I have been asked by the Board to continue to work through the issues with you. I just received a copy of your letter to the County Planner. It is, at best, not accurate on at least three points. As you know, we are a Board-controlled California Corporation and as such no one Board member can make or offer an agreement with you. An "Agreement" requires the normal process (issue agendized, Board meeting, motion, discussion, vote, and if the majority vote is in favor, the results are recorded on the meeting minutes). Parties involved in the "Agreement" are then advised of the Board approval. No such vote or action has occurred to date, primarily because there remain numerous unanswered issues on your part. The primary purpose of this letter memo is to correct the misleading statements you have made to the County and specifically Planner Arceo.

As early as December of 2013 we informed you and the County that we had six minimum requirements to be fulfilled before the Board could vote on your entire proposal. Below is a copy of those 6 items as sent to you, Supervisor James Ramos and the County Planning Department in December.

- 1] No trucks within 500 feet of the school playgrounds and ball fields in CUP
- 2] Strict diesel no idling limits (immediate shut down and drive off within 30 seconds after start up) in the CUP
- 3] Require electrical hookups for refrigerated cargo on all dock and parking stalls in the CUP
- 4] No parking or driving within 100 feet of the property line (gated fire lanes) in the CUP
- 5] 360 degree landscaping setback and soundproofing in the CUP
- 6] 8 foot solid wall in the CUP

We want to be are crystal clear, there are three points; 1, 5 and 6 that remain unresolved.

Point #1 Problem:

1] According to the plans we have seen so far, diesel trucks will be able to operate well within the 500 foot separation which the State of California Education Code requires for new public schools, and that we requested.

Possible Solution:

The 500 foot separation may be achievable with some drive and truck parking location or other adjustments on your project design. However it is achieved, we do want it required in your CUP.

Point #5 Problem:

5] We have been required to landscape our entire property 360 degrees and see no reason why your project should not have the same requirement. It is not possible to construct footings for an eight foot wall on our common property line without adversely affecting our existing mature trees that have been growing for many years. In addition, our main irrigation pipeline runs parallel and adjacent to our south property line, and on the Chi Ming side of our south property is a Fairview well line which irrigated the Chi Ming orange groves and may be used to irrigate our westerly 15 acres.

Possible solution:

We suggest you agree to build a landscaped buffer (irrigated plants and trees) of ten foot width on your side of the property line. That would allow construction of the footings required for a wall and not impact our existing fences, trees, or south property line pipelines. Again, we want it required in your CUP, so that it will be maintained in the future.

Point #6 Problem:

6] You wrote in your letter to the county planner that we had "Agreed to mutually construct a eight foot solid wall along the common property line". That is not true. Although you suggested to Erik Potter that we should do so, we have never agreed to 'mutually construct' a wall. Our main concern was the appearance of the wall on our side and possibly sharing the potential additional costs for a better "look" on our side.

Possible Solution:

You construct an attractive wall with an appropriate setback and attractive landscaping as described above.

Clay, as you and the County also know, we have never wanted an industrial warehouse with the accompanying diesel air pollution next to our school and church campus. The adverse health implications for growing school children are substantial, well documented, and a copy of the the Cincinnati research results (diesel health impact study of 6000 schools near diesel sources) has been sent to our school parents, County Planning, and Supervisor Ramos' office. Further, our more recent review of the literature on the subject of diesel VOC emissions indicates that VOC's cannot be eliminated by any filtering system that can be applied to a large school or church building HVAC system, and certainly not to a soccer field full of children.

Further, your air quality study does not include the impact of increased diesel truck traffic backed up, stopped, and engines running at the stoplight at the intersection of San Bernardino and Alabama streets. The stopped eastbound truck exhaust stacks are within twenty feet of the north wall of our classrooms. The 30 second engine shut down (Point #2) obviously does not apply to them. Your AQ study also does not account for the proposed new 165,000 sq. ft. warehouse facility going in across from us on San Bernardino Avenue, or the ultimate additional 800,000 sq.ft. that will eventually be built on the north side of San Bernardino Avenue across the street for our campus. Future development will more than double or triple your study's predicted pollutant levels to well above the SCAQMD maximum allowable levels. As a matter of fact, we have had several 911 emergency calls from our school in the recent past with fire and ambulance response due to an elementary school student whose health (respiration) has been impacted by poor air quality.

The elephant in the room: The unasked question: Who will be held liable for the diesel pollutant exposure later when there is a documented degradation of the health of our students, teachers, or visiting athletes due to diesel exhaust exposure? The developer? The trucking facility occupants?, owners?, lessors?, and lessees? Trucking companies using the facilities?, Our school, CalTrans?, Or County Planning/Zoning for allowing "smoke stack industry" development adjacent to our school playgrounds and classrooms? This is a total planning/zoning failure on the part of the County, with no enforced or designated "buffer zones" between such incompatible land uses. We have been a church and school on this same site since 1982, so our presence should not have been any surprise to the County.

Based on my past experience as an engineering/environmental expert witness in about 30 litigations, the answer to the unasked question is that there will be a class action suit against "all of the above plus 50 John Does". In fact, Riverside County and others are currently defending a class action suit over degraded air/quality issues associated with warehouse and development/traffic issues. See [Press Enterprise.com](http://PressEnterprise.com)...." Feb 14, 2013 "Jurupa Valley and others sued over the approval of a business park/warehouse must work to reduce the project's effects on air quality at a housing. . ."

Naturally, many families in our church and school have voiced their opposition to your project in writing to both the Planning Department as well as to the County Supervisors. There is good reason to expect that the opposition by individual church members, parents and teachers will only increase because another diesel trucking warehouse has now been proposed directly across San Bernardino Avenue to the north of our Kindergarten through 12 school building (P201400078/CUP Planner Mr. Chris Warrick, parcel # 0292 051 14).

As a result of this and other new development, our school, church, and athletic fields will be virtually surrounded by diesel trucking facilities, 900,000 sq ft on our South property line, on the South side of

our school building and directly East of our adjacent pre-school play area, and an ultimate 800,000 sq ft or more on the north side of our school building, ball fields and playgrounds across San Bernardino Avenue. There is no doubt that the entire north side of San Bernardino Avenue from Alabama west to Nevada Street will also soon be developed as trucking warehouse facilities. At that point in time, our 25 acre campus will be sitting in the middle of a "bowl" of diesel pollutant emitting "smoke stack" facilities.

Clay, on another unresolved issue: The Bell or "Pettis" Well, AP # 292 054 07 on which we have spent some \$100,000 plus since 2001, is located on the Alabama St. side of your proposed development. We rely on that well for our irrigation water, and we have an easement for our water pipeline that extends across your property to our property the SE corner. We canvassed all the Bell Well shareholders, including Dr. Paddor, the former owner of your 16 acre Alabama property, and none of the other shareholders were willing to participate in the cost of getting the well back in service in 2001. What are your plans as to preservation of our well, pipelines, and water supply? The well parcel is not even indicated on your "preliminary" plan? The well parcel is not included in the combining of parcels request, either, so where does that leave the well parcel?

Also, we note there are no entry or exit gates shown on your preliminary plan as provided to County and to us, so there is no way to control or even know where trucks will be kept out, and where they are allowed? Where are the gates for the "gated Fire Lanes"? Will trucks be able to enter the employee parking area immediately against out property line? All of the nearby warehouse developments we have looked at have a separate secured employee parking and a separate secured truck entry gate. At the drawing scale I have, I can not tell where the landscaped areas will be or will not be.

When all these loose ends are tied up and documented on the plans or CUP, the Board will vote on the issue of "our support". Long before your projects were sent to Planning we have been trying to be good neighbors. As a church and school Board we have tried to find mutually agreeable conditions attached to your project and it's CUPs so that any future new owners/lessees would still be constrained to keep our requested original mitigation and protective measures in place.

Since the preliminary plans we have are marked "preliminary, subject to change" We would like an update if and when available, with the additions, conditions, and clarifications referred to above. Best, could you send a C or D-size print? In response to your E-mail to Pastor Ed, yes, we would appreciate any update that conforms to our requests, and the other issues included above.

Finally, we believe that our private school students deserve the same protection of the air they breathe in the classroom or on the ball field as is required by the State Statutes for public school students. That protection is a 500 foot separation/buffer between a warehouse site property line and a new school, period, or you cannot build a school. The

only difference is we have been there for nearly thirty years and the warehouses are moving in on us, with the permission of the County.

Sincerely,
Ken Kienow, P.E., C.E.#14,811, G.E.# 465
Board Member
Calvary Chapel of Redlands. Inc.
kkienow@charter.net
ph 909-866-8636 cell 909-223-1129

Hard copy via US Mail to Supervisor Ramos and Planner Rueben J. Arceo

Rueben J. Arceo Contract Planner Land Use Services Department County of San Bernardino
385 N. Arrowhead Avenue First floor San Bernardino, CA 92415-0187 RE: Application Nos:
P201300538 - P201300539 -P201300615

For Information only, E-mail Copy to: Planner Mr Chris Warrick, SBCLUS, RE Project
P201400078/CUP, Parcel# 0292 051 14, Manny Gonzales, Webb Associates.

EXHIBIT F

Development Agreement



November 18, 2014

Reuben J. Arceo
Contract Planner
San Bernardino County Land Use Services Department, Planning Division
385 N. Arrowhead Avenue, First Floor
San Bernardino, CA 92415-0187

Re: *Redlands – Alabama Venture 1 L.P. – Application No. 615*

Dear Mr. Arceo:

Calvary Chapel of Redlands, Inc. ("Calvary") has entered into a Development Agreement (the "Agreement") with Alabama Venture 1, L.P. ("Alabama"), a copy of which is submitted with this letter. The Agreement concerns Alabama's proposed development of a one-building warehouse/distribution center Agreement (the "Project") located on its properties on Alabama Street in Redlands, California (the "Property") known as APN 0292-054-06, -07 and -08 which are further described in the site plan attached to the Agreement.

As described in the Agreement, Alabama has agreed to certain plan modifications and restrictions. These restrictions are to be included in any conditions of approval issued for the Project as well as restrictions to be contained in any conditional use permit for operations on the Property. We recognize that Alabama, the project proponent, has undertaken significant steps to mitigate potential adverse impacts to Calvary's property from the Project. For this reason and, on condition that terms of the Agreement which are to be incorporated in the conditions of approval and the conditional use permit are actually incorporated into those documents, Calvary does not oppose the Project. Thank you.

Very truly yours,

CALVARY CHAPEL OF REDLANDS,
INC.

A handwritten signature in black ink, appearing to read "Edward A. Rea", is written over the printed name.

By: Edward A. Rea, President

Encl.
Copy: Clayton M. Corwin

You did not choose Me, but I chose you and appointed you that you should go and bear fruit,
and that your fruit should remain, that whatever you ask the Father in My name He may give you.
John 15:16

**DEVELOPMENT AGREEMENT BETWEEN ADJACENT LAND OWNERS
(CHIMING-CALVARY)**

THIS AGREEMENT is made by and between Chiming Incorporated, a California corporation ("Chiming") and Calvary Chapel of Redlands of San Bernardino County, California ("Calvary").

Recitals

WHEREAS:

A. Chiming is the owner of a tract of land consisting of approximately 22.11 acres in the County of San Bernardino, State of California, described in Exhibit "A" attached hereto and incorporated herein (the "Chiming Property"); and

B. Calvary is the owner of that certain property adjoining the Chiming Property in the County of San Bernardino, State of California, described in Exhibit "B" attached hereto and incorporated herein (the "Calvary Property"); and

C. Calvary operates a kindergarten through 12th grade school on the Calvary Property known as the Packinghouse Christian Academy.

D. Chiming is in the process of entitling the Chiming Property (the "Project") with the County of San Bernardino (the "County") for the development of a one-building warehouse/distribution center (the "Building").

E. The current site plan for the Project, a true and correct copy of which is attached hereto and incorporated herein as Exhibit "C" (the "Site Plan") contemplates that diesel-fueled commercial vehicles will be utilizing a series of loading docks for the Building.

F. Calvary desires and Chiming concurs that the Project, including the development, improvement, and operation of the Chiming Property, should be in a

manner which minimizes any health risk to users of the Calvary Property as a result of any diesel-fueled commercial vehicles coming on to the Chiming Property.

G. The parties desire to formalize an agreement regarding the development, improvement, and operation of the Chiming Property to ensure that such development, improvement, and operation of the Chiming Property is consistent with their goals of minimizing any health risk to users of the Calvary Property as a result of any diesel-fueled commercial vehicles coming on to the Chiming Property.

Agreement

NOW, THEREFORE, the parties agrees as follows:

1. Chiming agrees to submit the Site Plan for approval to the County in connection with its development of the Chiming Property.
2. Chiming agrees to submit this Agreement to the County in connection with its development of the Chiming Property.
3. Chiming agrees that the following design elements and operational restrictions shall be performed and observed in connection with the development, improvement, and operation of the Chiming Property:
 - a. No commercial vehicle idling on the Chiming Property: (a) within 100 feet of the north property boundary for more than thirty (30) seconds, or (b) on any other portion of the Chiming Property for more than five (5) minutes.
 - b. Commercial vehicles on the Chiming Property shall not operate any auxiliary power system for more than 5 minutes.
 - c. The Chiming Property 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 "Diesel Idling Regulations"). The Calvary Property shall be considered a

“school” and a “restricted area” within the meaning of the Diesel Idling Regulations.

