



LAND USE SERVICES DEPARTMENT  
PLANNING DIVISION  
**PLANNING COMMISSION STAFF REPORT**

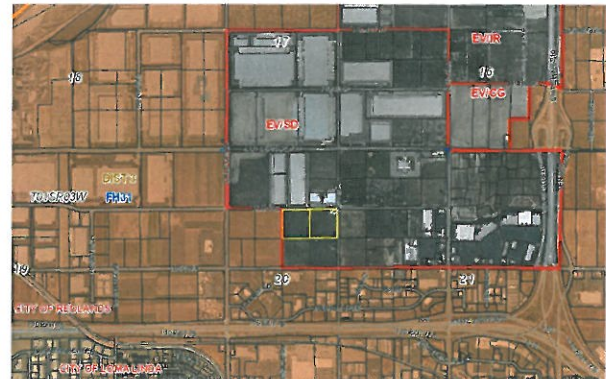


**HEARING DATE:** June 7, 2012

**AGENDA ITEM # 2**

Project Description

**APN:** 0292-053-03 and 04  
**APPLICANT:** KTR CAPITAL PARTNERS  
**COMMUNITY:** REDLANDS/THIRD SUPERVISORIAL DISTRICT  
**LOCATION:** SOUTHWEST CORNER OF NEVADA STREET  
AND ALMOND AVENUE  
**PROJECT NO:** P201100530/CUP  
**STAFF:** CHRIS WARRICK  
**REP(S):** SAME AS APPLICANT  
**PROPOSAL:** CONDITIONAL USE PERMIT TO ESTABLISH A  
426,000 (MAXIMUM) SQUARE FOOT  
INDUSTRIAL BUILDING WITH 10,000 SQUARE  
FEET OF OFFICE AREA TO BE USED AS A HIGH  
CUBE WAREHOUSE DISTRIBUTION FACILITY  
ON 18.36 ACRES.



25 Hearing Notices Sent On: May 24, 2012  
P.C. Field Inspection Date: June 6, 2012

Report Prepared By: Chris Warrick  
Inspected By: Commissioner Kwappenberg

**SITE INFORMATION:**

**Parcel Size:** 18.33 acres  
**Terrain:** Generally flat, gently sloping  
**Vegetation:** Seasonal grasses and weeds

**SURROUNDING LAND DESCRIPTION:**

AREA	EXISTING LAND USE	LAND USE ZONING DISTRICT
SITE	Vacant	East Valley Area Plan EV/SD
North	Existing Warehouses	East Valley Area Plan EV/SD
South	Vacant	East Valley Area Plan EV/SD
East	Vacant - Recently approved for a 425,000 sq. ft. distribution facility	East Valley Area Plan EV/SD
West	Vacant	City of Redlands

	<u>AGENCY</u>	<u>COMMENT</u>
City Sphere of Influence:	N/A	N/A
Water Service:	City of Redlands	Per Resolution
Sewer Service	City of Redlands	Per Resolution

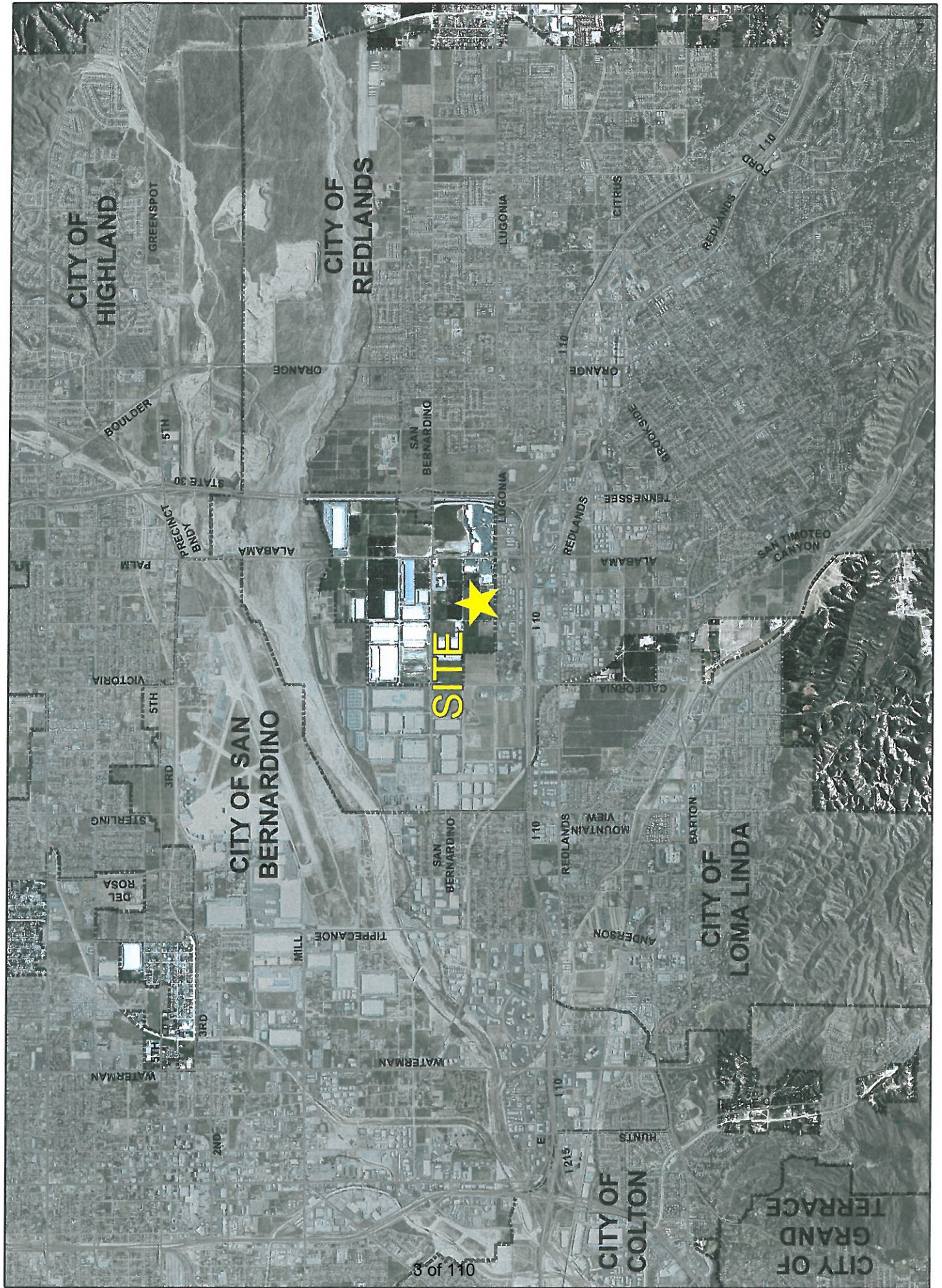
**STAFF RECOMMENDATION:** That the Planning Commission **APPROVE** the Conditional Use Permit.

In accordance with Section 86.08.010 of the Development Code, this action may be appealed to the Board of Supervisors.