- d. All docks and commercial vehicle parking stalls on the Chiming Property 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.
- e. No commercial vehicle will be driven or parked on any area of the Chiming Property which is within one hundred feet (100') of the north boundary line of the Chiming Property.
- f. The fire lane lying to the north side of the Building and the passenger vehicle lanes and parking areas lying along the east side and west sides of the Building shall not be used by any commercial vehicle for any reason; provided however, those lanes may be used by commercial vehicles as necessary to conduct normal maintenance and repairs to the Building.
- g. The manual metal rolling gates with locks separating the dock access area from the passenger vehicle parking area on the east side and west sides of the Building, which is identified in site plan keynote number of 7 of the Site Plan and depicted on that Site Plan shall be installed and maintained in accordance with County-approved plans and shall remained locked except for periodic emergency or repair reasons.
- h. The lane barrier separating passenger parking area on the west and east side of the Building from the fire lane on the north side of the Building which is identified in site plan keynote number of 16 of the Site Plan and depicted on that Site Plan shall be installed and maintained in accordance with County-approved plans and shall remained locked except for periodic emergency or repair reasons.
- i. The solid 8-foot (8') wall lying along the north boundary of the Chiming Property which is shown on the Site Plan shall be installed and maintained in accordance with County-approved plans; provided however, that no portion of the Wall, including its footing, shall be installed on the Calvary Property.
- j. No electrical generator shall be located or operated on the Chiming Property within 300 feet of the northeast corner of its property.

Chiming agrees and acknowledges that monetary damages are not an adequate remedy for the violation of this provision, that great and irreparable harm will result to Calvary and users of the Calvary Property, and that Calvary may seek enforcement of this provision by injunctive and/or other equitable relief. Chiming shall not be liable for any consequential, speculative, or punitive damages.

4. The County-issued conditions of approval for the development of the Chiming Property and any and all conditional use permits issued in connection with the development or operation of the Chiming Property shall contain the following conditions:

- a. No commercial vehicle idling on the Chiming Property: (a) within 100 feet of the north property boundary for more than thirty (30) seconds, or (b) on any other portion of the Chiming Property for more than five (5) minutes.
- b. Commercial vehicles on the Chiming Property shall not operate any auxiliary power system for more than 5 minutes.
- c. The Chiming Property 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 "Diesel Idling Regulations"). The Calvary Property shall be considered a "school" and a "restricted area" within the meaning of the Diesel Idling Regulations.
- d. All docks and commercial vehicle parking stalls on the Chiming Property used to load, unload, and/or dock trailers or containers for refrigerated cargo shall be equipped with electrical power outlets with sufficient capacity to power refrigerated cargo trailers or containers.
- e. No commercial vehicle will be driven or parked on any area of the Chiming Property which is within one hundred feet (100') of the north boundary line of the Chiming Property.
- f. The fire lane lying to the north side of the Building and the passenger vehicle lanes and parking areas lying along the east side of the Building shall not be

used by any commercial vehicle for any reason; provided however, those lanes may be used by commercial vehicles as necessary to conduct normal maintenance and repairs to the Building.

- g. The manual metal rolling gates with locks separating the dock access area from the passenger vehicle parking area on the east side and west sides of the Building, which is identified in site plan keynote number of 7 of the Site Plan and depicted on that Site Plan shall be installed and maintained in accordance with County-approved plans and shall remained locked except for periodic emergency or repair reasons.
- h. The lane barrier separating passenger parking area on the west and east side of the Building from the fire lane on the north side of the Building which is identified in site plan keynote number of 16 of the Site Plan and depicted on that Site Plan shall be installed and maintained in accordance with County-approved plans and shall remained locked except for periodic emergency or repair reasons.
- i. The solid 8-foot (8') wall lying along the north boundary of the Chiming Property which is identified in site plan keynote number of 9 of the Site Plan and depicted on that Site Plan shall be installed and maintained in accordance with County-approved plans; provided however, that no portion of the Wall, including its footing, shall be installed on the Calvary Property.
- j. No electrical generator shall be located or operated on the Chiming Property within 300 feet of the northeast corner of its property.

5. To the extent that the Project is and remains consistent with this Agreement, Calvary agrees to support the Project with the County, at no cost to Calvary, including the preparation and delivery of a letter from Calvary's senior pastor addressed to the County indicating that, based upon the implementation of the terms of this Agreement, Calvary has no opposition to the Project. The text of this letter shall be in substantial conformity to the text set forth in Exhibit "D" attached hereto.

6. This Agreement shall be binding on and inure to the benefit of the parties to this Agreement and their assigns and successors-in-interest.

7. This Agreement may be amended from time to time, as may be necessary, by mutual consent of both parties; provided, however, that no amendment to the Agreement shall be effective unless in writing and signed by both parties.

8. Both parties represent and warrant that they have the authority to execute this Agreement.

IN WITNESS WHEREOF, the parties have executed this Agreement
on 11-12-2014, at Redlands, California.

CHIMING INCORPORATED

CALVARY CHAPEL OF REDLANDS

By: 

By: 

Its: Secretary

Its: President

**EXHIBIT "A" –
CHIMING PROPERTY**

LOTS 5 AND 6 AND THE WEST 1/2 OF LOT 7, IN BLOCK 8, ACCORDING TO THE MAP OF HENRY L. WILLIAMS TRACT, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 11 OF MAPS PAGE 17, RECORDS OF SAID COUNTY.

EXCEPTING THEREFROM THAT PORTION DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID LOT 6: SAID POINT LYING ON THE CENTER LINE OF ALMOND AVENUE, 244 FEET; THENCE NORTH PARALLEL WITH THE EAST LINE OF SAID LOT 6, 30 FEET TO THE TRUE POINT OF BEGINNING, SAID POINT LYING ON THE NORTH RIGHT OF WAY LINE OF SAID ALMOND AVENUE; THENCE CONTINUING NORTH PARALLEL WITH SAID EAST LINE OF LOT 6, 225 FEET; THENCE WEST PARALLEL WITH THE CENTER LINE OF ALMOND AVENUE, 92 FEET; THENCE SOUTH PARALLEL WITH SAID EAST LINE OF LOT 6, 225 FEET TO A POINT ON THE NORTH LINE OF SAID ALMOND AVENUE; THENCE EAST ALONG SAID NORTH LINE OF ALMOND AVENUE, 92 FEET TO THE POINT OF BEGINNING.

EXHIBIT "B" –
CALVARY PROPERTY

All that certain real property situated in the County of San Bernardino, State of California, described as follows:

PARCEL 1:

Lots 2 and 3 in Block 8 of Henry L. Williams Tract, in the City of REDLANDS, County of SAN BERNARDINO, State of California, as per map recorded in Book 11, Page 17 of Maps, in the office of the County Recorder of said County.

PARCEL 2:

All that portion of Lot 1 in Block 8 of Henry L. Williams Tract, in the County of SAN BERNARDINO, State of California, as per map recorded in Book 11, Page 17 of Maps, in the office of the County Recorder of said County.

Beginning at the Northeast corner of said lot;

Thence West along the North line of said lot 618.75 feet;

Thence South parallel with the East line of said lot 140 feet;

Thence East parallel with the North line of said lot 618.75 feet to East line of Lot 1;

Thence North to the Point of Beginning.

PARCEL 3:

Parcel 2 of Parcel Map No. 7979, in the County of San Bernardino, State of California as per Map recorded in Book 82, Page 88 of Parcel Map in the Office of the County Recorder of said County.

Assessor's Parcel Number: **0292-054-018, 05 and 17**

**EXHIBIT “C” –
SITE PLAN**

EXHIBIT "D" –
TEXT OF SUPPORT LETTER FROM
CALVARY TO COUNTY OF SAN BERNARDINO

EXHIBIT "D"

Text of Support Letter

Calvary Chapel of Redlands, Inc. ("Calvary") has entered into a Development Agreement (the "Agreement") with Chiming Incorporated ("Chiming"), a copy of which is submitted with this letter. The Agreement concerns Chiming's proposed development of a one-building warehouse/distribution center (the "Project") located on its properties on Almond Avenue in Redlands, California (the "Property") known as APNs 0292-054-10, -12, and -13, which are further described in the site plan attached to the Agreement.

As described in the Agreement, Chiming has agreed to certain plan modifications and restrictions. These restrictions are to be included in any conditions of approval issued for the Project as well as restrictions to be contained in any conditional use permit for operations on the Property.

We recognize that Chiming, the project proponent, has undertaken significant steps to mitigate potential adverse impacts to Calvary's property from the Project. For this reason and, on condition that terms of the Agreement which are to be incorporated in the conditions of approval and the conditional use permit are actually incorporated into those documents, Calvary does not oppose the Project.

EXHIBIT "D"



November 18, 2014

Reuben J. Arceo
Contract Planner
San Bernardino County Land Use Services Department, Planning Division
385 N. Arrowhead Avenue, First Floor
San Bernardino, CA 92415-0187

Re: *Redlands – Chiming Incorporated – Application Nos. 538 and 539*

Dear Mr. Arceo:

Calvary Chapel of Redlands, Inc. (“Calvary”) has entered into a Development Agreement (the “Agreement”) with Chiming Incorporated (“Chiming”), a copy of which is submitted with this letter. The Agreement concerns Chiming’s proposed development of a one-building warehouse/distribution center Agreement (the “Project”) located on its properties on Almond Avenue in Redlands, California (the “Property”) known as APN 0292-054-10, -12 and -13 which are further described in the site plan attached to the Agreement.

As described in the Agreement, Chiming has agreed to certain plan modifications and restrictions. These restrictions are to be included in any conditions of approval issued for the Project as well as restrictions to be contained in any conditional use permit for operations on the Property. We recognize that Chiming, the project proponent, has undertaken significant steps to mitigate potential adverse impacts to Calvary’s property from the Project. For this reason and, on condition that terms of the Agreement which are to be incorporated in the conditions of approval and the conditional use permit are actually incorporated into those documents, Calvary does not oppose the Project. Thank you.

Very truly yours,

CALVARY CHAPEL OF REDLANDS,
INC.

By: Edward A. Rea, President

Encl.
Copy: Clayton M. Corwin

You did not choose Me, but I chose you and appointed you that you should go and bear fruit,
and that your fruit should remain, that whatever you ask the Father in My name He may give you.

John 15:16

DEVELOPMENT AGREEMENT BETWEEN ADJACENT LAND OWNERS

THIS AGREEMENT is made by and between Alabama Venture 1, L.P. a California limited partnership of Orange County, California ("Alabama"), and Calvary Chapel of Redlands of San Bernardino County, California ("Calvary").

Recitals

WHEREAS:

A. Alabama is the owner of a tract of land consisting of approximately 14.81 acres in the County of San Bernardino, State of California, described in Exhibit "A" attached hereto and incorporated herein (the "Alabama Property"); and

B. Calvary is the owner of that certain property adjoining the Alabama Property in the County of San Bernardino, State of California, described in Exhibit "B" attached hereto and incorporated herein (the "Calvary Property"); and

C. Calvary operates a kindergarten through 12th grade school on the Calvary Property known as the Packinghouse Christian Academy.

D. Alabama is in the process of entitling the Alabama Property (the "Project") with the County of San Bernardino (the "County") for the development of a one-building warehouse/distribution center (the "Building").

E. The current site plan for the Project, a true and correct copy of which is attached hereto and incorporated herein as Exhibit "C" (the "Site Plan") contemplates that diesel-fueled commercial vehicles will be utilizing a series of loading docks for the Building.

F. Calvary desires and Alabama concurs that the Project, including the development, improvement, and operation of the Alabama Property, should be in a manner which minimizes any health risk to users of the Calvary Property as a result of any diesel-fueled commercial vehicles coming on to the Alabama Property.

G. The parties desire to formalize an agreement regarding the development, improvement, and operation of the Alabama Property to ensure that such development, improvement, and operation of the Alabama Property is consistent with their goals of minimizing any health risk to users of the Calvary Property as a result of any diesel-fueled commercial vehicles coming on to the Alabama Property.

H. The parties hereto also desire to enter into a Water Well Use and Easement Agreement (the "Well Agreement") concurrently with this Agreement, copy of which is attached hereto as Exhibit "D."

Agreement

NOW, THEREFORE, the parties agrees as follows:

1. Alabama agrees to submit the Site Plan for approval to the County in connection with its development of the Alabama Property.
2. Alabama agrees to submit this Agreement to the County in connection with its development of the Alabama Property.
3. Alabama agrees that the following design elements and operational restrictions shall be performed and observed in connection with the development, improvement, and operation of the Alabama Property:
 - a. No commercial vehicle idling on the Alabama Property: (a) within 100 feet of either the north property boundary or the west property boundary for more than thirty (30) seconds, or (b) on any other portion of the Alabama Property for more than five (5) minutes.
 - b. Commercial vehicles on the Alabama Property shall not operate any auxiliary power system for more than 5 minutes.
 - c. The Alabama Property shall comply with California Code of Regulations Article 13, Section 2485, Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Idling, and any successor legislation or regulation (the

“Diesel Idling Regulations”). The Calvary Property shall be considered a “school” and a “restricted area” within the meaning of the Diesel Idling Regulations.

- d. All docks and commercial vehicle parking stalls on the Alabama Property 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.
- e. No commercial vehicle will be driven or parked on any area of the Alabama Property which is within one hundred feet (100') of either the north boundary line or the west boundary line of the Alabama Property.
- f. The fire lanes lying to the south, west, and north sides of the Building and the passenger vehicle lanes and parking areas lying along south and north sides of the Building shall not be used by any commercial vehicle for any reason; provided however, those lanes may be used by commercial vehicles as necessary to conduct normal maintenance and repairs to the Building.
- g. The manual metal rolling gate with lock separating the dock access area from the passenger vehicle parking area on the east side of the Building, which is identified in site plan keynote number of 7 of the Site Plan and depicted on that Site Plan shall be installed and maintained in accordance with County-approved plans and shall remain locked except for periodic emergency or repair reasons.
- h. The lane barrier separating passenger parking area on the north side of the Building from the fire lane on the west side of the Building which is identified in site plan keynote number of 16 of the Site Plan and depicted on that Site Plan shall be installed and maintained in accordance with County-approved plans and shall remain locked except for periodic emergency or repair reasons.
- i. The solid 8-foot (8') wall lying along the west and north boundaries of the Alabama Property which is identified in site plan keynote number of 9 of the Site Plan and depicted on that Site Plan shall be installed and maintained in accordance with County-approved plans; provided however, that no portion of the Wall, including its footing, shall be installed on the Calvary Property. Provided County approval can be obtained therefor, Alabama agrees to install a

man door in the wall along the north boundary somewhere between 35 feet and 60 feet west of the curblin on Alabama Street, which door shall be locked except pursuant to written agreement between the owners or possessors of the Alabama and Calvary Properties.

- j. No electrical generator shall be located or operated on the Alabama Property within 300 feet of either the north property boundary or the west property boundary of the Alabama Property.

Alabama agrees and acknowledges that monetary damages are not an adequate remedy for the violation of this provision, that great and irreparable harm will result to Calvary and users of the Calvary Property, and that Calvary may seek enforcement of this provision by injunctive and/or other equitable relief. Alabama shall not be liable for any consequential, speculative, or punitive damages; provided however, Calvary does not waive any right to subrogation, equitable or otherwise.

4. The County-issued conditions of approval for the development of the Alabama Property and any and all conditional use permits issued in connection with the development or operation of the Alabama Property shall contain the following conditions:

- a. No commercial vehicle idling on the Alabama Property: (a) within 100 feet of either the north property boundary or the west property boundary for more than thirty (30) seconds, or (b) on any other portion of the Alabama Property for more than five (5) minutes.
- b. Commercial vehicles on the Alabama Property shall not operate any auxiliary power system for more than 5 minutes.
- c. The Alabama Property shall comply with California Code of Regulations Article 13, Section 2485, Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Idling, and any successor legislation or regulation (the "Diesel Idling Regulations"). The Calvary Property shall be considered a "school" and a "restricted area" within the meaning of the Diesel Idling Regulations.

- d. All docks and commercial vehicle parking stalls on the Alabama Property used to load, unload, and/or dock trailers or containers for refrigerated cargo shall be equipped with electrical hookups with sufficient capacity to power refrigerated cargo trailers or containers.
- e. No commercial vehicle will be driven or parked on any area of the Alabama Property which is within one hundred feet (100') of either the north boundary line or the west boundary line of the Alabama Property.
- f. The fire lanes lying to the south, west, and north sides of the Building and the passenger vehicle lanes and parking areas lying along south and north sides of the Building shall not be used by any commercial vehicle for any reason; provided however, those lanes may be used by commercial vehicles as necessary to conduct normal maintenance and repairs to the Building.
- g. The manual metal rolling gate with lock separating the dock access area from the passenger vehicle parking area on the east side of the Building, which is identified in site plan keynote number of 7 of the Site Plan and depicted on that Site Plan shall be installed and maintained in accordance with County-approved plans and shall remain locked except for periodic emergency or repair reasons.
- h. The lane barrier separating passenger parking area on the north side of the Building from the fire lane on the west side of the Building which is identified in site plan keynote number of 16 of the Site Plan and depicted on that Site Plan shall be installed and maintained in accordance with County-approved plans and shall remain locked except for periodic emergency or repair reasons.
- i. The solid 8-foot (8') wall lying along the west and north boundaries of the Alabama Property which is identified in site plan keynote number of 9 of the Site Plan and depicted on that Site Plan shall be installed and maintained in accordance with County-approved plans; provided however, that no portion of the Wall, including its footing, shall be installed on the Calvary Property. . Provided County approval can be obtained therefor, Alabama agrees to install a man door in the wall along the north boundary somewhere between 35 feet and 60 feet west of the curbline on Alabama Street, which door shall be locked except pursuant to written agreement between the owners or possessors of the Alabama and Calvary Properties.

- j. No electrical generator shall be located or operated on the Alabama Property within 300 feet of either the north property boundary or the west property boundary of the Alabama Property.

5. Concurrently herewith, the parties shall execute the Well Agreement in recordable form and the Well Agreement shall be filed for recording with the San Bernardino County Recorder.

6. The conditions of approval for the development of the Alabama Property shall include the following: The Replacement Pipeline called out in the Well Agreement shall be installed and operational in accordance with the terms of this Agreement before the issuance of any certificate of occupancy for the Building or for any other improvement on the Alabama Property.

7. To the extent that the Project is and remains consistent with this Agreement, Calvary agrees to support the Project with the County, at no cost to Calvary, including the preparation and delivery of a letter from Calvary's senior pastor addressed to the County indicating that, based upon the implementation of the terms of this Agreement, Calvary has no opposition to the Project. The text of this letter shall be in substantial conformity to the text set forth in Exhibit "E" attached hereto.

8. This Agreement shall be binding on and inure to the benefit of the parties to this Agreement and their assigns and successors-in-interest.

9. This Agreement may be amended from time to time, as may be necessary, by mutual consent of both parties; provided, however, that no amendment to the Agreement shall be effective unless in writing and signed by both parties.

10. Both parties represent and warrant that they have the authority to execute this Agreement.

11. In any action to enforce this Agreement, the prevailing party shall be entitled to recover reasonable attorneys' fees and costs.

IN WITNESS WHEREOF, the parties have executed this Agreement
on November 13, 2014, at San Bernardino, California.

ALABAMA

ALABAMA VENTURE 1, L.P.

CALVARY

CALVARY CHAPEL OF REDLANDS

By: Clayton M. Cannon

By: John A. R.

Its: PRESIDENT, AVI MANAGER, INC.
GENERAL PARTNER

Its: PRESIDENT

**EXHIBIT “A” –
ALABAMA PROPERTY**

LOTS 1 AND 8, HENRY L. WILLIAMS TRACT, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 11 OF MAPS, PAGE 17, RECORDS OF SAID COUNTY.

SAVING AND EXCEPTING FROM SAID LOT 1, THAT PORTION THEREOF DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 1; THENCE WEST ALONG THE NORTH LINE OF SAID LOT, 615.75 FEET; THENCE SOUTH 140 FEET; THENCE EAST 618.75 FEET; THENCE NORTH TO THE POINT OF BEGINNING.

SAVING AND EXCEPTING FROM SAID LOT 1 AND LOT 8, AN UNDIVIDED ONE-THIRD INTEREST IN THE WATER PRODUCED BY THE WELL PRESENTLY LOCATED APPROXIMATELY 302.92 FEET NORTH AND 47.7 FEET WEST OF THE SOUTHEAST CORNER OF SAID LOT 8, TOGETHER WITH AN UNDIVIDED ONE-THIRD INTEREST IN THE ENGINES AND PUMP AT SAID WELL AND IN THE TRANSMISSION LINES FROM SAID WELL TO THE NORTHEAST CORNER OF SAID LOT 1 (ALL OF

WHICH IS PERSONAL PROPERTY AND NOT AN INTEREST IN FEE TITLE TO SAID LOT 1 OR SAID LOT 8), SUBJECT TO THE RIGHT OF THE OWNER OF SAID LOT 1 OR SAID LOT 8 AT ANY TIME OR FROM TIME TO TIME TO RELOCATE SAID WELL AND SAID TRANSMISSION LINES OR EITHER OF THEM ON SAID LOT 1 OR SAID LOT 8, PROVIDED ONLY THAT THERE IS NO RESULTING DIMINUTION IN THE AMOUNT OF WATER PRODUCED BY THE RELOCATED WELL OR IN THE RATE OF FLOW OF WATER FROM THE RELOCATED TRANSMISSION LINES AT THE NORTHEAST CORNER OF SAID LOT 1.

ALSO SAVING AND EXCEPTING FROM SAID LOT 1 AND LOT 8, AN UNDIVIDED 4/30THS INTEREST IN THE WATER PRODUCED BY THE WELL PRESENTLY LOCATED APPROXIMATELY 302.92 FEET NORTH AND 47.7 FEET WEST OF THE SOUTHEAST CORNER OF SAID LOT 8, TOGETHER WITH AN UNDIVIDED 4/30THS INTEREST IN THE ENGINES AND PUMP AT SAID WELL IN THE TRANSMISSION LINES FROM SAID WELL TO THE WEST BOUNDARY OF LOT 1 (ALL OF WHICH IS PERSONAL PROPERTY AND NOT AN INTEREST IN FEE TITLE TO SAID LOT 1 OR SAID LOT 8) SUBJECT TO THE RIGHT OF THE OWNER OF SAID LOT 1 OR SAID LOT 8 AT ANY TIME OR FROM TIME TO TIME TO RELOCATE SAID WELL AND SAID TRANSMISSION LINES OR EITHER OF THEM ON SAID LOT 1 OR SAID LOT 8, PROVIDED ONLY THAT THERE IS NO RESULTING DIMINUTION IN THE AMOUNT OF WATER PRODUCED BY THE RELOCATED WELL OR IN THE RATE OF FLOW OF WATER FROM THE RELOCATED TRANSMISSION LINES AT THE WEST BOUNDARY OF SAID LOT 1.

ALSO EXCEPTING THEREFROM THAT PORTION OF LOT 1 DESCRIBED IN THE FINAL ORDER OF CONDEMNATION RECORDED MARCH 3, 1989 AS INSTRUMENT NO. 89-078685 OF OFFICIAL RECORDS.

**EXHIBIT “B” –
CALVARY PROPERTY**

All that certain real property situated in the County of San Bernardino, State of California, described as follows:

PARCEL 1:

Lots 2 and 3 in Block 8 of Henry L. Williams Tract, in the City of REDLANDS, County of SAN BERNARDINO, State of California, as per map recorded in Book 11, Page 17 of Maps, in the office of the County Recorder of said County.

PARCEL 2:

All that portion of Lot 1 in Block 8 of Henry L. Williams Tract, in the County of SAN BERNARDINO, State of California, as per map recorded in Book 11, Page 17 of Maps, in the office of the County Recorder of said County.

Beginning at the Northeast corner of said lot;

Thence West along the North line of said lot 618.75 feet;

Thence South parallel with the East line of said lot 140 feet;

Thence East parallel with the North line of said lot 618.75 feet to East line of Lot 1;

Thence North to the Point of Beginning.

PARCEL 3:

Parcel 2 of Parcel Map No. 7979, in the County of San Bernardino, State of California as per Map recorded in Book 82, Page 88 of Parcel Map in the Office of the County Recorder of said County.

Assessor's Parcel Number: **0292-054-018, 05 and 17**

**EXHIBIT “C” –
SITE PLAN**

**EXHIBIT “D” –
WELL AGREEMENT**

WELL WATER USE AND PIPELINE EASEMENT AGREEMENT

THIS AGREEMENT is made by and between Alabama Venture I, L.P. a California limited partnership of Orange County, California ("Grantor"), and Calvary Chapel of Redlands Inc., of San Bernardino County, California ("Grantee").

Recitals

WHEREAS:

A. Grantor is the owner of a tract of land consisting of approximately 14.81 acres in the County of San Bernardino, State of California, described in Exhibit "A" attached hereto and incorporated herein (the "Alabama Property"); and

B. Grantee is the owner of that certain property adjoining the Alabama Property in the County of San Bernardino, State of California, described in Exhibit "B" attached hereto and incorporated herein (the "Calvary Property"); and

C. There is an existing well on the Alabama Property, known as the Bell Well, which is located approximately 302.92 feet north and 47.7 feet west of the southeast corner of Lot 8, Henry L. Williams Tract, in the County of San Bernardino, State of California, as per plat recorded in Book 11 of Maps, Page 17, Records of Said County, and which is also known as APN 0292-054-007-0000 (the "Bell Well")

D. The Bell Well currently provides water to the Calvary Property via an existing pipeline which essentially traverses the Alabama Property in a diagonal fashion to a point located on the Calvary Property which lies near where the south east corner of the Calvary Property meets the west boundary of the Alabama Property (the "Existing Pipeline").

E. Calvary Property is the sole user of the Bell Well. To the best of the parties' knowledge, there have been no other users for the past 20 years and there are no Bell well water distribution lines in service to any other properties.

F. Grantor is in the process of entitling the Alabama Property with the County of San Bernardino (the "County") for the development of a one-building warehouse/distribution center (the "Building").

G. The plans for the Building contemplate that the Building will be built over a substantial portion of the location of the Existing Pipeline.

H. The parties hereto desire to enter into this Agreement to formalize their Agreement as to the use and maintenance of the Bell Well, the use and maintenance of the Existing Pipeline and any replacements thereto, and the relocation of the Existing Pipeline.

Agreement

NOW, THEREFORE, Grantor agrees to furnish to Grantee from the Bell Well all water therefrom, subject to the rights of any party other than a party seeking to use such water in connection with the Alabama Property on the following terms and conditions.