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# VICINITY MAP

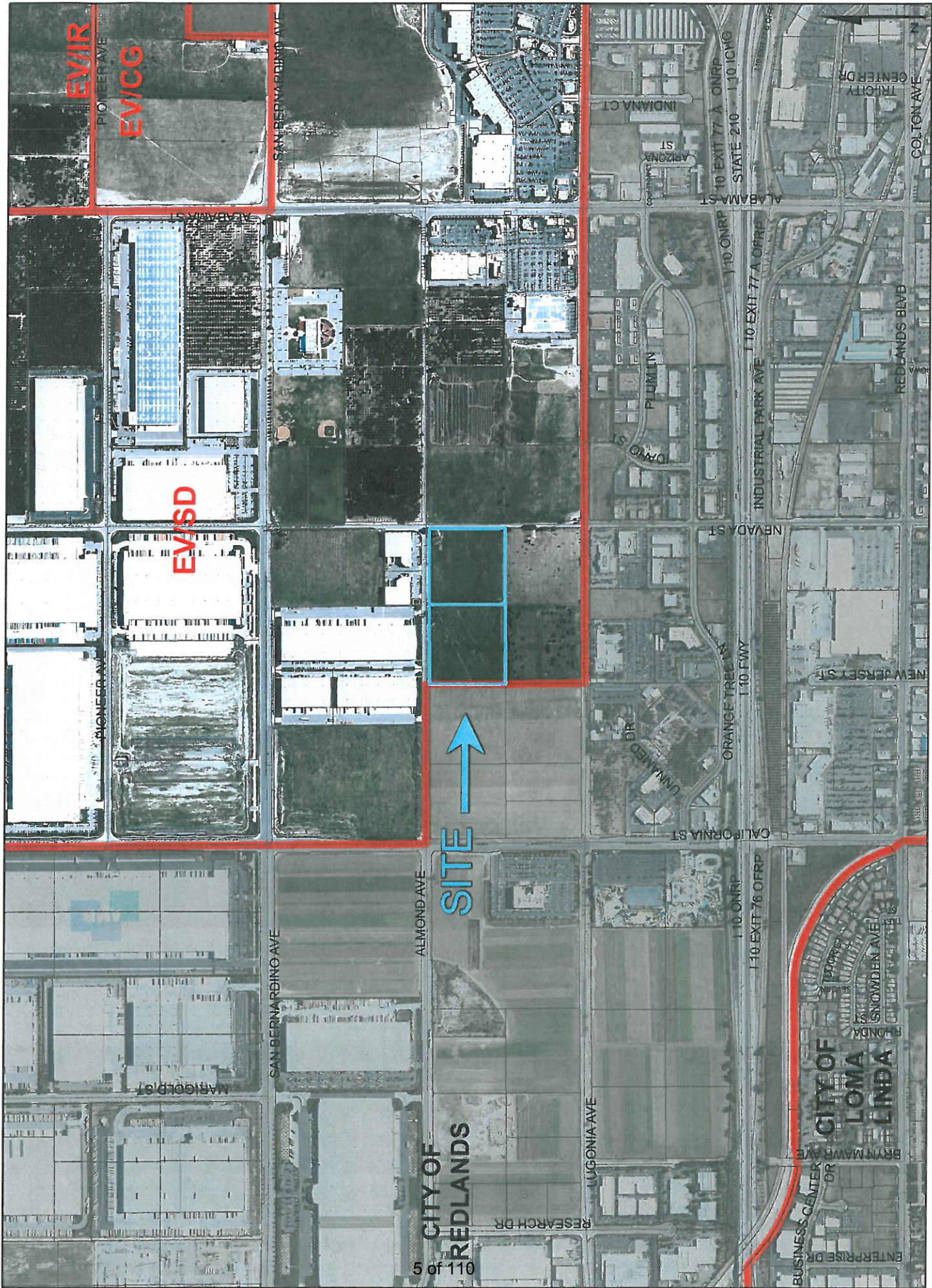




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AERIAL MAP

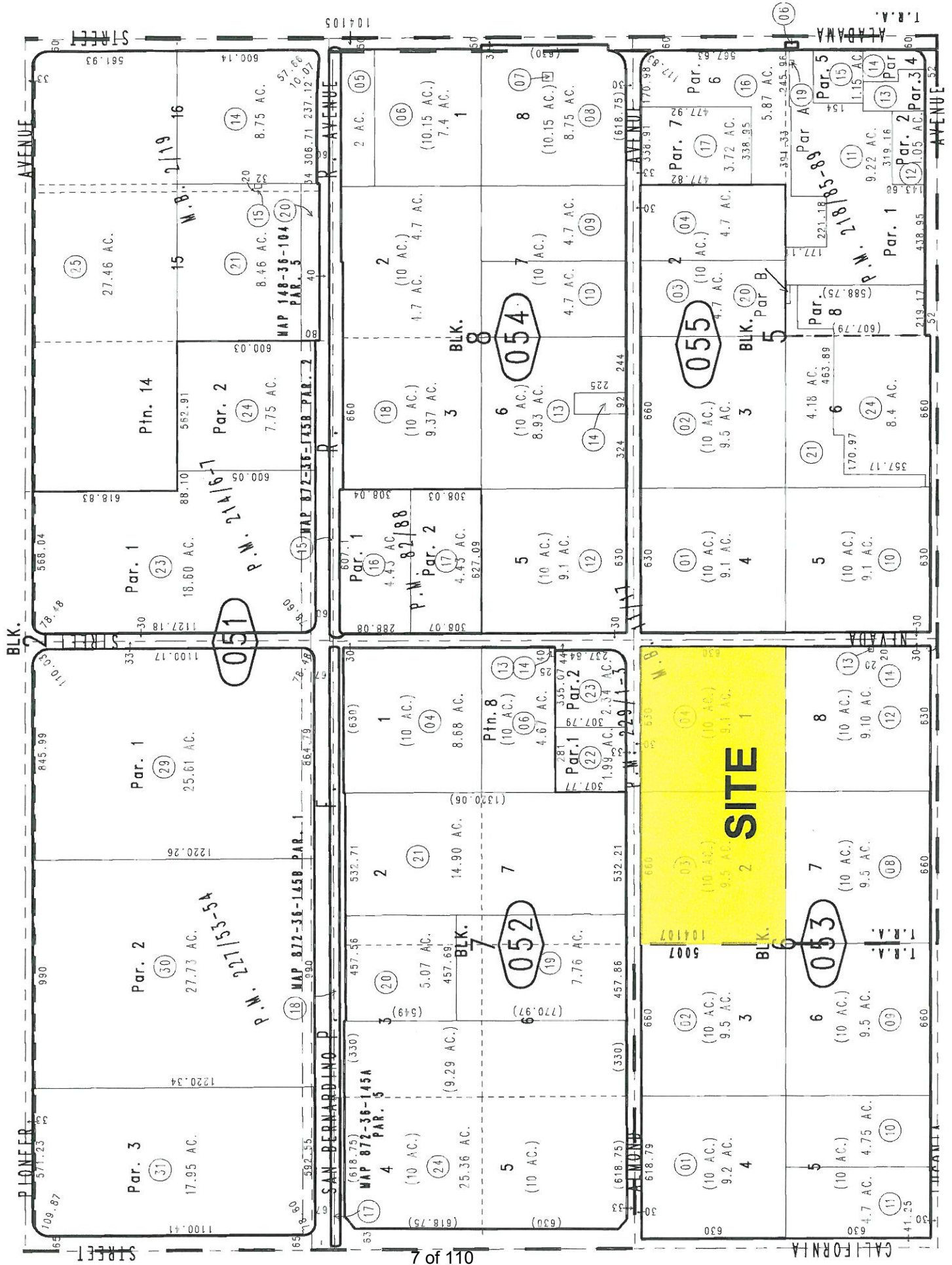




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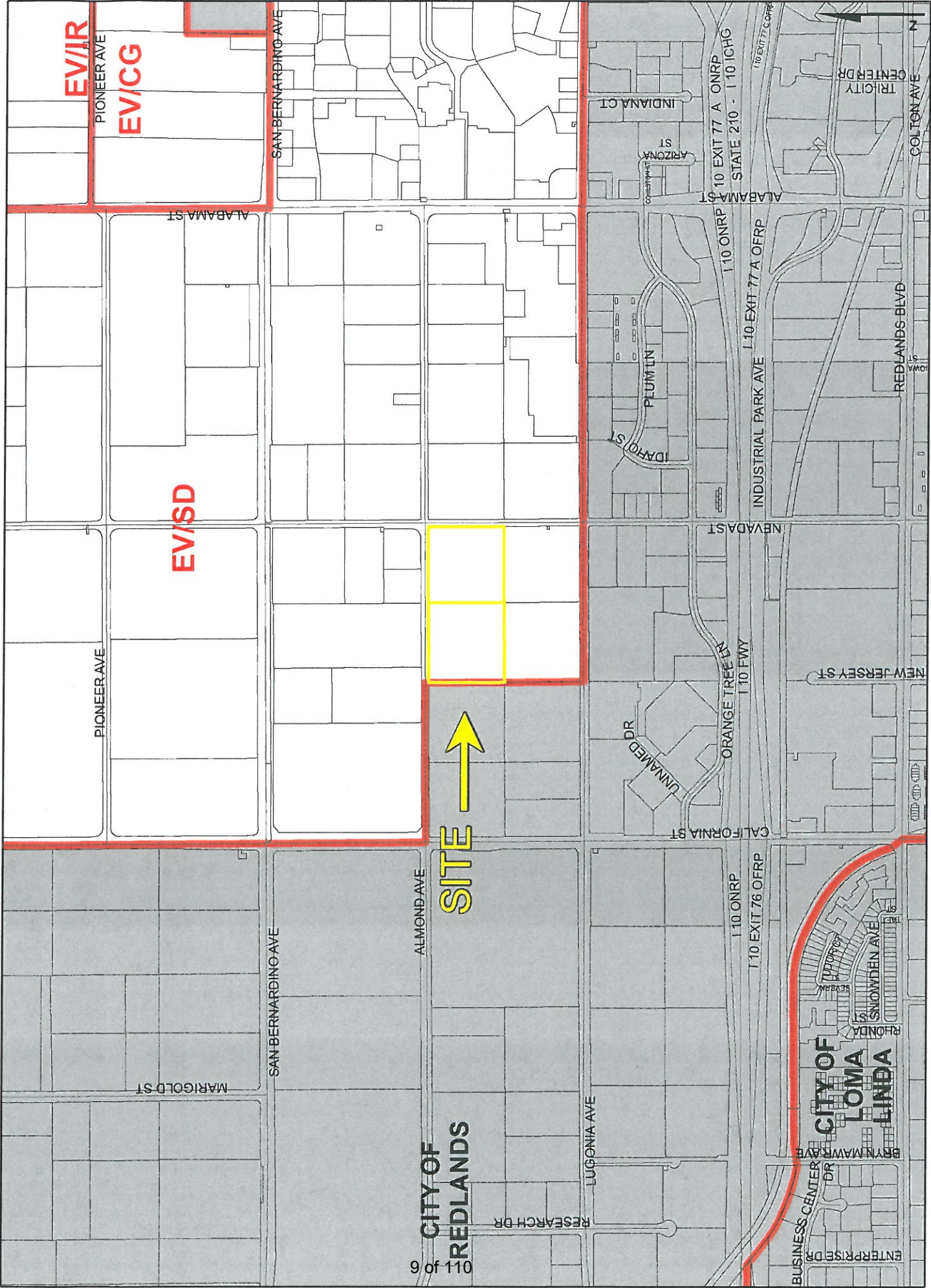
## 7 of 110



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LAND USE ZONING DISTRICT MAP



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**LOOKING EAST ON ALMOND AVE.**



**LOOKING SOUTH ALONG EAST BOUNDARY OF SITE**





**LOOKING SOUTH FROM ALMOND AVE. AT MIDDLE OF SITE**



**LOOKING EAST ON ALMOND AVE. AT INTERSECTION OF NEVADA ST.**





**LOOKING WEST ON ALMOND AVE. AT INTERSECTION WITH NEVADA ST.**



**LOOKING SOUTH ON NEVADA ST.**





**LOOKING NORTH ON NAVADA ST. FROM SOUTHEAST CORNER OF PROPERTY**



**LOOKING NORTH ALONG WEST PROPERTY BOUNDARY**



**LOOKING EAST ALONG SOUTH PROPERTY BOUNDARY**

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## **BACKGROUND**

The applicant is requesting approval of a Conditional Use Permit (CUP) is to establish a 426,000 square-foot industrial building to be used as a “High Cube” warehouse distribution facility (Project). The proposed warehouse includes a maximum of 10,000 square feet of office space. The Project site is 18.36 acres. The percentage of building coverage is 55.9% of the net site area; landscaping covers 15.4% of the net site area, which meet the lot coverage requirements under the Development Code.

The Project is located on the southwest corner of Nevada Street and Almond Avenue, which is in the unincorporated portion of San Bernardino County (County), in the East Valley Area Plan. The land use zoning designation of the site is Special Development (EV/SD) and is also subject to the Airport Safety Review (AR-3). The Project is in the Third Supervisorial District and it is not in the City of Redlands Sphere of Influence.

The site is in 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 (SBIA), formerly Norton Air Force Base. This area includes all the unincorporated area of the East Valley Area Plan (also known locally as the “Donut Hole” as it is totally surrounded by the City of Redlands (Redlands), but is not within Redlands’ sphere of influence).

## **ANALYSIS:**

Land Use Compatibility. The proposed Project meets the location criteria of the East Valley Area Plan Special Development (EV/SD) Zoning District because it includes an allowed warehouse/industrial development in a Special Development District. The proposed Project is a logical and orderly extension of the planned land use within the surrounding area and will not conflict with any applicable land use plan, policy, or regulations of the County. The project is within the boundaries of an Airport Safety Review area for the SBIA. While the Airport Comprehensive Land Use Plan is still under preparation, the project has been reviewed by the Airport staff and found to be consistent with State guidelines.

The City of Redlands continues to show the Project area as industrial on their version of the East Valley Area Plan. While the project is not within the sphere of influence of the City of Redlands, the County, as well as the applicant, has coordinated with the City in regards to the Project design and necessary infrastructure improvements. These requirements have been incorporated into the project design, as well as the conditions of approval.

Aesthetics: The proposed Project will include landscaping around the entire perimeter of the site. The Project will incorporate the approved design guidelines found in the East Valley Area Plan/Special Development zoning development standards. The Project design includes screening of exterior mechanical equipment and the provision of walls and fencing with landscaping as screening of loading and storage areas that further enhance the overall aesthetic quality of the development. Trees and shrubs in the conceptual landscape plan will blend well with the existing and planned visual character of the area.

Traffic: In order to properly assess the cumulative traffic impacts from all the industrial and commercial projects in the “donut hole” area, a “Cumulative Traffic Impact Analysis” (CTIA) [dated June 27, 2005] was prepared by Kunzman Associates. The CTIA determined the

roadway improvements needed for the “donut hole” area and the costs associated with those improvements. All projects in the “donut hole” are required to pay their fair share of those improvement costs in order to mitigate the cumulative traffic impacts to the area. Therefore, incorporation of traffic mitigation measures will reduce potential impacts to a less than significant level.

The County Traffic Division has reviewed the Focused Traffic Analysis for the Project, prepared by Kunzman Associates on December 1, 2011. This study concluded that additional traffic generated by the project for the opening year will not have a significant impact to the Level of Service (LOS) for the study area roadway network with the proposed Project and with the proposed street improvements. The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Year 2030 with Project traffic conditions. This Project is subject to the Regional Transportation Development Mitigation Plan for the Redlands Donut Hole subarea. The required fee for this Project is \$0.48 per square foot, which shall be paid prior to issuance of a building permit. The traffic analysis concludes that implementation of this Project as planned will not cause significant effects on other planned development in the area.

Air Quality: The Project air quality analysis shows that both short-term and long-term emissions from the Project will not exceed the SCAQMD established significance thresholds and the impact is considered less than significant with mitigation measures incorporated. The Project will not violate any air quality standard or contribute substantially to an existing or projected air quality violation, because the proposed use does not exceed established thresholds of concern as established by the District. A dust control plan will be required as a mitigation measure to regulate construction activities that could create windblown dust. Construction painting activities will be restricted as a mitigation measure and additional air quality mitigation measures have been incorporated to further reduce impacts.

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

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 (MTCO<sub>2</sub>e) per year is used to identify and mitigate project emissions. For projects exceeding 3,000 MTCO<sub>2</sub>e 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 has garnered 100 points on the Screening Tables through the application of Energy Efficient Reduction 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



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 (MTCO<sub>2</sub>e) per year is used to identify and mitigate project emissions. For projects exceeding 3,000 MTCO<sub>2</sub>e 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 has garnered 100 points on the Screening Tables. 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 will be included as mitigation for the project and included in the project design.

Initial Study. In compliance with the California Environmental Quality Act (CEQA), an Initial Study has been completed for the proposed Project and it is determined 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. Therefore, adoption of a Mitigated Negative Declaration is recommended.

**RECOMMENDATION:** 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** a Conditional Use Permit to establish a 426,000 square-foot industrial building to be used as a "High Cube" warehouse distribution facility, which includes a maximum of 10,000 square feet of office space on 18.36 acres;
- 3) **ADOPT** the Findings as contained in the Staff Report; and
- 4) **FILE** a Notice of Determination.

**ATTACHMENTS:**

Exhibit A: Findings  
Exhibit B: Initial Study  
Exhibit C: Conditions of Approval

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## **EXHIBIT A**

### **FINDINGS**

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**FINDINGS:** Conditional Use Permit to establish a 426,000 square-foot industrial building to be used as a “High Cube” warehouse distribution facility, which includes a maximum of 10,000 square feet of office space on 18.36 acres.

1. The site for the proposed use is adequate in terms of shape and size to accommodate the proposed use and all landscaping, open space, setbacks, walls and fences, yards, and other required features pertaining to the application. The 18.36-acre site will accommodate the proposed building associated with the Project. All setbacks meet or exceed the requirements of the Development Code for the proposed land use and the existing zoning. The proposed trailer storage areas have appropriate screening and the project is providing the required 15% landscaping.
2. The site for the proposed use has adequate access, which means that 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 regional circulation mitigation has been required. The project is located at the intersection of Nevada Street and Almond Avenue, which are County-maintained roads, and will provide adequate and necessary legal and physical access to the project site.
3. The proposed use will not have a substantial adverse effect on abutting properties or the allowed use of the abutting properties, which means that the use will not generate excessive noise, traffic, vibration, lighting, glare, or other disturbance. The proposed industrial buildings and project improvements have been designed to incorporate sufficient road improvements and to conform to industrial performance standards, including those for noise and vibration. 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 any applicable Community or Specific Plan. The proposed Conditional Use Permit site plan, together with the provisions for its design and improvement are consistent with the County General Plan as 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 land uses.

Goal Implementation: The proposed Project provides industrial development within an existing area surrounded by other industrial uses.

General 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.

General Plan Policy LU 9.1: Encourage infill development in unincorporated areas and sphere of influence (SOI) areas.

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Goal/Policy Implementation: The proposed Project is within an area almost entirely developed with similar industrial warehouses. 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.

The project is also within the boundaries of an Airport Safety Review area for the San Bernardino International Airport. While the Airport Comprehensive Land Use Plan is still under preparation, the project has been reviewed by the Airport staff and found to be consistent with State guidelines for airport compatibility.

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. The developer will be required to construct road improvements, as well as contribute to the Regional Transportation Mitigation Facilities Fee Plan to provide other needed improvements in the area. The City of Redlands will serve the site with 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 to take advantage of passive solar heating capabilities.
8. The Initial Study and the related Mitigated Negative Declaration have been prepared in compliance with the California Environmental Quality Act (CEQA) and represent the independent judgment of the County acting as lead agency for the project. Therefore, if the Project is approved, a Notice of Determination will be filed.



## **EXHIBIT B**

### **INITIAL STUDY**

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# SAN BERNARDINO COUNTY

## INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

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

### PROJECT LABEL:

<b>APN:</b>	0292-053-03 and 04
<b>APPLICANT:</b>	KTR CAPITAL PARTNERS
<b>COMMUNITY:</b>	REDLANDS/THIRD SUPERVISORIAL DISTRICT
<b>LOCATION:</b>	SOUTHWEST CORNER OF ALMOND AVENUE AND NEVADA STREET
<b>PROJECT NO:</b>	P201100530/CUP
<b>STAFF:</b>	CHRIS WARRICK
<b>REP(S):</b>	NEWCASTEL PARTNERS
<b>PROPOSAL:</b>	CONDITIONAL USE PERMIT TO ESTABLISH A 426,000 (MAXIMUM) SQUARE FOOT INDUSTRIAL BUILDING WITH 10,000 SQUARE FEET OF OFFICE AREA TO BE USED AS A HIGH CUBE WAREHOUSE DISTRIBUTION FACILITY ON 18.36 ACRES.

**USGS Quad:** Redlands  
**T, R, Section:** T1S R3W Sec.20 NE1/4  
**Thomas Bros.:** page 607 Grid: G-5  
**Planning Area:** East Valley Area Plan  
**Land Use:** EV/SD  
**Zoning:**  
**Overlays:** AR-3

### PROJECT CONTACT INFORMATION:

**Lead agency:** County of San Bernardino  
Land Use Services Department  
385 N. Arrowhead Avenue  
San Bernardino, CA 92415-0182

**Contact person:** Chris Warrick, Planner  
**Phone No:** (909) 387-4112 **Fax No:** (909) 387-3223  
**E-mail:** cwarrick@lusc.sbcounty.gov

**Project Sponsor:** KTR Capital Partners, Phil Prassas  
601 S. Figueroa Street, Suite 2225  
Los Angeles, CA 90017

### PROJECT DESCRIPTION:

The proposed project is a Conditional Use Permit to establish a 426,000 square-foot industrial building to be used as a "High Cube" warehouse distribution facility (Project) on 18.36 acres. High Cube Warehouse is defined as "Warehouse/Distribution Centers used primarily for the storage and/or consolidation of manufactured goods prior to their distribution to retail locations or other warehouse centers. These facilities are typically constructed utilizing concrete tilt-up technique, with a typical ceiling height of at least 24 feet. Warehouse/Distribution Centers are generally greater than 100,000 square feet in size with a land coverage ratio of approximately 50% and a dock-high loading ratio of approximately 1:5,000-10,000 square feet. They are characterized by a small employment count due to a high level of automation." The proposed warehouse project includes a maximum of 10,000 square feet of office space. The percentage of building coverage is 53.24% of the net site area. Landscaping covers 15% of the net site area, which meets the requirement under the East Valley Area Plan and the County Development Code.

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**ENVIRONMENTAL/EXISTING SITE CONDITIONS:**

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

The EVSD District allows a number of uses, including general commercial, retail, office and Industrial uses, subject to approval of a conditional use permit. The EVSD District also allows residential projects, subject to review and approval of a Planned Development Permit.

AREA	EXISTING LAND USE	OFFICIAL LAND USE DISTRICT
SITE	Vacant	East Valley Area Plan EV/SD
North	Warehouses	East Valley Area Plan EV/SD
South	Vacant	East Valley Area Plan EV/SD
East	Vacant	East Valley Area Plan EV/SD
West	Vacant	City of Redlands

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

Federal: Federal Aviation Administration

State of California: Regional Water Quality Control Board (RWQCB), South Coast Air Quality Management District (AQMD).

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

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

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## **EVALUATION FORMAT**

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

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

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

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



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**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

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

**DETERMINATION:** (To be completed by the Lead Agency)

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

<input type="checkbox"/>	The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION shall be prepared.
<input checked="" type="checkbox"/>	Although the proposed project could have a significant effect on the environment, there shall not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION shall be prepared.
<input type="checkbox"/>	The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: prepared by Chris Warrick, Planner

April 12, 2012

Date

Signature: Judy Tatman, Supervising Planner  
Planning Division

April 12, 2012

Date

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>I. AESTHETICS - Would the project</b>				

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?                                 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

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

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

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

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<p><b>II. AGRICULTURE AND FORESTRY RESOURCES</b> - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
<p>a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d) Result in the loss of forest land or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



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

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- a) **Less than Significant Impact.** The subject property is identified as Prime Farmland on the Farmland Mapping and Monitoring Program map prepared by the 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 its 1989 EIR. In it, the County found that the loss of designated farmland would occur, especially in the project area. The County of San Bernardino General Plan made overrides for the significant unmitigatable impact associated with loss of farmland. Because of this finding associated with the General Plan, the proposed project's impact to designated farmland is considered less than significant.
- b) **No Impact.** The subject property is not designated or zoned for agricultural use and the proposed project does not conflict with any agricultural land use or Williamson Act land conservation contract.
- c) **No Impact.** The proposed project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)). The proposed project area is currently vacant land, which has never been designated as forest land or timberland. No rezoning of the project site would be required as the proposed project is compatible with the current zoning designation.
- d) **No Impact.** The proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. The proposed project area is currently vacant land, which has never been designated as forest land or timberland.
- e) **Less than Significant Impact.** The proposed project will not involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to a non-agricultural use because, although the project involves the development of a warehouse facility, the site is currently not used for agricultural purposes. Impacts are considered less than significant.

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

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>III. AIR QUALITY</b> - Where available, the significance criteria established by the applicable air quality management or air pollution control district might be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

This project included an Air Quality Assessment that was prepared by Kunzman Associates, Inc., December 1, 2011.

- a) **Less than Significant Impact.** The proposed project does not conflict with or obstruct implementation of the applicable air quality plan. The Air Quality Management Plan (AQMP) for the South Coast Air Basin (SCAB) sets forth a comprehensive program that will lead the SCAB into compliance with all federal and state air quality standards. The AQMP control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, conformance with the AQMP for development projects is determined by demonstrating compliance with local land use plans and/or population projections. The site will be paved and landscaped, which will mean little or no wind-blown dust or particulate matter will leave the site. The General Plan Land Use Zoning designation of the site is Special Development. Since this project involves the development of warehouse buildings, which is consistent with County General Plan and the East Valley Area Plan, the proposed project is in compliance with the AQMP.