1. Grantor hereby grants to Grantee an easement to use the Bell Well, the Existing Pipeline, any replacement pipeline(s), and any related appurtenances (the "Water Well System"). The easement granted includes the rights to obtain and transport water from the Bell Well for use on the Calvary Property as well as the rights to use, operate, maintain, repair, and replace all or any portion of the Water Well System.

2. Subject to any existing rights in any third party in the Bell Well, the easement being granted herein is an exclusive use. Further, any rights to use the Bell Well acquired by Grantor or its successors through quitclaim or otherwise shall inure to the benefit of Grantee and its successors.

3. Grantor cannot and does not make any guaranty concerning the quantity of water output from the Bell Well; provided however, Grantor will not drill any other water well on the Alabama Property. Use of the Bell Well for drinking water is prohibited, and

its use is for irrigation purposes only; Grantor is not responsible for water quality and Calvary expressly waives all claims relating to water quality or water content.

4. Subject to any operational or maintenance obligations of any third party, the operation and maintenance of the Water Well System, and payment of any property taxes thereon, shall be at Grantee's sole cost and expense; provided however, any maintenance or repairs of any temporary pipelines installed by Grantor as provided for in this Agreement shall be at Grantor's sole cost and expense.

5. Grantee shall obtain the water and the use of the Bell Well and any related pipelines and other necessary facilities free of charge.

6. Grantor agrees to replace the Existing Pipeline at Grantor's own cost and expense as provided in this Agreement (the "Replacement Pipeline"). Further, Grantor agrees to install any temporary pipeline(s) necessary to maintain the current rate of flow and water pressure during any construction activities. Grantor shall install commercially reasonable improvements to protect the Bell Well from collision, theft, and vandalism.

7. Grantor shall replace the Existing Pipeline before the construction of the Building or of any improvements which would unreasonably interfere with Grantee's ability to obtain continued, uninterrupted water to the Calvary Property at the existing rate of flow and water pressure or which would unreasonably interfere with Grantee's ability to conduct normal maintenance, repairs, and replacements of the Water Well System or any portion of it.

8. The location of the Replacement Pipeline shall be substantially similar to that location depicted on Exhibit "C" attached hereto and incorporated herein, subject to minor field changes which would not reduce the rate of flow, water pressure, or ability to conduct maintenance, repair, or replacement(s) of the Replacement Pipeline.

9. Notwithstanding any other provision of this Agreement and without limiting any other provision of this Agreement, Grantor agrees to a condition of approval to be issued by the County in connection with the development of the Building or any other

development of the Alabama Property that the Replacement Pipeline be installed and operational in accordance with the terms of this Agreement before the issuance of any certificate of occupancy of the Building or any other improvement on the Alabama Property.

10. This Agreement is subject at all times to any and all valid laws, ordinances, and governmental regulations whether federal, state, county, or city, and any modification made to this Agreement by any such law or ordinance or regulation or to the conduct of the parties under this Agreement shall not impose liability on either party for breach of their duties under this Agreement.

11. This Agreement shall be binding on and inure to the benefit of the parties to this Agreement and their assigns and successors-in-interest.

12. This Easement Agreement may be amended from time to time, as may be necessary, by mutual consent of both parties; provided, however, that no amendment to the Easement Agreement shall be effective unless in writing and signed by both parties.

13. Both parties represent and warrant that they have the authority to execute this Agreement.

IN WITNESS WHEREOF, the parties have executed this Agreement

on _____, at _____, California.

GRANTOR

GRANTEE

ALABAMA VENTURE I, L.P.

CALVARY CHAPEL OF REDLANDS

By: _____

By: _____

Its: _____

Its: _____

**EXHIBIT “E” –
TEXT OF SUPPORT LETTER FROM
CALVARY TO COUNTY OF SAN BERNARDINO**

EXHIBIT "E"

Text of Support Letter

Calvary Chapel of Redlands, Inc. ("Calvary") has entered into a Development Agreement (the "Agreement") with Alabama Venture 1, L.P. ("Alabama"), a copy of which is submitted with this letter. The Agreement concerns Alabama's proposed development of a one-building warehouse/distribution center (the "Project") located on its properties on Alabama Street in Redlands, California (the "Property") known as APNs 0292-054-06, -07, and -08, which are further described in the site plan attached to the Agreement.

As described in the Agreement, Alabama has agreed to certain plan modifications and restrictions. These restrictions are to be included in any conditions of approval issued for the Project as well as restrictions to be contained in any conditional use permit for operations on the Property.

We recognize that Alabama, the project proponent, has undertaken significant steps to mitigate potential adverse impacts to Calvary's property from the Project. For this reason and, on condition that terms of the Agreement which are to be incorporated in the conditions of approval and the conditional use permit are actually incorporated into those documents, Calvary does not oppose the Project.

EXHIBIT "E"

EXHIBIT G

Kunzman traffic Study



KUNZMAN ASSOCIATES, INC.

CHIMING INC. - INDUSTRIAL PROJECT

TRAFFIC IMPACT ANALYSIS (REVISED)

June 11, 2014

Traffic Engineering | Transportation Planning | Parking | Noise/Vibration | Expert Witness
Air Quality | Global Climate Change | Health Risk Assessment



KUNZMAN ASSOCIATES, INC.

CHIMING INC. - INDUSTRIAL PROJECT
TRAFFIC IMPACT ANALYSIS (REVISED)

June 11, 2014

Prepared by:

Carl Ballard, LEED GA
William Kunzman, P.E.

William Kunzman



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Orange, California 92868
(714) 973-8383

www.traffic-engineer.com

5482c

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I. Introduction

The purpose of this report is to provide an assessment of the traffic impacts resulting from the proposed development of the Chiming Inc. - Industrial project, and to identify the traffic mitigation measures necessary to maintain the established Level of Service standard for the elements of the impacted roadway system. The traffic issues related to the proposed land uses and development have been evaluated in the context of the California Environmental Quality Act.

The County of San Bernardino is the lead agency responsible for preparation of the traffic impact analysis, in accordance with the California Environmental Quality Act authorizing legislation. This report analyzes traffic impacts for the anticipated opening date with full occupancy of the development in Year 2015, at which time it will be generating traffic at its full potential, and for the Year 2035.

Although this is a technical report, every effort has been made to write the report clearly and concisely. To assist the reader with those terms unique to transportation engineering, a glossary of terms is provided in Appendix A.

A. Project Description

The proposed development is located north of Almond Avenue and east of Nevada Street in the County of San Bernardino. A vicinity map showing the project location is provided on Figure 1.

The project site is proposed to be developed with 614,328 square feet of high-cube warehouse distribution center. Access will be provided to Almond Avenue and Nevada Street. Figure 2 illustrates the project site plan.

B. Study Area

Regional access to the project site is provided by the I-10 Freeway and I-210 Freeway. Local access is provided by various roadways in the vicinity of the site. The east-west roadways expected to provide local access include San Bernardino Avenue, Almond Avenue, and Lugonia Avenue. The north-south roadways expected to provide local access include California Street, Nevada Street, and Alabama Street.

A series of scoping discussions were conducted with the County of San Bernardino to define the desired analysis locations for each future analysis year. In addition, staff from the County of San Bernardino has also been contacted to discuss the project and its associated travel patterns.

No analysis is required further than 5 miles from the project site. The roadway elements that must be analyzed are dependent on both the analysis year (project Opening Year or Year 2035) and project generated traffic volumes. The identification of the study area, and the intersections and highway segments requiring analysis, was based on an estimate of the two-way traffic volumes on the roadway segments near the project site. All arterial

segments have been included in the analysis when the anticipated project volume equals or exceeds 50 two-way trips in the peak hours. The requirement is 100 two-way peak hour trips for freeways.

The project does not contribute traffic greater than the freeway threshold volume of 100 two-way peak hour trips. The project does contribute traffic greater than the arterial link threshold volume of 50 two-way trips in the morning and evening peak hours in the adjacent City of Redlands. This means that the County of San Bernardino must notify the City of Redlands. Each of these agencies must also be provided with a copy of the traffic impact analysis, once the document is accepted by the County of San Bernardino.

C. Analysis Methodology

The analysis of the traffic impacts from the proposed development and the assessment of the required mitigation measures were based on an evaluation of the existing and forecast traffic conditions in the vicinity of the site with and without the project. The following analysis years are considered in this report:

- Existing Conditions (2013)
- Existing Plus Project Conditions
- Opening Year Conditions (2015)
- Horizon Year Conditions (2035)

Existing intersection traffic conditions were established through morning and evening peak hour traffic counts obtained by Kunzman Associates, Inc. in April/June/July 2013 (see Appendix B). In addition, truck classification counts were conducted at the study area intersections. The existing percent of trucks were used in the conversion of trucks to Passenger Car Equivalent's.

Project traffic volumes for all future projections were estimated using the manual approach. Trip generation has been estimated based on the Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012 and the City of Fontana, Truck Trip Generation Study, August 2003.

To determine the trip distributions for the proposed project, peak hour traffic counts of the existing directional distribution of traffic for existing areas in the vicinity of the site, and other additional information on future development and traffic impacts in the area were reviewed.

The average daily traffic volume forecasts have been determined using the growth increment approach on the SBTAM Traffic Model Year 2008 and Year 2035 average daily traffic volume forecasts (see Appendix C). Appendix D contains the traffic model plots. This difference defines the growth in traffic over the 35 year period. The incremental growth in average daily traffic volume has been factored to reflect the forecast growth between Year 2013 and Year 2035. For this purpose, linear growth between the Year 2008 base condition and the forecast Year 2035 condition was assumed. Since the increment between Year 2013 and Year 2035 is 22 years of the 35 year time frame, a factor of 0.63 (i.e., 22/35) was used.

The Year 2035 without project daily and peak hour directional roadway segment volume forecasts have been determined using the growth increment approach on the SBTAM Traffic Model Year 2008 and Year 2035 peak hour volumes. The growth increment calculation worksheets are shown in Appendix C. Current peak hour intersection approach/departure data is a necessary input to this approach. The existing traffic count data serves as both the starting point for the refinement process, and also provides important insight into current travel patterns and the relationship between peak hour and daily traffic conditions. The initial turning movement proportions are estimated based upon the relationship of each approach leg's forecast traffic volume to the other legs forecast volumes at the intersection. The initial estimate of turning movement proportions is then entered into a spreadsheet program consistent with the National Cooperative Highway Research Program Report 255. A linear programming algorithm is used to calculate individual turning movements that match the known directional roadway segment volumes computed in the previous step. This program computes a likely set of intersection turning movements from intersection approach counts and the initial turning proportions from each approach leg.

The Opening Year (2015) traffic volumes have been interpolated from the Year 2035 traffic volumes based upon a portion of the future growth increment.

Project traffic volumes were then added to the SBTAM Traffic Model traffic volumes. Quality control checks and forecast adjustments were performed as necessary to ensure that all future traffic volume forecasts reflect a minimum of 10% growth over existing traffic volumes. The result of this traffic forecasting procedure is a series of traffic volumes suitable for traffic operations analysis.

The technique used to assess the capacity needs of an intersection is known as the Intersection Delay Method (see Appendix C) based on the Highway Capacity Manual – Transportation Research Board Special Report 209. To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection. It should be noted that the signalized intersections are considered deficient (Level of Service F) if the overall intersection critical volume to capacity ratio equals or exceeds 1.0, even if the level of service defined by the delay value is below the defined Level of Service standard. The volume to capacity ratio is defined as the critical volumes divided by the intersection capacity. A volume to capacity ratio greater than 1.0 implies that the traffic volume demand is greater than the capacity of the intersection and as a result traffic may begin to queue during the analyzed peak hour.

The Level of Service analysis for signalized intersections has been performed using optimized signal timing. This analysis has included an assumed lost time of two seconds per phase. Signal timing optimization has considered pedestrian safety and signal coordination requirements. Appropriate time for pedestrian crossings has also been considered in the signalized intersection analysis. The following formula has been used to calculate the pedestrian minimum times for all Highway Capacity Manual runs:

$$[(\text{Curb to curb distance}) / (3.5 \text{ feet/second})] + 7 \text{ seconds.}$$

For existing/existing plus project/Opening Year traffic conditions, saturation flow rates of 1,800 vehicles per hour of green for through and right turn lanes and 1,700 vehicles per lane for single left turn lanes, 1,600 vehicles per lane for dual left turn lanes and 1,500 vehicles per lane for triple left turn lanes have been assumed for the capacity analysis.

For Year 2035 traffic conditions, saturation flow rates of 1,900 vehicles per hour of green for through and right turn lanes and 1,800 vehicles per lane for single left turn lanes, 1,700 vehicles per lane for dual left turn lanes and 1,800 vehicles per lane for double right turn lanes have been assumed for the capacity analysis.

The peak hour traffic volumes have been adjusted to peak 15 minute volumes for analysis purposes using the existing observed peak 15 minute to peak hour factors for all scenarios analyzed. Where feasible improvements in accordance with the local jurisdiction's General Plan and which result in acceptable operations cannot be identified, the Year 2035 peak hour factor has been adjusted upwards to 0.95. This is to account for the effects of congestion on peak spreading. Peak spreading refers to the tendency of traffic to spread more evenly across time as congestion increases.

The traffic mitigation needs anticipated at the time of the project opening with full occupancy and for the Year 2035 were combined into a summary of mitigation requirements and costs. The mitigation cost responsibility for the proposed development was estimated based on the percent of the increase in traffic from the existing condition to the Year 2035 that was attributed to the project generated trips.

D. Definition of Deficiency and Significant Impact

The following definitions of deficiencies and significant impacts have been developed in accordance with the County of San Bernardino requirements.