- b) **Less than Significant with Mitigation.** The proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Air quality impacts would include construction exhaust emissions generated from construction equipment, vegetation clearing and earth moving activities (if necessary), construction workers' commute, and construction material hauling for the entire construction period. These activities would involve the use of diesel and gasoline-powered equipment that would generate emissions of criteria pollutants such as Carbon Monoxide (CO), Nitrogen Oxides (NO<sub>x</sub>), Reactive Organic Gases (ROG) or Volatile Organic Compounds (VOC), Sulfur Oxides (SO<sub>x</sub>), Particulate Matter less than 10 microns (PM<sub>10</sub>), and Particulate Matter less than 2.5 microns (PM<sub>2.5</sub>). The project construction activities also represent sources of vehicle re-entrained fugitive dust (which includes PM<sub>10</sub>), a potential concern because the proposed project is in a non-attainment area for ozone and PM-10.

Based on the data provided in the air quality analysis NO<sub>x</sub> and PM<sub>10</sub> emissions would exceed the SCAQMD thresholds for significance during construction activities. Therefore, significant short-term regional air quality impacts due to NO<sub>x</sub> and PM<sub>10</sub> emissions during the off-site construction, site clearing, and grading phase for the project would occur. With the incorporation of recommended mitigation measures, NO<sub>x</sub> and PM<sub>10</sub> emissions would be reduced below the SCAQMD threshold of significance. Therefore, air quality impacts associated with grading is considered to be less than significant with mitigation measures incorporated. All other short-term emissions associated with construction activities, of all criteria pollutants, are below the SCAQMD regional and localized thresholds of significance.

The maximum daily operational emissions are 52.95 lbs for NO<sub>x</sub>, 59.96 lbs for CO, 0.11 lbs for SO<sub>x</sub>, 11.55 lbs. for PM<sub>10</sub>, 2.39 lbs. for PM<sub>2.5</sub>, and 16.13 lbs. for ROG. *Long-term emissions of all criteria pollutants* are below the SCAQMD regional significance thresholds in both winter and summer during project operation. Since the project emissions are mainly from mobile sources, according to SCAQMD localized significance threshold methodology, no localized significance threshold analysis is required.

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

- c) **Less than Significant Impact.** The portion of the South Coast Air Basin within which the project is located, is designated as a non-attainment area for ozone and PM-10 under state standards, and as a non-attainment area for ozone, carbon monoxide, PM-10, and PM-2.5 under federal standards. In evaluating the cumulative effects of the project, Section 21100(e) of CEQA states that "previously approved land use documents including, but not limited to, general plans, specific plans, and local coastal plans, may be used in cumulative impact analysis." In addressing cumulative effects for air quality, the AQMP utilizes approved general plans and, therefore, is the most appropriate document to use to evaluate cumulative impacts of the subject project. This is because the AQMP evaluated air quality emissions for the entire south coast air basin using a future development scenario based on population projections and set forth a comprehensive program that would lead the region, including the project area, into compliance with all federal and state air quality standards.



Since the proposed project is in conformance with the AQMP and project emissions have been found to be less than significant on both a regional and local level, the project will not result in a cumulatively considerable net increase of any criteria pollutant. Therefore, the impact is considered less than significant.

- d) **Less than Significant Impact.** The proposed project does not expose sensitive receptors to substantial pollutant concentrations because the nearest sensitive receptor is further away than the recommended screening area and no residential uses are anticipated to be constructed in the study area, since the area is primarily zoned for industrial uses. The ongoing operation of the proposed project would generate TAC emissions from diesel truck emissions created by the on-going operations of warehouse uses. According to the SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TAC's over a 70-year lifetime will contract cancer, based on the use of the standard risk-assessment methodology.

The nearest sensitive receptor to the proposed project would be residents at the University Crossings project, which is a proposed multi-family residential project on the north side of Lugonia Avenue, at least 700 feet to the east of the proposed project. The proposed project would generate approximately 175 truck trips per day and only a nominal number of these trucks would travel toward Lugonia Avenue, near the proposed University Crossing project. Other health risk assessments have been prepared for County projects with similar numbers of trips, such as the Health Risk Assessment Oakmont Industrial Group Rialto Commerce Center Warehouse Project, prepared by Vista Environmental, January 6, 2010, that found that less than significant cancer and non-cancer impacts would occur with residential uses as near as 160 feet from the proposed operation of diesel trucks. Therefore, due to the greater distance of at least 700 feet from the proposed truck operations to the proposed University Crossing project, a less than significant cancer and non-cancer impact would occur from TAC emissions associated with the operation of diesel trucks.

- e) **Less than Significant Impact.** Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are short-term in nature and the odor emissions expected will dissipate upon the drying or hardening of the odor producing materials. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the proposed project.

With respect to the operational aspect, the proposed project will not create objectionable odors affecting a substantial number of people because the project will only include warehousing uses and no manufacturing uses are allowed under this approval. In addition, the project is in an industrial area with no sensitive receptors within the vicinity of the project. Therefore, the impact is considered less than significant.

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

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**MM# Mitigation Measures**

- III-1 AQ/Operational Mitigation. The “developer” shall implement the following air quality mitigation measures, during operation of the approved land use: All on-site equipment and vehicles (off-road/ on-road), shall comply with the following:
- a) County Diesel Exhaust Control Measures [SBCC §83.01.040 (c)]
  - b) Signs shall be posted requiring all vehicle drivers and equipment operators to turn off engines when not in use.
  - c) All engines shall not idle more than five minutes in any one-hour period on the project site. This includes all equipment and vehicles.
  - d) Engines shall be maintained in good working order to reduce emissions.
  - e) Ultra low-sulfur diesel fuel shall be utilized.
  - f) Electric, CNG and gasoline-powered equipment shall be substituted for diesel-powered equipment, where feasible.
  - g) On-site electrical power connections shall be made available, where feasible.
  - h) All transportation refrigeration units (TRU’s) shall be provided electric connections, when parked on-site.

[Mitigation Measure III-1] General Requirements/Planning

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

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

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

of compliance: The developer/construction contractors shall do the following:

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

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

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

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

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

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



Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>IV. BIOLOGICAL RESOURCES - Would the project:</b>				
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 type="checkbox"/>	<input checked="" 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 ☐):  
Category N/A

This project included the preparation of a Habitat Suitability Evaluation and preliminary field investigation conducted by Ecological Sciences, November 30, 2011. The proposed project is not on the Biotic Resources Overlay Map. The site was once occupied by a citrus orchard, although all citrus trees have been removed and the site is now vacant, with moderate vegetation cover consisting of non-native grasses and weeds.

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- a) **Less than Significant with Mitigation Incorporated.** A Habitat Suitability Evaluation was prepared by Ecological Sciences on November 30, 2011. The results of this evaluation showed that no special-status plant species are expected on site due to the lack of suitable habitat. The intent of the botanical survey was to generally evaluate the potential of the site to support sensitive plant species based on existing site conditions and habitat present. Site development would not eliminate significant amounts of habitat for potentially occurring special-status plant species, nor reduce population size of sensitive plant species below self-sustaining levels on a local or regional basis.

No special-status wildlife species were directly recorded on site, however, the loggerhead shrike and the California horned lark have a moderate to high occurrence potential. These species were deemed by the Service to be too widespread and common to warrant listing as threatened or endangered, and as such, were removed from formal sensitive species status. Development of the proposed project would remove disturbed ruderal fields potentially suitable for foraging by several species of sensitive raptors during winter or migration periods. Because most potentially occurring raptor species are very widespread and roam over large areas of foraging territory, these losses would amount to an incremental reduction of seasonal foraging habitat and occasional use areas that could be considered locally adverse. However, site development would not likely eliminate significant amounts of foraging habitat for these special-status species, nor reduce population size below self-sustaining levels on a local or regional basis.

While the burrowing owl and other potentially occurring native bird species are not protected by state or federal/state endangered species acts, most are protected under the federal Migratory Bird Treaty Act (MBTA) of 1918 and the California Department of Fish and Game (CDFG) Code sections 3503, 3503.5, and 3800 which prohibits take, possession, or destruction of birds, their nests or eggs. If it were later determined that active nests of any of special-status or native bird species would be lost or indirectly impacted as a result of site-preparation, it could result in adverse impacts and would be in conflict with these regulations. If construction activities are proposed during the avian breeding season (February 1 through August 31) a pre-construction avian nesting survey conducted in areas potentially affected (directly or indirectly) by project implementation is recommended prior to development (generally within 7 days of beginning construction activities) to determine if active nests are present in the construction zone or within an appropriate buffer area as part of project approval. The results of the pre-construction nesting bird survey (if required depending on the timing of construction activities) would determine the appropriate measures (if necessary) to reduce potentially adverse impacts to those species that potentially breed in the area. If active nests are located, no grading or heavy equipment activity shall take place within at least 300 feet of an active raptor nest (e.g., burrowing owl) or special-status bird nest (non-listed), and within 100 feet of most common songbird nests. Development activities performed outside of the avian breeding season (September 1 to January 31) would eliminate the need to conduct pre-construction nesting surveys for most native species known from the site vicinity, and likely ensure that there were no constraints to construction relative to the MBTA/CDFG code. Compliance with the MBTA and CDFG codes would be necessary prior to development, however no special permit or approval is typically required in most instances.

- b) **No Impact.** Based on the results of the Habitat Suitability Evaluation and the preliminary field investigation conducted by Ecological Sciences, November 30, 2011, special-status

habitats known for the site vicinity include Riversidian Alluvial Fan Sage Scrub, Southern Coast Live Oak Riparian Forest, Southern Sycamore Alder Riparian Woodland, Southern Cottonwood Willow Riparian Forest, and Southern Riparian Scrub. None of these native or special-status habitats were recorded on the subject site due to extensive site disturbances associated with historic agricultural production and subsequent site grubbing.

- c) **No Impact.** Based on the preliminary field investigation conducted by Ecological Sciences, November 30, 2011, this project will not 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, because there are no identified protected wetlands on the project site.
- d) **No Impact.** The results of the Habitat Suitability Evaluation Prepared by Ecological Sciences, November 30, 2011, indicate that the project site is essentially surrounded by existing development, and therefore, it is highly unlikely that the subject site occupies an important location relative to the regional wildlife movement. As such, project implementation would not be expected to have any substantial effect on local or regional wildlife movement. This project will not impede the use of native wildlife nursery sites, because there are no such corridors or nursery sites within or near the project site.
- e) **Less than Significant Impact.** There are no local policies or ordinances protecting biological resources that are applicable to the proposed project site. Therefore, development of the proposed project would not conflict with local policies or ordinances protecting such resources.
- f) **No Impact.** The project area is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. There would be no take of critical habitat and, therefore, no land use conflict with existing management plans would occur.

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

#### **MM# Mitigation Measures**

- IV-1 *Nesting Bird Survey.* *If construction activities are proposed during the avian breeding season (February 1 through August 31) a pre-construction avian nesting bird survey shall be conducted in areas potentially affected (directly or indirectly) by project implementation prior to development (generally within 7 days of beginning construction activities) to determine if active nests are present. The results of the pre-construction nesting bird survey (if required depending on the timing of construction activities) would determine the appropriate measures (if necessary) to reduce potentially adverse impacts to those species that potentially breed in the area. If active nests are located, no grading or heavy equipment activity shall take place within at least 300 feet of an active raptor nest (e.g., burrowing owl) or special-status bird nest (non-listed), and within 100 feet of most common songbird nests. Development activities performed outside of the avian breeding season (September 1 to January 31) would eliminate the need to conduct pre-construction nesting survey and would ensure that there were no constraints to construction relative to the MBTA/CDFG code. [Mitigation Measure IV-1] Prior to Grading Permit/Planning*



Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>V. CULTURAL RESOURCES - Would the project</b>				
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):

The proposed project is not located in a Cultural or Paleontologic Resources Overlay area. This project did include the preparation of a Phase I Environmental Assessment prepared by Arcadis, November 22, 2011.

- a) **Less than Significant Impact.** Based on the Phase I Environmental Assessment, the site was occupied by citrus orchards and farm related structures/houses from at least 1930 to 2008. Water wells have been associated with the site although only one well was observed at the northeast corner of the site. The Phase I Environmental Analysis did not identify the presence of historical resources on site. Therefore, the project will not cause a substantial adverse change in the significance of a historical resource.
- b) **Less than Significant Impact.** Based on the Phase I Environmental Assessment, the site was occupied by citrus orchards and farm related structures/houses from at least 1930 to 2008. Water wells have been associated with the site although only one well was observed at the northeast corner of the site. The Phase I Environmental Analysis did not identify the presence of archaeological resources on site. Therefore, the project will not cause a substantial adverse change in the significance of an archaeological resource.
- c) **Less than Significant Impact.** Based on the Phase I Environmental Assessment, the site was occupied by citrus orchards and farm related structures/houses from at least 1930 to 2008. Water wells have been associated with the site although only one well was observed at the northeast corner of the site. The Phase I Environmental Analysis did not identify the presence of a unique paleontological resource or site or unique geologic feature. Therefore, the project will not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. To further reduce the potential for impacts, a condition of approval shall be added to the project which requires the developer to contact the County Museum for a determination of appropriate measures to be taken if any finds are made

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during project construction.

- d) **Less than Significant Impact.** Based on the Phase I Environmental Assessment, the site was occupied by citrus orchards and farm related structures/houses from at least 1930 to 2008. Water wells have been associated with the site although only one well was observed at the northeast corner of the site. The Phase I Environmental Analysis did not identify the presence of any human remains, including those interred outside of formal cemeteries. If any human remains are discovered during construction of this project, the developer is required to contact the County Coroner and the County Museum for a determination of appropriate measures to be taken. A Native American representative shall also be consulted, if the remains are determined to be of Native American origin.

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

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>VI. GEOLOGY AND SOILS - Would the project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 18-1-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):

This project included the submittal of a Geotechnical Engineering Investigation that was prepared by NorCal Engineering, November 14, 2011. This project is not located in a Geologic Hazard Overlay District.

- a) i) **Less than Significant Impact.** The results of the geotechnical report indicate that the entire San Bernardino County area is particularly susceptible to strong ground shaking and



other geologic hazards. However, the proposed project site is not located within an Alquist-Priolo Earthquake fault zone. While the potential for onsite ground rupture cannot be totally discounted (e.g., unmapped faults could conceivably underlie the project corridor), the likelihood of such an occurrence is considered low due to the absence of known faults within the site. The nearest fault zone is the San Andreas fault zone located approximately 5 miles northeast of the project site.

The County's Geologic Hazard (GH) Overlay District was developed as a process to provide greater public safety by establishing investigation requirements for areas that are subject to potential geologic problems, including active faulting, landsliding, debris flow/mud flow, rock fall, liquefaction, seiche, and adverse conditions such as expansive soils. This project is not located in a GH Overlay District. Therefore, impacts from proximity to fault zones are considered less than significant.

**ii) Less than Significant Impact.** Based on the report prepared by NorCal Engineering, the subject site is within an area that is subject to strong earthquakes due to its location to the San Andres fault. Due to economic considerations, it is not generally considered reasonable to design a structure that is not susceptible to earthquake damage. Therefore, significant damage to structures may be unavoidable during large earthquakes. The proposed structure should, however, be designed to resist structural collapse through incorporation of UBC design guidelines and thereby provide reasonable protection from serious injury, catastrophic property damage and loss of life. With compliance with the UBC, impacts are considered less than significant.

**iii) Less than Significant Impact.** Based on the report prepared by NorCal Engineering, the project site is expected to experience earthquake activity that is typical of the Southern California area. The potential for liquefaction at this site is considered to be very low due to the regional depth of groundwater in excess of 100 feet. Additionally, the site is beyond the limits of the liquefaction zone for the aforementioned earthquake faults. Also, this project is not located in a GH Overlay District and impacts from liquefaction are considered less than significant.

**iv) No Impact.** The County's Geologic Hazard (GH) Overlay District was developed as a process to provide greater public safety by establishing investigation requirements for areas that are subject to potential geologic problems, including active faulting, landsliding, debris flow/mud flow, rock fall, liquefaction, seiche, and adverse conditions such as expansive soils. This project is not located in a GH Overlay District and is therefore not expected to have any risks associated with landslides. Landslides are the downslope movement of geologic materials. The stability of slopes is related to a variety of factors, including the slope's steepness, the strength of geologic materials, and the characteristics of bedding planes, joints, faults, vegetation, surface water, and groundwater conditions. The project area is relatively flat terrain where landslides have not historically been an issue; therefore, no significant impacts are anticipated with respect to seismic-related (or other) landslide hazards.

- b) Less than Significant Impact.** The project will not result in substantial soil erosion or the loss of topsoil, because the site will be paved and landscaped. Erosion control plans will be required to be submitted, approved and implemented. Measures to reduce and control erosion of soil during construction and long term operation are required by SCAQMD through its Rule 403 for control of fugitive dust, the Santa Ana Regional Water Quality

Control Board (RWQCB) under its administration of the State's General Construction Permit, and the County of San Bernardino Public Works Department through its Storm Water Management Program. Implementation of requirements under SCAQMD Rule 403 for control of fugitive dust would reduce or eliminate the potential for soil erosion due to wind. Implementation of Best Management Practices (BMPs) that would be included in the applicant's Storm Water Pollution Prevention Plan (SWPPP), would reduce soil erosion due to storm water or water associated with construction.

- c) **Less than Significant Impact.** The County's Geologic Hazard (GH) Overlay District was developed as a process to provide greater public safety by establishing investigation requirements for areas that are subject to potential geologic problems, including active faulting, landsliding, debris flow/mud flow, rock fall, liquefaction, seiche, and adverse conditions such as expansive soils. This project is not located in a GH Overlay District and is not identified as being located on a geologic unit or soil that has been identified as being unstable or having the potential to result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Where a potential for these is identified a geology report is required to be reviewed and approved by the County Building and Safety Geologist, who will require implementation of appropriate mitigation measures, if required.
- d) **Less than Significant.** The Geotechnical Report prepared by NorCal Engineering indicated that if expansive soils are encountered, special attention should be given to the project design and maintenance. The report included a list of expansive soil guidelines that would be used by engineers, architects and maintenance personnel during the project design and future property maintenance if expansive soils are encountered.

The County's Geologic Hazard (GH) Overlay District was developed as a process to provide greater public safety by establishing investigation requirements for areas that are subject to potential geologic problems, including active faulting, landsliding, debris flow/mud flow, rock fall, liquefaction, seiche, and adverse conditions such as expansive soils. This project is not located in a GH Overlay District and is not located in an area that has been identified by the County Building and Safety Geologist as having the potential for expansive soils.

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

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

Issues		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>VII GREENHOUSE GAS EMISSIONS - Would the project:</b>					
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**SUBSTANTIATION:**

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

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

Implementation of the County's GHG Plan is achieved through the Development Review Process by applying appropriate reduction requirements to projects, which reduce GHG emissions. All new development is required to quantify the project's GHG emissions and adopt feasible mitigation to reduce project emissions below a level of significance. A review standard of 3,000 metric tons of carbon dioxide equivalent (MTCO<sub>2</sub>e) per year is used to identify and mitigate project emissions. Based on a CalEEMod statistical analysis, warehouse projects that exceed 53,000 square feet typically generate more than 3,000 MTCO<sub>2</sub>e. For projects exceeding 3,000 MTCO<sub>2</sub>e 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



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100 or more points in the Screening Tables do not require quantification of project-specific GHG emissions. The point system was devised to ensure project compliance with the reduction measures in the GHG Plan such that the GHG emissions from new development, when considered together with those from existing development, will allow the County to meet its 2020 target and support longer-term reductions in GHG emissions beyond 2020. Consistent with the CEQA Guidelines, such projects are consistent with the Plan and therefore will be determined to have a less than significant individual and cumulative impact for GHG emissions.

The proposed project garnered 100 points on the Screening Tables through the application of Energy Efficient Reduction measures, 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.

- b) **Less than Significant Impact.** The proposed project is not anticipated to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. In January of 2012, the County of San Bernardino adopted a Greenhouse Gas Emissions Reduction Plan (GHG Plan). The proposed project is consistent with the GHG Plan with the inclusion of the proposed mitigation measures identified below.

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

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>VIII HAZARDS AND HAZARDOUS MATERIALS - Would the project:</b>				
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 checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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**SUBSTANTIATION:**

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- a) **Less than Significant Impact.** The project will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, because no use approved on the site is anticipated to be involved in such activities.

The intended use of the proposed project is general warehousing of non-hazardous materials. Prior to occupancy of the site, the applicant is required to submit a Business Emergency/Contingency Plan for emergency release or threatened release of hazardous materials and waste or a letter of exemption to the Hazardous Materials Division of County Fire. If such uses 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 and in some instances additional land use review.

- b) **Less than Significant Impact.** The project will not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, because any proposed use or construction activity that might use hazardous materials is subject to permit and inspection by the Hazardous Materials Division of the County Fire Department.

- c) **Less than Significant Impact.** The future occupants of the proposed facilities will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, because the project does not propose the use of hazardous materials.

The intended use of the proposed project is general warehousing of non-hazardous materials and it is not anticipated that future occupants of the site will emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. 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. Also, all existing and proposed schools are more than one-quarter mile away from the project site.

- d) **Less than Significant Impact.** The project site is not located on a known site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The proposed project shall not create a significant hazard to the public or the environment. No impacts to this topic shall occur as a result of implementing the proposed project and, therefore, no mitigation measures are required.

- e) **Less than Significant with Mitigation Incorporated.** The project site is approximately 1 mile south of the San Bernardino International Airport (SBIA) (formerly Norton Air Force Base) which makes the site within the Airport Influence Area of the SBIA. For most civilian airports this distance equals 9,000 feet from the runway primary surface. Persons employed at the proposed project will not be subject to significant risk since the project site is not within the landing or takeoff zones of the airport runways. A comprehensive Land Use Plan and Airport Master Plan have not been adopted for the SBIA. Outside of the San Bernardino



International Airport Influence Area the closest airstrip is Redlands Municipal Airport located approximately 3.5 miles east of the proposed site. The site is within the AR-3 Overlay District and the project will be required to comply with the AR-3 standards.