1. Definition of Deficiency

The definition of an intersection deficiency has been obtained from the County of San Bernardino General Plan. The General Plan states that peak hour intersection operations of Level of Service D or better are generally acceptable. Therefore, any intersection operating at Level of Service E or F will be considered deficient.

The definition of an intersection deficiency has also been obtained from the City of Redlands General Plan. The General Plan states that peak hour intersection operations of Level of Service C or better are generally acceptable. Therefore, any intersection operating at Level of Service D to F will be considered deficient.

For freeway facilities, the Congestion Management Program controls the definition of deficiency for purposes of this study. The Congestion Management Program definition of deficiency is based on maintaining a Level of Service standard of Level of Service E or better, except where an existing Level of Service F condition is identified in the Congestion Management Program document (San Bernardino County Congestion Management Program Table 2-1). A Congestion Management Program deficiency is, therefore, defined as any freeway segment operating or projected to operate at Level

of Service F, unless the segment is identified explicitly in the Congestion Management Program document.

The identification of a Congestion Management Program deficiency requires further analysis in satisfaction of Congestion Management Program requirements, including:

- Evaluation of the mitigation measures required to restore traffic operations to an acceptable level with respect to Congestion Management Program Level of Service standards.
- Calculation of the project share of new traffic on the impacted Congestion Management Program facility during peak hours of traffic.
- Estimation of the cost required to implement the improvements required to restore traffic operations to an acceptable Level of Service as described above.

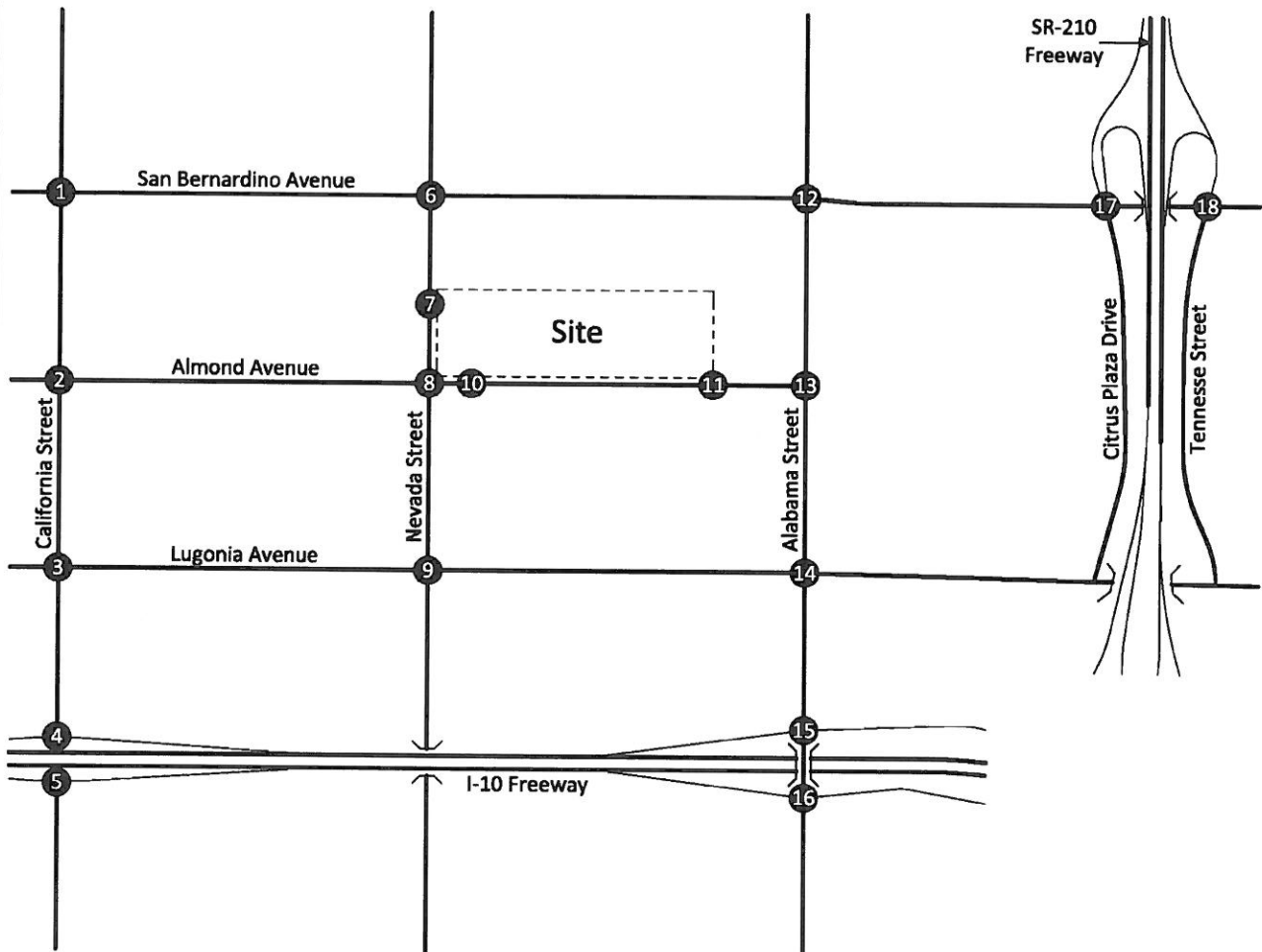
This study incorporates each of these aspects for all locations where a Congestion Management Program deficiency is identified.

2. Definition of Significant Impact

The identification of significant impacts is a requirement of the California Environmental Quality Act. The County of San Bernardino General Plan and Circulation Element have been adopted in accordance with California Environmental Quality Act requirements, and any roadway improvements within the County of San Bernardino that are consistent with these documents are not considered a significant impact, so long as the project contributes its "fair share" funding for improvements.

A traffic impact is considered significant if the project both: i) contributes measurable traffic to and ii) substantially and adversely changes the Level of Service at any off-site location projected to experience deficient operations under foreseeable cumulative conditions, where feasible improvements consistent with the County of San Bernardino General Plan cannot be constructed.

Figure 1
Project Location Map



Legend

① = Intersection Reference Number

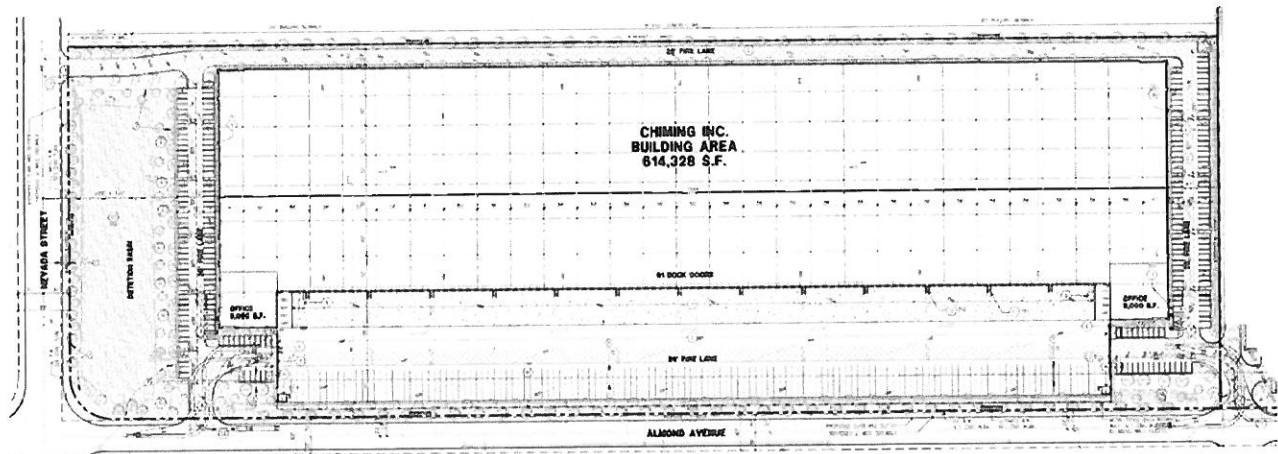


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Figure 2
Site Plan



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II. Existing Conditions

A. Existing Roadway System

Figure 3 identifies the existing conditions for study area roadways. The number of through lanes for existing roadways and the existing intersection controls are identified.

Regional access to the project site is provided by the I-10 Freeway and I-210 Freeway. Local access is provided by various roadways in the vicinity of the site. The east-west roadways expected to provide local access include San Bernardino Avenue, Almond Avenue, and Lugonia Avenue. The north-south roadways expected to provide local access include California Street, Nevada Street, and Alabama Street.

B. Existing Volumes

Figure 4 depicts the existing average daily traffic volumes. The existing average daily traffic volumes were obtained from the 2012 Traffic Volumes on California State Highways by the California Department of Transportation and factored from peak hour counts (see Appendix B) by Kunzman Associates, Inc. using the following formula for each intersection leg:

$$\text{PM Peak Hour (Approach + Exit Volume)} \times 11.5 = \text{Daily Leg Volume.}$$

This is a conservative estimate and may over estimate the average daily traffic volumes.

Existing intersection traffic conditions were established through morning and evening peak hour traffic counts obtained by Kunzman Associates, Inc. from April/June/July 2013 (see Appendix B) and shown on Figures 5 and 6, respectively. Explicit peak hour factors have been calculated using the data collected for this effort as well. The morning and evening peak hour traffic volumes were identified by counting the two-hour periods from 7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM.

In addition, truck classification counts were conducted at the study area intersections. The existing percent of trucks were used in the conversion of trucks to Passenger Car Equivalent's (see Appendix B).

C. Existing Level of Service

The Existing delay and Level of Service for intersections in the vicinity of the project are shown in Table 1. For Existing traffic conditions, the study area intersections currently operate within acceptable Levels of Service during the peak hours, except for the following study area intersection that is currently operating at an unacceptable Level of Service during the evening peak hour:

Alabama Street (NS) at:
Lugonia Avenue (EW) - #14

Existing delay worksheets are provided in Appendix E.

D. Existing Traffic Signal Warrant Analysis

A traffic signal appears to currently be warranted at the following study area intersection for Existing traffic conditions (see Appendix F):

Nevada Street (NS) at:
Lugonia Avenue (EW) - #9

The unsignalized intersection has been evaluated for a traffic signal using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the California Manual of Uniform Traffic Control Devices (January 2012).

E. Planned Transportation Improvements and Relationship to General Plan

The County of San Bernardino General Plan Circulation Element is shown on Figure 7. Existing and future roadways are included in the Circulation Element of the General Plan and are graphically depicted on Figure 7. This figure shows the nature and extent of arterial highways that are needed to adequately serve the ultimate development depicted by the Land Use Element of the General Plan. The County of San Bernardino General Plan roadway cross-sections are shown on Figure 8.

The City of Redlands General Plan Circulation Element is shown on Figure 9. Existing and future roadways are included in the Circulation Element of the General Plan and are graphically depicted on Figure 9. This figure shows the nature and extent of arterial highways that are needed to adequately serve the ultimate development depicted by the Land Use Element of the General Plan. The City of Redlands General Plan roadway cross-sections are shown on Figure 10.

Table 1

Existing Intersection Delay and Level of Service

Intersection	Jurisdiction	Traffic Control ³	Intersection Approach Lanes ¹												Peak Hour Delay-LOS ²	
			Northbound			Southbound			Eastbound			Westbound			Morning	Evening
			L	T	R	L	T	R	L	T	R	L	T	R		
California Street (NS) at:																
San Bernardino Avenue (EW) - #1	City of Redlands/County of SB	TS	1	2	d	1	2	d	1	3	d	1	3	d	25.2-C	24.6-C
Almond Avenue (EW) - #2	City of Redlands/County of SB	TS	1	0.5	0.5	1	2	d	0.5	0.5	1	0.5	0.5	d	8.7-A	9.3-A
Lugonia Avenue (EW) - #3	City of Redlands	TS	1	1	1	1	2	1	0.5	0.5	1	0	1	0	22.2-C	24.5-C
I-10 Freeway WB Ramps (EW) - #4	Caltrans	TS	1	2	0	0	3	1	0	0	0	0.5	0.5	1	17.9-B	30.4-C
I-10 Freeway EB Ramps (EW) - #5	Caltrans	TS	0	3	1	1	2	0	0.5	0.5	d	0	0	0	14.9-B	20.0-C
Nevada Street (NS) at:																
San Bernardino Avenue (EW) - #6	County of SB	TS	0	1	0	0.5	0.5	d	1	1	1	1	3	d	16.7-B	18.4-B
Almond Avenue (EW) - #7	County of SB	AWS	0	1	0	0.5	0.5	1	0	1	0	0	1	0	8.4-A	9.5-A
Lugonia Avenue (EW) - #8	City of Redlands/County of SB	AWS	0.5	0.5	d	0	1	0	0.5	0.5	d	0	1	0	11.3-B	15.5-C
Project West Driveway (NS) at:																
Almond Avenue (EW) - #9	County of SB	CSS	0	1	0	0	0	0	0	0.5	0.5	0.5	0.5	0	8.9-A	8.7-A
Alabama Street (NS) at:																
San Bernardino Avenue (EW) - #11	County of SB	TS	1	1.5	0.5	1	2	d	1	1	d	1	2	d	23.3-C	28.9-C
Almond Avenue (EW) - #13	County of SB	TS	1	2	0	0	1.5	0.5	0.5	0	0.5	0	0	0	8.2-A	10.5-B
Lugonia Avenue (EW) - #14	City of Redlands/County of SB	TS	1	1.5	0.5	1	3	d	1	1.5	0.5	1	2	d	26.4-C	37.4-D
I-10 Freeway WB Ramps (EW) - #15	Caltrans	TS	1	2	0	0	2	1	0	0	0	0.5	1	0.5	18.6-B	15.5-B
I-10 Freeway EB Ramps (EW) - #16	Caltrans	TS	0	2	d	1	2	0	0.5	1	0.5	0	0	0	13.6-B	16.4-B
SR-210 Freeway SB Ramps (NS) at:																
San Bernardino Avenue (EW) - #17	Caltrans	TS	1	0.5	0.5	1	1.5	0.5	1	1	1	1	1	1	34.1-C	36.2-D
SR-210 Freeway NB Ramps (NS) at:																
San Bernardino Avenue (EW) - #18	Caltrans	TS	1	2	d	1	0.5	0.5	2	1	1	1	1	1	30.9-C	39.8-D