- f) **No Impact.** The proposed project area is not located within the vicinity of a private airstrip; therefore, it would not result in a safety hazard for people residing or working in the project area.
- g) **Less than Significant Impact.** The project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, because the project has adequate access from two or more directions via San Bernardino Avenue, California Street and Almond Avenue.
- h) **No Impact.** The project will not expose people or structures to a significant risk of loss, injury or death involving wildland fires, because there are no wildlands adjacent to this site. The project site is in an urban area and is not located in or adjacent to wildlands or near the wildlands/urban interface. Therefore, people and infrastructure will not be exposed to wildland fires.

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

#### **MM# Mitigation Measures**

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

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

**VIII-2** AR3 Design Requirements. The project is within the Airport Safety Review Area Three (AR-3) Overlay. The developer shall grant an Avigation and Noise Easement to the San Bernardino International Airport. The developer shall submit copies of the proposed Avigation & Noise Easement to both County Planning and the affected airport for review and approval. Also, notice shall be provided to any renters, lessees or buyers of the subject property that the site is subject to this Avigation and Noise Easement and that there will be

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*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*

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



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

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This project included the preparation of a Preliminary Water Quality Management Plan and Preliminary Hydrology Calculations prepared by Thienes Engineering, Inc., December 15, 2011. The project is not located in a Flood Hazard Overlay District or Flood Zone.

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- a) **Less than Significant Impact.** The project will not violate any water quality standards or waste discharge requirements, because the project will be served by the City of Redlands, an established water and wastewater purveyor that is subject to independent regulation by local and state agencies that ensure compliance with both water quality and waste discharge requirements.
- 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.
- c) **Less than Significant Impact.** The project will not substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site, because the project does not propose any substantial alteration to a drainage pattern, stream or river and the project is required to submit and implement an erosion control plan. The project site does not contain any existing or proposed drainage channels
- d) **Less than Significant Impact.** The project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, because the project does not propose any substantial alteration to a drainage pattern, stream or river. County Public Works has reviewed the Preliminary Water Quality Management Plan and Hydrology Study for this project and has determined that all necessary drainage improvements, both on and off site, have been included in the project design or are required as conditions of project construction.
- e) **Less than Significant Impact.** The project will not create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. County Public Works has reviewed the Preliminary Water Quality Management Plan and Hydrology Study for this project and has determined that all necessary drainage improvements, both on and off site, have been included in the project design or are required as conditions of project construction.

Runoff from this site will eventually flow to a 60 inch storm drain pipe in Almond Avenue. However, at this time, the entire storm drain system in Almond Avenue is not fully constructed. In the interim, drainage from the site will be directed to a proposed water quality detention basin located along the west property boundary. The on-site detention basin will accommodate the entire project runoff until such time that the storm drain pipe is fully constructed. Until then, runoff leaving the project site will be limited to less than existing predevelopment conditions via surface street drainage.

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- f) **Less than Significant Impact.** The proposed project would not otherwise substantially degrade water quality because appropriate measures relating to water quality protection, including erosion control measures have been required.
  - g) **No Impact.** The project will not place unprotected 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 flood hazard areas as reviewed by County Public Works.
  - 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 located within a 100-year flood hazard area and any area identified as being potentially affected by a 100-year storm the structures will be subject to a flood hazard review and will be required to be elevated a minimum of one foot above the base flood elevation.
  - i) **No Impact.** 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, because the project site is not within any identified path of a potential inundation flow that might result in the event of a dam or levee failure or that might occur from a river, stream, lake or sheet flow situation.
  - j) **No Impact.** The project will not be impacted by inundation by seiche, tsunami, or mudflow, because the project is not adjacent to any body of water that has the potential of seiche or tsunami nor is the project site in the path of any potential mudflow.

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

#### ***SUBSTANTIATION:***

- a) **No Impact.** The project would not physically divide an established community, because there are no established residential communities present in the project area. The proposed project area is located in an unincorporated part of the County that has sparse residential development in the immediate area. The project is a logical and orderly extension of the planned land uses and development that are established within the surrounding area.

The East Valley Special Development (EV/SD) Land Use Zoning District in which the project is located allows a number of uses, including general commercial, retail, office and Industrial uses, subject to approval of a conditional use permit. The EVSD District also allows residential projects, subject to review and approval of a Planned Development Permit.

- b) **Less than Significant Impact.** The project will 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. The project will comply with all hazard protection, resource preservation and land use modifying Overlay District regulations. The project site is designated as EV/SD (East Valley Area Plan/Special Development) and the proposed use is consistent with that designation.

- c) **No Impact.** The proposed project does not conflict with any applicable habitat conservation plans or natural community conservation plans.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>XI. MINERAL RESOURCES</b> - Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

- a) **Less than Significant.** The proposed project is located in the MRZ-2 and the MRZ-3 mineral classification categories as shown on the California Department of Conservation Mineral Resource Maps. The MRZ-2 zones are areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists. MRZ-3 zones are areas that may contain mineral deposits whose significance cannot be evaluated from available data. However, the project is not located in the Mineral Resource (MR) Overlay District of the County General Plan, because it does not meet the location requirements of the Overlay District per Section 82.17.020 of the County Development Code, as follows:

The MR Overlay shall be applied on the following areas:

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

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

- b) **Less than Significant.** The project will not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan, because the project is not located in the Mineral Resource (MR) Overlay District of the County General Plan. The project site does not meet the location requirements of the Overlay District per Section 82.17.020 of the County Development Code, as follows:

The MR Overlay shall be applied on the following areas:

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

Although the underlying soils in the area could be recovered, the area has already been developed with commercial and industrial uses and it is impractical to any potential



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resources. As such the area has not been identified as a locally important mineral resource.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>XII. NOISE</b> - Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

- a) **Less than Significant Impact.** The project is not expected to expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, because the project is not located in the Noise Hazard (NH) Overlay District and will not be subject to severe noise levels according to the General Plan Noise Element. The project is adjacent to an existing warehouse project on the north and the property to the east has recently been approved for a 425,000 square foot warehouse structure. The adjacent property to the south is currently vacant and no development plans have been submitted or approved for this site. The land use designation of the property to the south is also EV/SD, which could potentially allow commercial, industrial or multi-family development subject to a Planned Development Permit. The adjacent property to the west is located in the City of Redlands and is also vacant. There have been no development plans submitted or approved for this site.

Currently there are no existing or planned commercial or residential projects within 700 feet of the proposed project is not expected to expose 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.

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

- b) **Less than Significant Impact.** The project will not create exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels, because the project has been conditioned to comply with the vibration standards of the County Development Code and no vibration exceeding these standards is anticipated to be generated by the proposed uses.
- c) **Less than Significant Impact.** The project is not expected to generate a substantial permanent increase in ambient noise levels in the project vicinity above levels existing or allowed without the project, because the project is not located in the Noise Hazard (NH) Overlay District and will not be subject to severe noise levels according to the General Plan Noise Element. The project is adjacent to an existing warehouse project on the north and the property to the east has recently been approved for a 425,000 square foot warehouse structure. The adjacent property to the south is currently vacant and no development plans have been submitted or approved for this site. The land use designation of the property to the south is also EV/SD, which could potentially allow commercial, industrial or multi-family development subject to a Planned Development Permit. The adjacent property to the west is located in the City of Redlands and is also vacant. There have been no development plans submitted or approved for this site. Currently there are no existing or planned commercial or residential projects within 700 feet of the proposed project and the project is not expected to expose 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.

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

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



Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>XIII. POPULATION AND HOUSING - Would the project:</b>				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### ***SUBSTANTIATION:***

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
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#### **XIV. PUBLIC SERVICES**

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### ***SUBSTANTIATION:***

- a) **Less than Significant Impact.** The proposed project will not result substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services, including fire and police protection, schools, parks or other public facilities. Construction of the project will increase property tax revenues to provide a source of funding that is sufficient to offset any increases in the anticipated demands for public services generated by this project.

The developer is required to contribute a fair share fee of \$1435 per net acre for construction of the East Valley Area Plan segment of the Santa Ana River Trail (SART) from California Street to the SH30 bridge. The SART is more specifically discussed in Section III Air Quality.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
<b>XV. RECREATION</b>				

- |    |   |                          |                          |                                     |                          |
|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) | Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) | Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?                        | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

***SUBSTANTIATION:***

- a) **Less than Significant Impact.** This project will not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, because the project will not generate any new residential units and the impacts to parks generated by the employees of this project will be minimal.
- b) **Less than Significant Impact.** This project does not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment, because the type of project proposed will not result in an increased demand for recreational facilities.

**XVI. TRANSPORTATION/TRAFFIC - Would the project:**

- |  |                          |                                     |                                     |                                     |
|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and greenways, pedestrian and bicycle paths, and mass transit. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Result in inadequate emergency access?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

**SUBSTANTIATION:**

The proposed project included the preparation of a Focused traffic Analysis that was prepared by Kunzman Associates, Inc. December 1, 2011.

- a,b) **Less than Significant Impact with Mitigation.** The project will result in the addition of 792 total trips per day (in passenger car equivalents (PCE) on roadways in the project vicinity, which will not contribute traffic greater than the Congestion Management Plan (CMP) freeway threshold volume on Interstate 10 and State Route 210 freeways and will not exceed the CMP arterial link volume on roadway links serving CMP intersection in the Cities of Redlands and Highland.

The County Traffic Division has reviewed the Focused Traffic Analysis for the KTR Capital project located on the southwest corner of Nevada Street and Almond Avenue in the Redlands Area. Kunzman Associates, Inc. prepared the focused traffic analysis dated December 1, 2011, which is based upon a traffic study for the entire East Valley Area Plan prepared by Kunzman Associates dated June 27, 2005. This study concluded that



additional traffic generated by the project will not have a significant impact on the Level of Service (LOS) for the study area roadway network with the proposed project and with the proposed street improvements. The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Year 2035 with project traffic conditions.

- c) **No Impact.** The project site is approximately  $\frac{3}{4}$  of a mile south of the San Bernardino International Airport. The project will not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks, because there is no anticipated notable impact on air traffic volumes by passengers or freight generated by the proposed uses and no new air traffic facilities are proposed.
- d) **Less than Significant Impact.** The project will not substantially increase hazards due to a design feature or incompatible uses because the project site is adjacent to an established road that is accessed at points with good site distance and properly controlled intersections. There are no incompatible uses proposed by the project that will impact surrounding land uses.
- e) **Less than Significant Impact.** The project will not result in inadequate emergency access, because there is a minimum of two access points to the site.
- f) **Less than Significant Impact.** The project will not conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks), because these have been required to be installed as conditions of approval.

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

**MM# Mitigation Measures**

- XVI-1 *Regional Transportation Mitigation Fees.* *This project is subject to the Regional Transportation Development Mitigation Plan for the Redlands Donut Hole subarea. The required fee for this project shall be paid by cashier's check to the Department of Public Works Business Office. The Regional Transportation Fee Plan can be found at the following website:* [http://www.sbcounty.gov/dpw/transportation/transportation\\_planning.asp](http://www.sbcounty.gov/dpw/transportation/transportation_planning.asp) *[Mitigation Measure XVI-1] Prior to Building Permit/County Traffic*

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>XVI. UTILITIES AND SERVICE SYSTEMS - Would the project:</b>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded, entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill(s) with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**SUBSTANTIATION:**

- a) **Less than Significant Impact.** The proposed project does not exceed wastewater treatment requirements of the Regional Water Quality Control Board, Santa Ana Region, as determined by County Public Health – Environmental Health Services.
- b) **Less than Significant Impact.** The proposed project will not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, as there is sufficient capacity in the existing system for the proposed use. The proposed project will be serviced by existing sewer and water lines in proximity to the project. Wastewater and water treatment facilities will be provided by the City of Redlands.
- c) **Less than Significant Impact.** The project requires the construction of new storm water

drainage facilities or expansion of existing facilities, the construction of which will not cause significant environmental effects. County Public Works has reviewed the Preliminary Water Quality Management Plan and Hydrology Study for this project and has determined that all necessary drainage improvements, both on and off site, have been included in the project design or are required as conditions of project construction.

The proposed project will be required to construct an on-site storm drain system and a segment of off-site storm drain that will connect to an existing storm drain system. The storm drain has been designed to capture, convey and discharge the project's storm flows. Runoff from this site will eventually flow to a 60 inch storm drain pipe in Almond Avenue. However, at this time, the entire storm drain system in Almond Avenue is not fully constructed. In the interim, drainage from the site will be directed to a proposed water quality detention basin located along the west property boundary. The on-site detention basin will accommodate the entire project runoff until such time that the storm drain pipe is fully constructed. Until then, runoff leaving the project site will be limited to less than existing predevelopment conditions via surface street drainage.

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

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>XVII. MANDATORY FINDINGS OF SIGNIFICANCE:</b>				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects, which shall cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**SUBSTANTIATION:**

- a) **Less than Significant Impact.** The project does not have the potential to significantly degrade the overall quality of the region's environment, or substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population or drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. The project habitat assessment did not identify any rare or endangered species or other sensitive species of plants or animals or habitat that would be significantly impacted by this project. Precautionary surveys have been required to avoid potential impacts to nesting birds. There are no identified historic or prehistoric resources identified on this site. If any archaeological or paleontological resources are identified during construction the project, the project is conditioned to stop and identify appropriate authorities, who properly record and/or remove for classification any such finds.
- b) **Less than Significant Impact.** The project does not have impacts that are individually limited, but cumulatively considerable. The sites of projects in the area to which this project would add cumulative impacts have either existing or planned infrastructure that is sufficient for all planned uses. These sites either are occupied or are capable of absorbing such uses without generating any cumulatively significant impacts.



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

## **XIX. MITIGATION MEASURES**

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

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

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

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

*[Mitigation Measure III-1] General Requirements/Planning*

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

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

signs of any dirt track-out at the conclusion of any workday and after street sweeping.  
[Mitigation Measure III-2] Prior to Grading Permit/Planning

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

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

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

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

- III-5 East Valley Area Plan Mitigation AQ/EVAP – SART Mitigation Fee. Prior to issuance of building permits the developer shall contribute a fair share fee of \$1435 per net acre to the

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

IV-1 Nesting Bird Survey. If construction activities are proposed during the avian breeding season (February 1 through August 31) a pre-construction avian nesting bird survey shall be conducted in areas potentially affected (directly or indirectly) by project implementation prior to development (generally within 7 days of beginning construction activities) to determine if active nests are present. The results of the pre-construction nesting bird survey (if required depending on the timing of construction activities) would determine the appropriate measures (if necessary) to reduce potentially adverse impacts to those species that potentially breed in the area. If active nests are located, no grading or heavy equipment activity shall take place within at least 300 feet of an active raptor nest (e.g., burrowing owl) or special-status bird nest (non-listed), and within 100 feet of most common songbird nests. Development activities performed outside of the avian breeding season (September 1 to January 31) would eliminate the need to conduct pre-construction nesting survey and would ensure that there were no constraints to construction relative to the MBTA/CDFG code. [Mitigation Measure IV-1] Prior to Grading/Planning

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

- 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.
- 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)
- 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.
- Proposed uses and structures shall be consistent with the San Bernardino International Airport Comprehensive Land Use Plan (ACLUP).

[Mitigation Measure VIII-1] General Requirement/Planning

VIII-2 AR3 Design Requirements. The project is within the Airport Safety Review Area Three (AR-3) Overlay. The developer shall grant an Avigation and Noise Easement to the San Bernardino International Airport. The developer shall submit copies of the proposed



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*Avigation & Noise Easement to both County Planning and the affected airport for review and approval. Also, notice shall be provided to any renters, lessees or buyers of the subject property that the site is subject to this Avigation and Noise Easement and that there will be aircraft over-flight with potential noise problems associated with aircraft operations. This information shall be incorporated into the CC & R's, if any, and in all lease and rental agreements. [Mitigation Measure VIII-2] Prior to Building Permit/Planning*

XVI-1 *Regional Transportation Mitigation Fees.* *This project is subject to the Regional Transportation Development Mitigation Plan for the Redlands Donut Hole subarea. The required fee for this project shall be paid by cashier's check to the Department of Public Works Business Office. The Regional Transportation Fee Plan can be found at the following website:[http://www.sbcounty.gov/dpw/transportation/transportation\\_planning.asp](http://www.sbcounty.gov/dpw/transportation/transportation_planning.asp) [Mitigation Measure XVI-1] Prior to Building Permit/County Traffic.*

## **GENERAL REFERENCES**

Alquist-Priolo Special Studies Zone Act Map Series (PRC 27500)

California Department of Water Resources Bulletin #118 (Critical Regional Aquifers).

CEQA Guidelines, Appendix G

California Standard Specifications, July 1992

County Museum Archaeological Information Center

County of San Bernardino Development Code, 2007

County of San Bernardino General Plan, adopted 2007

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

County of San Bernardino, Countywide Integrated Waste Management Plan.

County of San Bernardino, *San Bernardino County Storm Water Program, Model Water Quality Management Plan Guidance*.

County of San Bernardino Road Planning and Design Standards

Environmental Impact Report, San Bernardino County General Plan, 2007

Federal Emergency Management Agency Flood Insurance Rate Map and Flood Boundary Map

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

County of San Bernardino, Greenhouse Gas Emissions Reduction Plan, January 6, 2012.

## **PROJECT SPECIFIC STUDIES:**

Thienes Engineering, Inc., December 15, 2011, Water Quality Management Plan, Almond Avenue Industrial Park.

Thienes Engineering, Inc., December 15, 2011, Preliminary Hydrology Calculations, Almond Avenue Industrial Park.

Ecological Sciences, November 30, 2011, Habitat Suitability Evaluation, 18.5-acre site, Redlands Area of San Bernardino County, California.

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NorCal Engineering, November 14, 2011, Geotechnical Engineering Investigation, Proposed Almond Industrial Development.

Kunzman Associates, Inc. December 1, 2011, Air Quality, Global Climate Change, and Health Risk Assessment Impact Analysis, Almond Avenue Industrial Project.

Kunzman Associates, Inc., December 1, 2011, Focused Traffic Analysis, Almond Avenue Industrial Project.

Kunzman Associates, February 13, 2005, County of San Bernardino Donut Hole Projects Cumulative Traffic Impact Analysis

Arcadis, November 22, 2011, Phase I Environmental Site Assessment and Geophysical Survey

## **EXHIBIT C**

### **CONDITIONS OF APPROVAL**



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# **CONDITIONS OF APPROVAL**

## **Conditional Use Permit**

### **KTR Capital Partners**

## **GENERAL REQUIREMENTS**

### Conditions of Operation and Procedures

#### LAND USE SERVICES/ Planning (909) 387-8311

1. Project Approval Description. This Conditional Use Permit (CUP) is approved to be constructed and operated in compliance with the San Bernardino County Code (SBCC), the following conditions of approval, the approved site plan and any other required and approved reports and/or displays (e.g. elevations). This project includes the construction of a 426,000 (maximum) square-foot industrial building with 10,000 square feet of office area to be used as a "High Cube" warehouse distribution facility (Project). The Project site is 18.36 acres located on the southwest corner of Almond Avenue and Nevada Street. Parking approved for the facility is based upon the above land use description.
  - a) Project signs shall comply with SBCC Chapter 83.13.
  - b) Project landscaping shall comply with SBCC Chapter 83.10
  - c) Project parking and internal access shall comply with SBCC Chapter 83.11. There are 174 parking spaces required and 207 parking spaces are proposed, which includes 199 standard spaces and 8 disabled accessible spaces.
  - d) Project construction shall comply with all applicable construction codes including the California Building Codes (CBC) and Uniform Fire Code (UFC). The "developer" shall provide a copy of the approved conditions and site plan to every current and future project tenant, lessee, and property owner to facilitate compliance with these conditions of approval and continuous use requirements. Project APN: 0292-053-03, 04; Project Number P201100530.
2. "Developer" Defined. The term "developer" as used in these conditions of approval for this project and for any development of this project site, includes all of the following: the applicant, the property owner and any lessee, tenant or sub-tenant, operator and/or any other agent or other interested party of the subject project and/or project site and/or any heir or any other successor in interest in the project site or project land use by sale or by lease of all or of a portion of the project site or project land uses and/or any other right given to conduct any land use in any or all of the project structures or any area on the project site.
3. High Cube Warehouse – "High Cube" Warehouse is defined by the National Association of Industrial and Office Properties (NAIOP) 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 ration 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.

4. 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. Revision to an Approved Action) be submitted to County Planning for review and approval obtained.
5. 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.
6. 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 a 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.

7. Extension of Time. Extensions of time to the expiration date (listed above or as otherwise extended) may be granted in increments each not to exceed an additional three years beyond the current expiration date. An application to request consideration of an extension of time may be filed with the appropriate fees no less than thirty 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)
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. 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.



10. Project Account. The Job Costing System (JCS) account number is P201100530. 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 \$1000.00 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. There shall be sufficient funds (\$500.00) remaining in the account to properly fund file closure and any other required post-occupancy compliance review and inspection requirements (e.g. landscape performance).
11. Condition Compliance. In order to obtain construction permits for grading, or any new building, final inspection, the developer shall process a Condition Compliance Release Form (CCRF) for each respective building and/or phase of 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 Permits - a copy of the signed CCRF for grading/land disturbance and two “red” stamped and signed approved copies of the grading plans.
  - Building Permits - a copy of the signed CCRF for building permits and three “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.
12. 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: Federal Aviation Administration
  - b) State of California: Regional Water Quality Control Board (RWQCB), South Coast Air Quality Management District (AQMD).
  - c) County of San Bernardino: Land Use Services - Code Enforcement; Building and Safety, Public Health-Environmental Health Services, Special Districts, Public Works. County Fire, and
  - d) Local: Local Agency Formation Commission (LAFCO), San Bernardino International Airport Authority (Avigation Easement), City of Redlands by

special agreement provides water, sewer, sanitation, police and fire services to this area

13. 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 users (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-resistant, fire retardant vegetation shall be used where practicable. Where landscaped areas are irrigated, it shall be done in a manner designed to conserve water, minimizing 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, materials, 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 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 sign plan.
  - i) Parking and on-site circulation requirements, including surfaces, all markings and traffic/directional signs shall be maintained in an unfaded condition as identified on the approved site plan. Any modification to parking and access layout requires County review and approval. The markings and signs shall be clearly defined and legible. These include parking spaces, disabled space and access path of travel, directional designations and signs, stop signs, pedestrian crossing, speed humps “No Parking” “carpool” and “Fire Lane” designations.
14. 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. In addition to these, none of the following shall be perceptible without instruments at any point outside the project boundaries at adjoining property lines:

- Odors: No offensive or objectionable odor
- Emissions: No emission of dirt, dust, fly ash, and other forms of particulate matter.
- Smoke: No smoke from any project source shall be emitted of a greater density than that described in No. 2 on the Ringelmann Chart (as published currently by the United States Bureau of Mines)
- Radiation: No dangerous amount of radioactive emissions.
- Toxic Gases: No emission of toxic, noxious or corrosive fumes of gases.
- Glare: No intense glare that is not effectively screened from view at any point outside the project boundary.