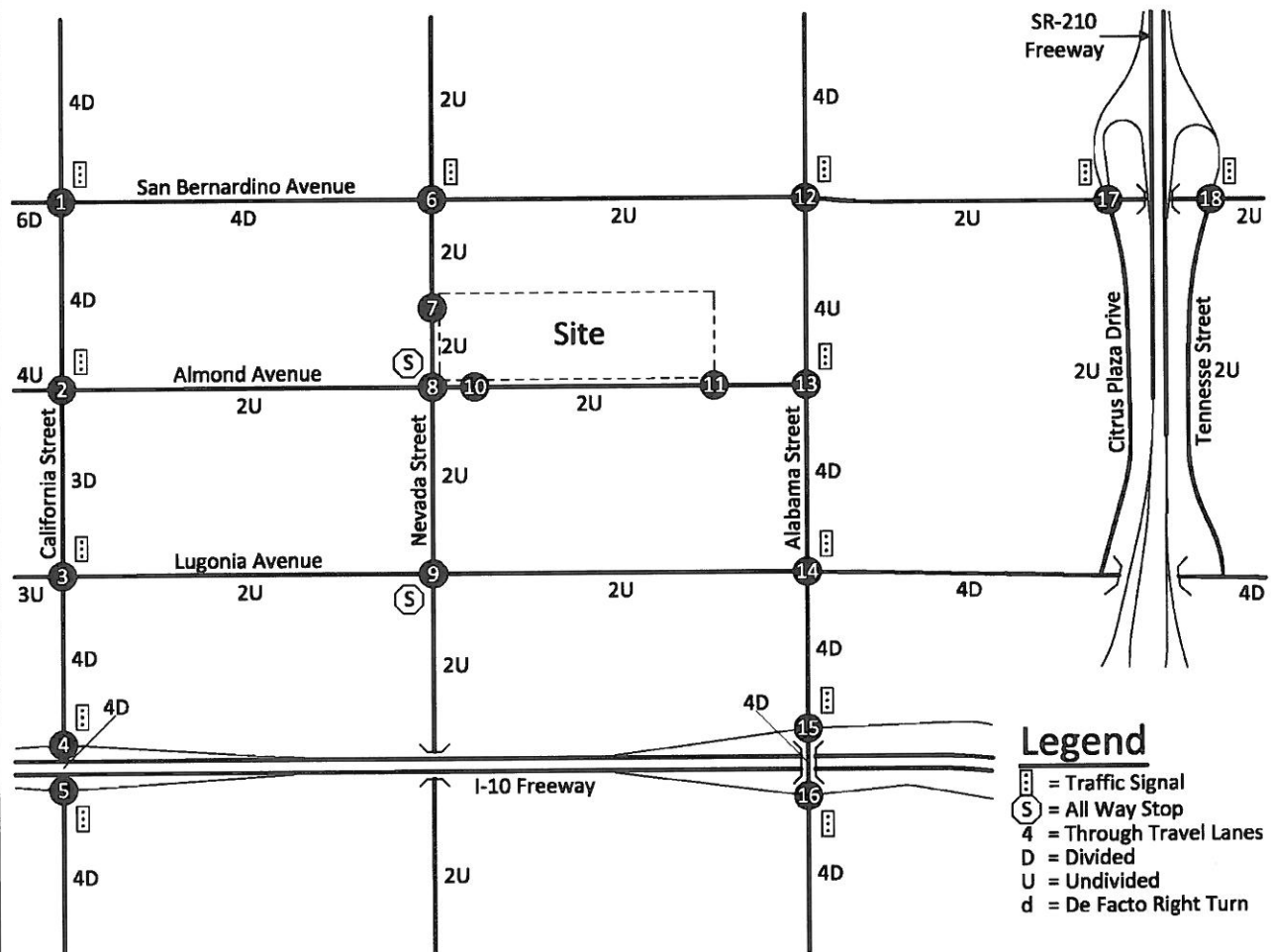
¹ When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = De Facto Right Turn Lane

² Delay and level of service has been calculated using the following analysis software: Traffic, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

³ TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

Existing Through Travel Lanes and Intersection Controls



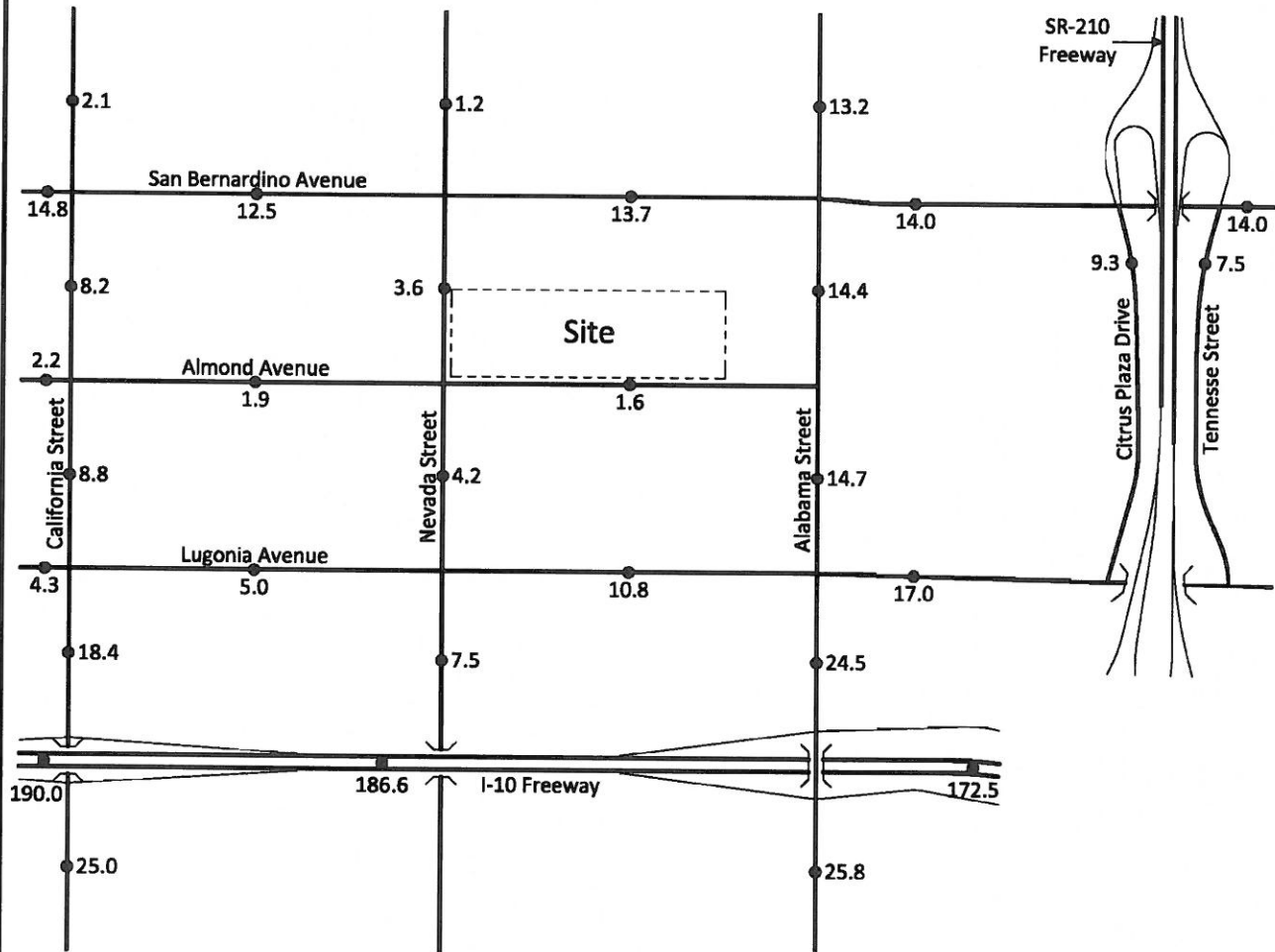
1	$\begin{array}{c} \uparrow d \\ \downarrow 2 \\ \uparrow 1 \end{array}$	$\begin{array}{c} \uparrow d \\ \downarrow 3 \\ \uparrow 1 \end{array}$
2	$\begin{array}{c} \uparrow d \\ \downarrow 2 \\ \uparrow 1 \end{array}$	$\begin{array}{c} \uparrow d \\ \downarrow 0.5 \\ \uparrow 0.5 \end{array}$
3	$\begin{array}{c} \uparrow 1 \\ \downarrow 2 \\ \uparrow 1 \end{array}$	$\begin{array}{c} \uparrow 0 \\ \downarrow 1 \\ \uparrow 0 \end{array}$
4	$\begin{array}{c} \uparrow 1 \\ \downarrow 3 \\ \uparrow 0 \end{array}$	$\begin{array}{c} \uparrow 0.5 \\ \downarrow 0.5 \\ \uparrow 0.5 \end{array}$
5	$\begin{array}{c} \uparrow 0 \\ \downarrow 2 \\ \uparrow 1 \end{array}$	$\begin{array}{c} \uparrow 0 \\ \downarrow 0 \\ \uparrow 0 \end{array}$
6	$\begin{array}{c} \uparrow 0.5 \\ \downarrow 0.5 \\ \uparrow 1 \end{array}$	$\begin{array}{c} \uparrow 3 \\ \downarrow 1 \\ \uparrow 0 \end{array}$
7	$\begin{array}{c} \uparrow 1 \\ \downarrow 0.5 \\ \uparrow 0.5 \end{array}$	$\begin{array}{c} \uparrow 0 \\ \downarrow 1 \\ \uparrow 0 \end{array}$
8	$\begin{array}{c} \uparrow 0 \\ \downarrow 1 \\ \uparrow 0 \end{array}$	$\begin{array}{c} \uparrow 0 \\ \downarrow 0 \\ \uparrow 0 \end{array}$
9	$\begin{array}{c} \uparrow 0 \\ \downarrow 0 \\ \uparrow 0 \end{array}$	$\begin{array}{c} \uparrow 0.5 \\ \downarrow 0.5 \\ \uparrow 0.5 \end{array}$
10	$\begin{array}{c} \uparrow 0 \\ \downarrow 0 \\ \uparrow 0 \end{array}$	$\begin{array}{c} \uparrow 0 \\ \downarrow 1 \\ \uparrow 0 \end{array}$
11	$\begin{array}{c} \uparrow d \\ \downarrow 2 \\ \uparrow 1 \end{array}$	$\begin{array}{c} \uparrow 2 \\ \downarrow 2 \\ \uparrow 1 \end{array}$
12	$\begin{array}{c} \uparrow 0 \\ \downarrow 2 \\ \uparrow 0 \end{array}$	$\begin{array}{c} \uparrow 0 \\ \downarrow 0 \\ \uparrow 0 \end{array}$
13	$\begin{array}{c} \uparrow 0.5 \\ \downarrow 1.5 \\ \uparrow 0 \end{array}$	$\begin{array}{c} \uparrow 0 \\ \downarrow 0 \\ \uparrow 0 \end{array}$
14	$\begin{array}{c} \uparrow d \\ \downarrow 3 \\ \uparrow 1 \end{array}$	$\begin{array}{c} \uparrow 2 \\ \downarrow 2 \\ \uparrow 1 \end{array}$
15	$\begin{array}{c} \uparrow 1 \\ \downarrow 2 \\ \uparrow 0 \end{array}$	$\begin{array}{c} \uparrow 0.5 \\ \downarrow 1 \\ \uparrow 0.5 \end{array}$
16	$\begin{array}{c} \uparrow 0 \\ \downarrow 2 \\ \uparrow 1 \end{array}$	$\begin{array}{c} \uparrow 0 \\ \downarrow 0 \\ \uparrow 0 \end{array}$
17	$\begin{array}{c} \uparrow 0.5 \\ \downarrow 1.5 \\ \uparrow 1 \end{array}$	$\begin{array}{c} \uparrow 1 \\ \downarrow 1 \\ \uparrow 1 \end{array}$
18	$\begin{array}{c} \uparrow 0.5 \\ \downarrow 0.5 \\ \uparrow 1 \end{array}$	$\begin{array}{c} \uparrow 1 \\ \downarrow 1 \\ \uparrow 1 \end{array}$



KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 4
Existing Average Daily Traffic Volumes



Legend

25.8 = Vehicles Per Day (1,000's)

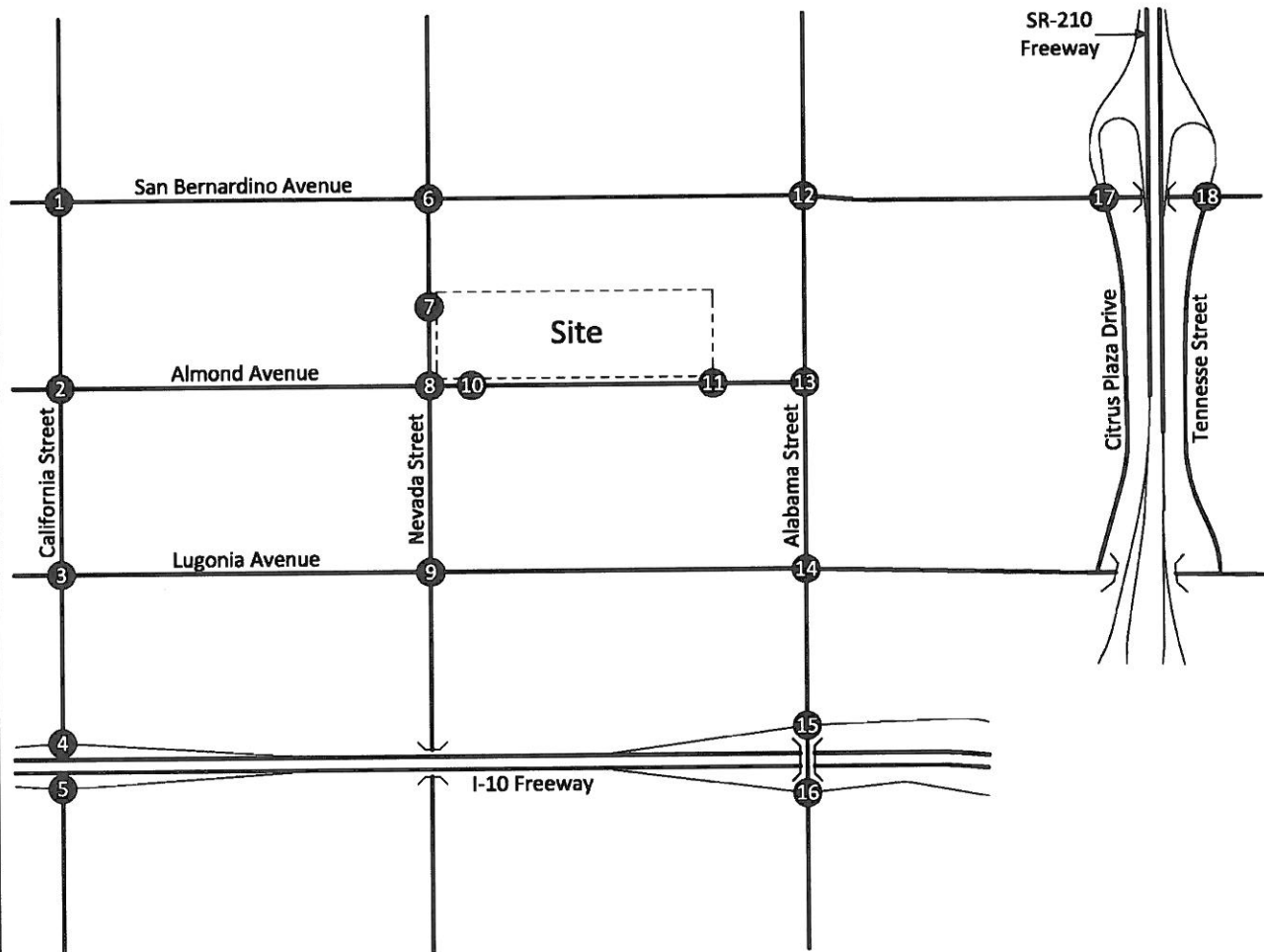


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Figure 5 Existing Morning Peak Hour Intersection Turning Movement Volumes



<div>1</div> <div>73</div> <div>17</div> <div>52</div> <div>14</div> <div>340</div> <div>75</div> <div>210</div> <div>16</div> <div>124</div> <div>70</div> <div>297</div>	<div>2</div> <div>162</div> <div>10</div> <div>152</div> <div>1</div> <div>28</div> <div>15</div> <div>34</div> <div>18</div> <div>3</div> <div>13</div> <div>332</div>	<div>3</div> <div>191</div> <div>3</div> <div>173</div> <div>15</div> <div>54</div> <div>52</div> <div>57</div> <div>16</div> <div>37</div> <div>192</div> <div>267</div> <div>99</div> <div>558</div>	<div>4</div> <div>268</div> <div>151</div> <div>117</div> <div>0</div> <div>326</div> <div>326</div> <div>0</div> <div>0</div> <div>0</div> <div>420</div> <div>612</div> <div>0</div> <div>1032</div>	<div>5</div> <div>407</div> <div>0</div> <div>377</div> <div>30</div> <div>0</div> <div>0</div> <div>848</div> <div>458</div> <div>7</div> <div>383</div> <div>606</div> <div>248</div> <div>854</div>	<div>6</div> <div>30</div> <div>7</div> <div>20</div> <div>3</div> <div>11</div> <div>93</div> <div>162</div> <div>10</div> <div>136</div> <div>16</div> <div>27</div> <div>16</div> <div>51</div> <div>94</div>
<div>7</div> <div>147</div> <div>0</div> <div>147</div> <div>0</div> <div>0</div> <div>0</div> <div>0</div> <div>0</div> <div>0</div> <div>90</div> <div>0</div>	<div>8</div> <div>147</div> <div>0</div> <div>146</div> <div>1</div> <div>0</div> <div>18</div> <div>28</div> <div>2</div> <div>12</div> <div>15</div> <div>21</div> <div>88</div> <div>0</div> <div>109</div>	<div>9</div> <div>143</div> <div>13</div> <div>122</div> <div>8</div> <div>11</div> <div>120</div> <div>32</div> <div>13</div> <div>50</div> <div>30</div> <div>34</div> <div>82</div> <div>26</div> <div>142</div>	<div>10</div> <div>0</div> <div>0</div> <div>0</div> <div>0</div> <div>28</div> <div>0</div> <div>13</div> <div>0</div> <div>0</div> <div>0</div> <div>0</div> <div>0</div> <div>0</div> <div>23</div>	<div>11</div> <div>0</div> <div>0</div> <div>0</div> <div>0</div> <div>39</div> <div>0</div> <div>9</div> <div>0</div> <div>0</div> <div>0</div> <div>1</div> <div>0</div> <div>1</div>	<div>12</div> <div>475</div> <div>127</div> <div>289</div> <div>59</div> <div>88</div> <div>445</div> <div>166</div> <div>33</div> <div>107</div> <div>26</div> <div>89</div> <div>197</div> <div>39</div> <div>325</div>
<div>13</div> <div>477</div> <div>9</div> <div>468</div> <div>0</div> <div>0</div> <div>0</div> <div>13</div> <div>4</div> <div>0</div> <div>339</div> <div>0</div> <div>0</div> <div>347</div> <div>0</div>	<div>14</div> <div>415</div> <div>56</div> <div>323</div> <div>26</div> <div>36</div> <div>131</div> <div>161</div> <div>48</div> <div>70</div> <div>42</div> <div>78</div> <div>270</div> <div>108</div> <div>456</div>	<div>15</div> <div>469</div> <div>173</div> <div>296</div> <div>0</div> <div>278</div> <div>300</div> <div>0</div> <div>0</div> <div>0</div> <div>301</div> <div>82</div> <div>403</div> <div>0</div> <div>704</div>	<div>16</div> <div>560</div> <div>0</div> <div>516</div> <div>44</div> <div>0</div> <div>0</div> <div>590</div> <div>216</div> <div>3</div> <div>371</div> <div>0</div> <div>466</div> <div>79</div> <div>545</div>	<div>17</div> <div>627</div> <div>291</div> <div>212</div> <div>324</div> <div>303</div> <div>337</div> <div>191</div> <div>12</div> <div>172</div> <div>7</div> <div>6</div> <div>1</div> <div>32</div> <div>39</div>	<div>18</div> <div>182</div> <div>52</div> <div>4</div> <div>126</div> <div>330</div> <div>558</div> <div>531</div> <div>79</div> <div>347</div> <div>106</div> <div>61</div> <div>264</div> <div>27</div> <div>352</div>

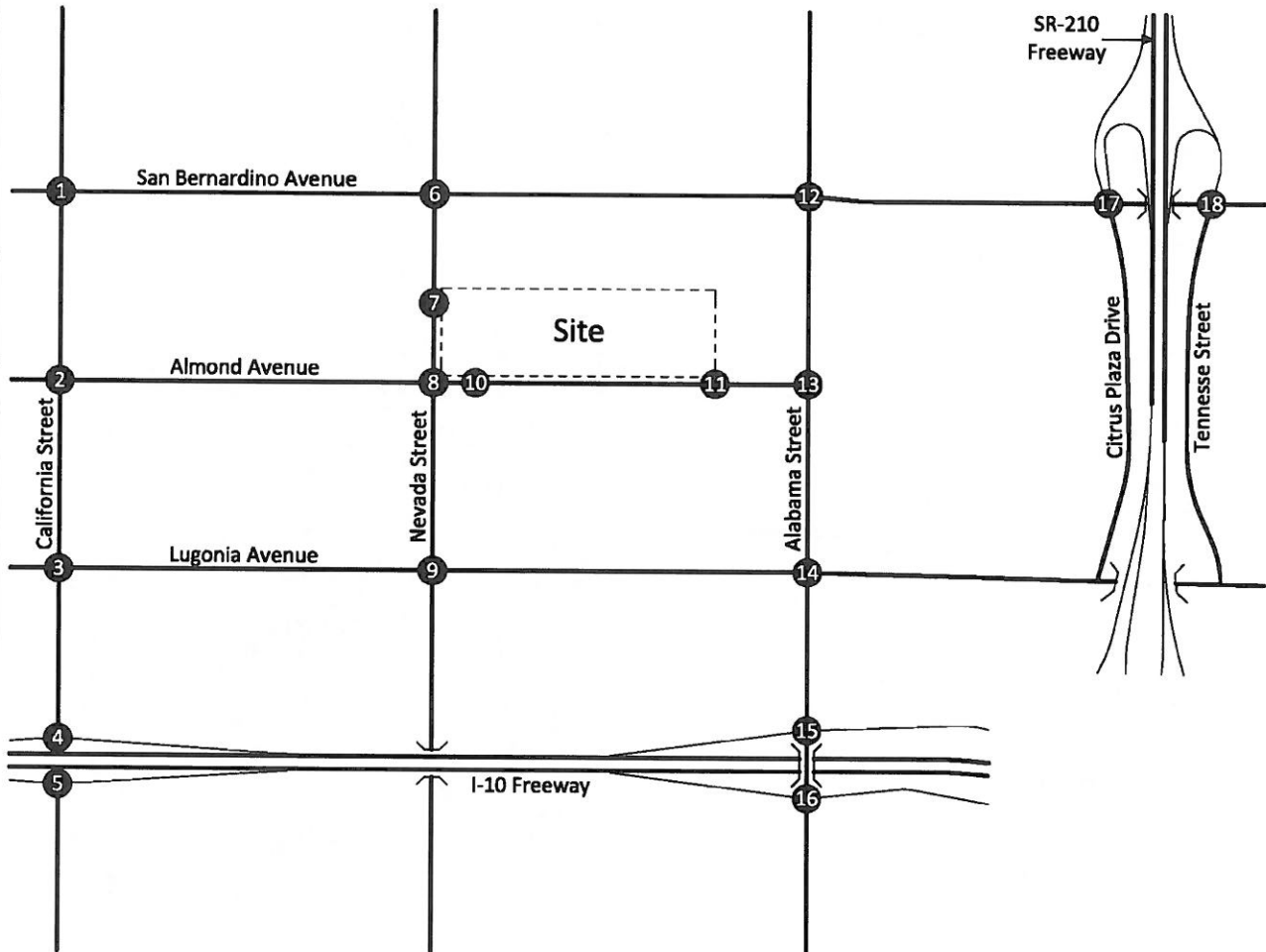


KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

5482c/5

Figure 6
Existing Evening Peak Hour Intersection Turning Movement Volumes



1	1046 826 207 71 40 68 179	123 33 83 7 8 137 43 188
2	123 71 40 30 280 6 316	416 15 394 7 23 23 44
3	249 67 168 91 198 67 356	471 8 432 31 18 30 145 193
4	0 0 0 0 526 373 0 899	1109 548 561 115 115 309 428
5	645 200 434 0 669 550 1219	821 0 521 300 0 0 0 0 1219
6	464 402 42 14 38 116 168	39 7 22 10 19 284 60 363
7	0 0 0 0 0 175 175	135 135 135 0 0 0 0 0
8	135 57 12 172 10 194	135 1 131 3 0 0 0 23
9	261 23 47 18 167 352	158 5 132 21 9 155 119 283
10	108 0 0 0 0 0 0	0 0 0 0 0 23 23
11	74 69 5 0 0 2 2	0 0 0 0 0 12 18
12	973 235 549 189 27 331 188 546	502 53 353 96 83 137 166 396
13	93 52 0 15 591 0 606	560 27 533 0 0 0 0 0
14	531 298 122 102 457 397 956	622 63 444 115 85 243 337 685
15	0 0 0 0 372 925 0 1297	1086 420 666 0 9 119 309 154 582
16	876 410 457 0 868 272 1140	849 0 647 202 0 0 0 0 1140
17	626 528 46 31 20 244 295	852 166 415 271 50 193 196 55 295
18	1074 534 100 440 445 33 508	300 55 22 223 234 18 173 234 425

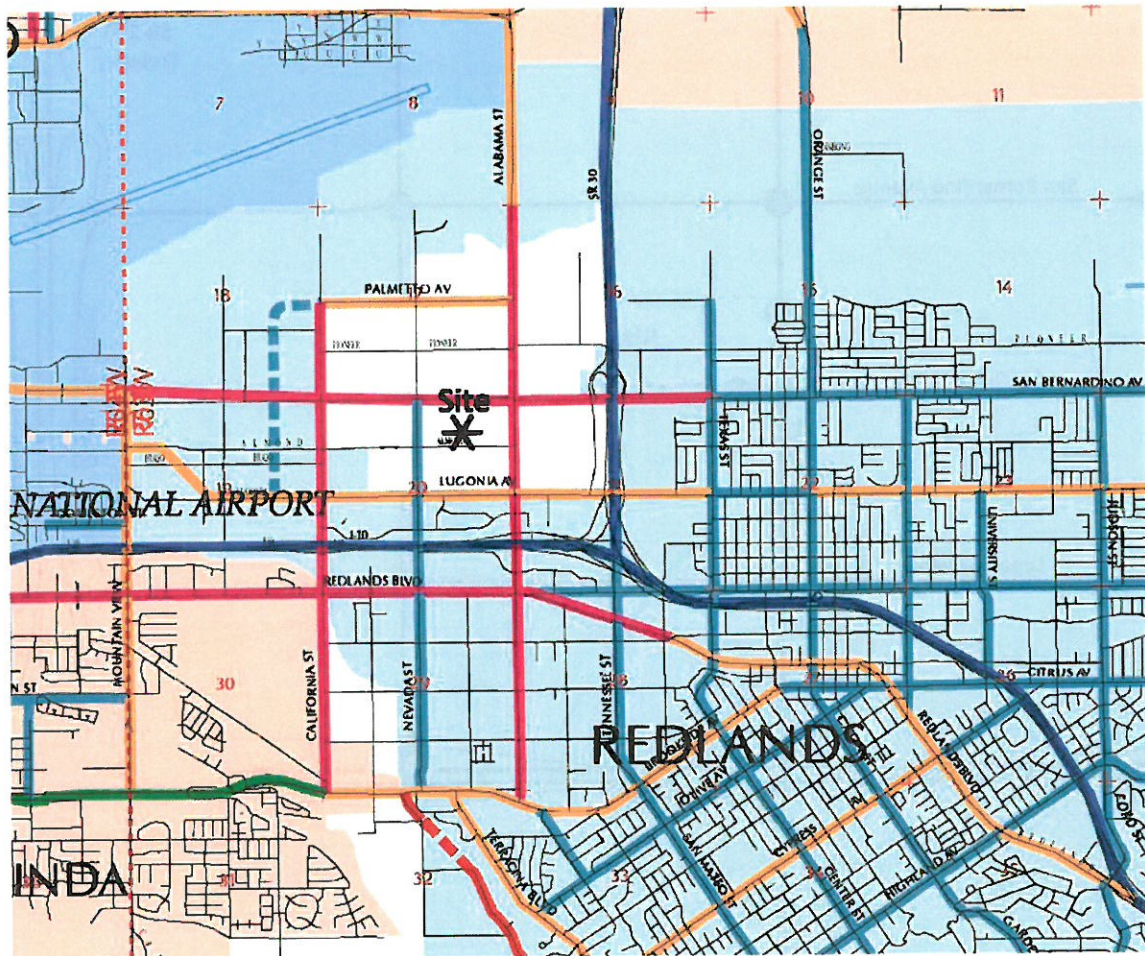
NTS

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

5482c/5

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 7
County of San Bernardino General Plan Circulation Element



Legend

- | | | |
|--|--|---|
| | | Freeway |
| | | Major Divided Highway |
| | | Major Arterial Highway |
| | | Major Highway |
| | | Secondary Highway |
| | | Controlled Access Collector |
| | | Mountain Major Highway |
| | | Mountain Secondary Highway |
| | | State Highway (Special Standards or Conditions) |
| | | Railroads |

NTS

Source: County of San Bernardino

5482c/7

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

EXHIBIT H

State Fish and Wildlife Comments and DOT

Chiming



State of California - Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Inland Deserts Region
3602 Inland Empire Blvd., Suite C-220
Ontario, CA 91764
(909) 484-0459
www.wildlife.ca.gov

EDMUND G. BROWN, Jr., Governor
CHARLTON H. BONHAM, Director



November 12, 2014

Ms. Heidi Duron
County of San Bernardino
385. Arrowhead Avenue, First Floor
San Bernardino, CA 92415

Subject: Initial Study and Mitigated Negative Declaration
Chiming Inc. Project
State Clearinghouse No. 2014101037

Dear Ms. Duron:

The Department of Fish and Wildlife (Department) appreciates the opportunity to comment on the Initial Study (IS) and Mitigated Negative Declaration (MND) for the Chiming Inc. Project (Project) [State Clearinghouse No. 2014101037]. The Department is responding to the IS and MND as a Trustee Agency for fish and wildlife resources (California Fish and Game Code Sections 711.7 and 1802, and the California Environmental Quality Act [CEQA] Guidelines Section 15386), and as a Responsible Agency regarding any discretionary actions (CEQA Guidelines Section 15381), such as the issuance of a Lake or Streambed Alteration Agreement (California Fish and Game Code Sections 1600 *et seq.*) and/or a California Endangered Species Act (CESA) Permit for Incidental Take of Endangered, Threatened, and/or Candidate species (California Fish and Game Code Sections 2080 and 2080.1).

Project Description

The Project is located at the intersection of Almond Avenue and Nevada Street, within Assessor's Parcel Numbers: 0292-054-09, -10, -12, -13, and -14 in the City of Redlands. The County of San Bernardino (Applicant) proposes to subdivide approximately 42.66 acres into two parcels. Parcel 1 is 14.81 acres and Parcel 2 is 27.85 acres. The project also includes a Conditional Use Permit application to construct a 611,908 square foot warehouse distribution facility.

Biological Resources and Impacts

The CEQA document should contain sufficient, specific, and current biological information on the existing habitat and species at the Project site; measures to minimize and avoid sensitive biological resources; and mitigation measures to offset the loss of native flora and fauna and State waters. The CEQA document should not defer impact

Conserving California's Wildlife Since 1870

analysis and mitigation measures to future regulatory discretionary actions, such as a Lake or Streambed Alteration Agreement.

If state or federal endangered or threatened species have the potential to occur on the Project, site species specific surveys should be conducted using methods approved by the Department or assume the presence of the species throughout the project site. State or federally endangered or threatened species that have the potential to occur on or near the Project site include: marsh sandwort (*Arenaria paludicola*), Nevin's barberry (*Berberis nevinii*), salt marsh bird's-beak (*Chloropyron maritimum* ssp. *maritimum*), San Bernardino kangaroo rat (*Dipodomys merriami parvus*), slender-horned spineflower (*Dodechema leptoceras*), Santa Ana River woollystar (*Eriastrum densifolium* ssp. *sanctorum*), western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), coastal California gnatcatcher (*Poliophtila californica californica*), and burrowing owl (*Athene cunicularia*) a species of special concern. The CEQA document should include recent survey data (CEQA Guidelines Section 15125(a)). The CEQA document should also address species of special concern and federal critical habitat. To assist with review, an accompanying map showing the areas of impact should be included in the subsequent CEQA document. Additional maps detailing the location of endangered, threatened, or species of special concern should also be included in the subsequent CEQA document.

Following review of the Biological Resources section of the MND, the Department identified a number of questions, comments and concerns, and requests that each of these be addressed prior to adoption of the proposed Mitigated Negative Declaration (MND). The Department's questions, comments, and concerns include:

1. The Department is unclear if a habitat assessment and biological surveys were completed for burrowing owl. The Department recommends that the County of San Bernardino follow the recommendations and guidelines provided in the *Staff Report on Burrowing Owl Mitigation* (Department of Fish and Game, March 2012); available for download from the Department's website: https://www.dfg.ca.gov/wildlife/nongame/survey_monitor.html.

The Department expects that the County of San Bernardino will follow the *Staff Report on Burrowing Owl Mitigation*, which specifies that the steps for project impact evaluations include:

- a. A habitat assessment;
- b. Surveys; and
- c. An impact assessment

As stated in the *Staff Report on Burrowing Owl Mitigation*, the three progressive steps are effective in evaluating whether a project will result in impacts to burrowing owls, and the information gained from the steps will inform any subsequent avoidance, minimization, and mitigation measures. Habitat assessments are conducted to evaluate the likelihood that a site supports

burrowing owl. Burrowing owl surveys provide information needed to determine the potential effects of proposed projects and activities on burrowing owls, and to avoid take in accordance with FGC sections 86, 3503, and 3503.5. Impact assessments evaluate the extent to which burrowing owls and their habitat may be impacted, directly or indirectly, on and within a reasonable distance of a proposed CEQA project activity or non-CEQA project.

Prior to adoption of the MND the Department recommends the inclusion of a Mitigation Measure specifically for burrowing owl. The measure should be based on the outcome of the habitat assessment and surveys, as outlined above.

2. Regarding Mitigation Measure Biology-1, the IS states that for the purposes of the MND, the breeding bird season includes "...March 15 through August 15". Please note that it is the Lead Agency's responsibility to comply with all applicable laws related to nesting birds and birds of prey. Migratory non-game native bird species are protected by international treaty under the federal Migratory Bird Treaty Act (MBTA) of 1918, as amended (16 U.S.C. 703 et seq.). In addition, sections 3503, 3503.5, and 3513 of the Fish and Game Code (FGC) prohibit the take of all birds and their nests. Section 3503 states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by FGC or any regulation made pursuant thereto; Section 3503.5 states that it is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by FGC or any regulation adopted pursuant thereto; and Section 3513 states that it is unlawful to take or possess any migratory nongame bird except as provided by the rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA. Please note that some species of raptors (e.g., owls) may commence nesting activities in January, and passerines may nest later than August 15. The Department encourages the Lead Agency to complete nesting bird surveys regardless of time of year to ensure compliance with all applicable laws related to nesting birds and birds of prey. The Department recommends that the County of San Bernardino revise Biology-1 and require an avian breeding survey, regardless of time of year to ensure that the project complies with all federal, state, and local laws.

In summary, the Department requests that prior to adoption of the MND the County of San Bernardino revise Mitigation Measure Biology-1 and include an additional Mitigation Measure specifically for burrowing owl. If you should have any questions pertaining to these comments, please contact Joanna Gibson at (909) 987-7449 or at Joanna.gibson@wildlife.ca.gov.

Mitigated Negative Declaration
Chiming Inc. Project
SCH No. 2014101037
Page 4 of 4

Sincerely,


Kimberly Nicol
Regional Manager

cc: State Clearinghouse, Sacramento

Literature Cited

California Department of Fish and Game. (CDFG). 2012. Staff report on burrowing owl mitigation. State of California, Natural Resources Agency. Available for download at: http://www.dfg.ca.gov/wildlife/nongame/survey_monitor.html

DEPARTMENT OF TRANSPORTATION

DISTRICT 8

PLANNING

464 WEST 4th STREET, 6th Floor MS 722

SAN BERNARDINO, CA 92401-1400

PHONE (909) 383-4557

FAX (909) 383-6890

TTY (909) 383-6300

FISCAL ADMIN

OCT 22 PM 1:00



Serious drought!
Help save water!

RECEIVED

OCT 22 2014

San Bernardino County
Planning Division

October 16, 2014

File: 08-SBd-10-PM 29.02

Heidi Duron

County of San Bernardino

385 N. Arrowhead Ave., 1st Floor

San Bernardino, CA 92415

Subject: Chiming Inc. Warehouse Distribution Facility P201300538(CUP), P201300539(TTM)

Dear Ms. Duron,

We have received the Initial Study for the above said project located at the southwest quadrant of Alabama Street and West San Bernardino Avenue in San Bernardino County. The project proposed to subdivide 42.66 acres into two parcels and to construct a warehouse/distribution building consisting of 611,908 square feet on Parcel 2. The 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.

As the owner and operator of the State Highway System (SHS), 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 (CEQA), it is also our responsibility to make recommendations to offset associated impacts with the proposed project.

→ Please submit two (2) hard copies and one (1) CD for the traffic impact study for Caltrans review.

If you have any questions regarding this letter, please contact Yumi Zhang at (909) 806-3928 or myself at (909) 383-4557 for assistance.

Sincerely,

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."*

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 29.02

Heidi Duron

County of San Bernardino

385 N. Arrowhead Ave., 1st Floor

San Bernardino, CA 92415

Subject: Chiming Inc. Warehouse Distribution Facility Project - Traffic Impact Analysis, dated September 10, 2014; P201300538 (CUP); P201300539 (TTM)

Dear Ms. Duron:

The California Department of Transportation (Caltrans) has received and reviewed the Traffic Impact Analysis (TIA) dated September 10, 2014 for the Chiming Inc. Warehouse Distribution Facility Project. The proposed project is located on the northeast quadrant of Nevada Street and Almond Avenue, west of Alabama Street, and south of West San Bernardino Avenue. The project proposes to subdivide 42.66 acres into two parcels and construct a warehouse/distribution building consisting of 611,908 square feet on Parcel 2.

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.

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 with a large initial "M" and a long, sweeping underline.

MARK ROBERTS
Office Chief
Intergovernmental Review, Community and Regional Planning