15. 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 roadways 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.
16. 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, structures and landscaping located within any clear sight triangle shall comply with the height and location requirements specified by County Development Code (SBCC§ 83.02.030) or as otherwise required by County Traffic.
17. 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.
18. 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.
19. 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.

20. AR3 Operational Requirements. *The project site is within an Airport Safety Review Area Three (AR3) Overlay, therefore the following standards and criteria shall apply to all operations, structures, and land uses:*
- a) *All structures and land uses shall be designed and operated so that they shall not reflect glare, emit electronic interference, produce smoke, or store or dispense hazardous materials in such a manner that would endanger aircraft operations or public safety in the event of an aircraft accident.*
  - b) *Vegetation shall be maintained not to exceed the height limitations established in Federal Aviation Regulations (FAR) Part 77, unless otherwise provided by Form 7460-1)*
  - c) *The “developer”/property owner shall include with all lease and rental agreements and separately to all renters, tenants, lessees or buyers; information that the site is subject to aircraft overflight from the appropriate airport, is subject to the potential noise problems associated with aircraft operations, and is subject to an Aviation 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*
21. AQ/Operational Mitigation. *The “developer” shall implement the following air quality mitigation measures, during operation of the approved land use: All on-site equipment and vehicles (off-road/ on-road), shall comply with the following:*
- a) *County Diesel Exhaust Control Measures [SBCC §83.01.040 (c)]*
  - b) *Signs shall be posted requiring all vehicle drivers and equipment operators to turn off engines when not in use.*
  - c) *All engines shall not idle more than five minutes in any one-hour period on the project site. This includes all equipment and vehicles.*
  - d) *Engines shall be maintained in good working order to reduce emissions.*
  - e) *Ultra low-sulfur diesel fuel shall be utilized.*
  - f) *Electric, CNG and gasoline-powered equipment shall be substituted for diesel-powered equipment, where feasible.*
  - g) *On-site electrical power connections shall be made available, where feasible.*
  - h) *All transportation refrigeration units (TRU’s) shall be provided electric connections, when parked on-site.*
- [Mitigation Measure III-1] General Requirements/Planning*
22. Anti-Idling Enforcement (GHG Reduction Measure R2T1). *All commercial vehicles are restricted to idle for not more than 5 minutes per trip on site and at loading docks (1 point).*

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

23. 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.

24. 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) (909) 387-4666

25. Noise. Noise level shall be maintained at or below County Development Code Standards, Section 83.01.080. For information, please call DEHS at 909-387-4666.
26. 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, 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 if 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: 909-387-4655.

COUNTY FIRE/ Community Safety (909) 386-8465

27. 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.
28. 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.

PUBLIC WORKS/ Land Development - Drainage (909) 387-8218

29. 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.

30. Additional Drainage Improvements. In addition to the 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 Public Works, Land Development Division.
31. 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.
32. BMP Enforcement. In the event the property owner/"developer" (including any successors or assigns) fails to accomplish the necessary BMP maintenance within five (5) days of being given written notice by County Public Works, then the County shall cause any required maintenance to be done. The entire cost and expense of the required maintenance shall be charged to the property owner and/or "developer", including administrative costs, attorney's fees and interest thereon at the rate authorized by the County Code from the date of the original notice to the date the expense is paid in full.

PUBLIC WORKS / Land Development – Road (909) 387-8145

33. Road Standards. All required street improvements shall comply with latest San Bernardino County Road Planning and Design Standards and the San Bernardino County Standard Plans.
34. Access. The property currently has temporary full turning movement access to Nevada St. The County reserves the right in the future to construct and/or install a raised median on Nevada St or other appropriate safety measures/traffic control devices for the purposes of protecting public health and safety, which could result in the property having only right-in and right-out access to Nevada St.

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

35. 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.

### **PRIOR TO ISSUANCE OF GRADING PERMITS**

The following shall be completed:

#### LAND USE SERVICES/ Building and Safety (909) 387- 4246

36. Soils Report. When earthwork quantities exceed 5,000 cubic yards, a new/updated geotechnical (soil) report shall be submitted to the Building and Safety Division for review and approval prior to issuance of grading permits.
37. Geologic Feasibility Report. A geologic feasibility 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 issuance of grading permits.
38. Grading Plans. If grading exceeds fifty (50) cubic yards, approved plans will be required.
39. NPDES. An NPDES permit - Notice of Intent (NOI) - is required on all grading of one (1) acre or more prior to issuance of a grading/construction permit. The WDID number issued by the Regional Water Quality Control Board will be required as evidence of filing the NOI.

#### LAND USE SERVICES/ Planning (909) 387- 8311

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

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

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

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

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

42. *Nesting Bird Survey.* *If construction activities are proposed during the avian breeding season (February 1 through August 31) a pre-construction avian nesting bird survey shall be conducted in areas potentially affected (directly or indirectly) by project implementation prior to development (generally within 7 days of beginning construction activities) to determine if active nests are present. The results of the pre-construction nesting bird survey (if required depending on the timing of construction activities) would determine the appropriate measures (if necessary) to reduce potentially adverse impacts to those species that potentially breed in the area. If active nests are located, no grading or heavy equipment activity shall take place within at least 300 feet of an active raptor nest (e.g., burrowing owl) or special-status bird nest (non-listed), and within 100 feet of most common songbird nests. Development activities performed outside of the avian breeding season (September 1 to January 31) would eliminate the need to conduct pre-construction nesting survey and would ensure that there*



*were no constraints to construction relative to the MBTA/CDFG code. [Mitigation Measure IV-1] Prior to Grading/Planning*

43. Cultural Resources. The developer/property owner shall submit for review and obtain approval from County Planning of a letter agreeing to adhere to the following requirements and to include in any construction contracts/subcontracts a provision that project contractors shall also adhere to the following requirements:
- If archaeological, paleontological and/or historical resources are uncovered during ground disturbing activities, all work in that area shall cease immediately until written clearance by County Planning is provided indicating that satisfactory mitigation has been implemented. A qualified expert (e.g. archaeologist or paleontologist), as determined by County Planning in consultation with the County Museum shall be hired to record the find and recommend any further mitigation. The developer shall implement any such additional mitigation to the satisfaction of County Planning.
  - If human remains are uncovered during ground disturbing activities, the San Bernardino County Coroner shall be contacted within 24 hours of the find. If the remains or cultural artifacts are determined to be of Native American origin, the local Native American representative shall also be notified.

PUBLIC WORKS / Land Development Division – Drainage Section (909) 387-8145

44. 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.
45. 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.
46. Storm Drain Facility. Design a storm drain facility per latest Comprehensive Storm Drainage Plan. Submit storm drain plans for review and approval.
47. Topo Map. A topographic map shall be provided to facilitate the design and review of necessary drainage facilities.
48. 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.
49. 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](http://www.sbcounty.gov/dpw/land/environmental_mgmt.asp)

50. WQMP Inspection Fee. The developer shall deposit an inspection fee for WQMP in the amount of \$3,600 to Land Development Division.

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

51. C&D Plan – Part 1. The developer shall prepare, submit, and obtain approval from Solid Waste Management Division (SWMD) of a "Construction Waste Management Recycling Plan (C&D Plan), Part I". The C&D Plan 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.

Upon completion of construction, 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 documenting material types and weights from diversion facilities or certification reuse of materials on site.

COUNTY FIRE/ Community Safety (909) 386-8465

52. 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 and 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

53. 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.
54. 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.
55. 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.
56. 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.
57. 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.
58. Path of Travel. Provide a path of travel from the disabled parking spaces up to the primary entrance of each accessible building or area.
59. Energy Efficiency for Commercial Development (GHG Reduction Measure R2E7). The developer shall document that the design of the proposed structure exceeds the current Title 24 energy efficiency requirements as indicated below:
  - Insulation – Modestly Enhanced Insulation (5% > Title 24) (4 points)
  - Windows - Modestly Enhanced Windows (5% > Title 24) (4 points)
  - Doors - Modestly Enhanced Doors (5% > Title 24) (4 points)
  - Air Infiltration – Reduced Building Envelope Leakage (15% > Title 24) (8 points)
  - Heating and Cooling Distribution System – Reduced Distribution Losses (15% > Title 24) (8 points)
  - Space Heating/cooling Equipment – Efficiency HVAC (5% > Title 24) (4 points)
  - Water Heaters – Efficiency Water Heaters (Energy Star conventional that is 5% > Title 24) (4 points)

- Daylighting – All rooms within the building shall have daylight (through use of windows, solar tubes, skylights, etc.) such that each room has a least 800 lumens of light during a sunny day (5 points).
  - Artificial Lighting – Efficient Lights (5% > Title 24) (4 points)
  - Appliances – Efficient Appliances (5% > Title 24) (4 points)
60. New Commercial/Industrial Renewable Energy (GHG Reduction Measure R2E9 and R2E10). The proposed structure shall be designed and constructed with a solar ready roof and electric hookups to accommodate future photovoltaic panels (2 points).
61. Potable Water - Per Capita Water Use Reduction Goal (GHG Reduction Measure R2WC-1). The project shall include the following potable water reduction measures that exceeds the current Title 24 energy efficiency requirements as indicated below::
- The project shall include EPA High Efficiency Showerheads (15% > Title 24) (3 points).
  - The project shall include EPA High Efficiency toilets/urinals (15% > Title 24) (3 points).
  - The project shall include EPA High Efficiency faucets (15% > Title 24) (3 points).

LAND USE SERVICES/ Planning (909) 387-8311

62. Lot Merger. Prior to issuance of any building permit, a lot merger must be recorded to merge APNs: 0292-053-03 and 0292-053-04 into one parcel.
63. 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.
64. Construction and Demolition Debris Diversion Program (GHG Reduction Measure R2T6). The contractor shall recycle a minimum of 20% of all project related construction and demolition debris. Prior to issuance of a Building Permit the developer shall submit a plan of construction recycling showing how 20% of all construction related materials will be recycled (6 points).
65. 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.
66. 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.
67. AQ - Coating Restriction Plan. *The developer shall submit for review and obtain approval from County Planning of a Coating Restriction Plan (CRP), consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/subcontracts a condition that the contractors adhere to the requirements of the CRP. The CRP measures shall be following implemented to the satisfaction of County Building and Safety:*
- a) Architectural coatings with Reactive Organic Compounds (ROC) shall not have content greater than 100 g/l.*
  - b) Architectural coating volume shall not exceed the significance threshold for ROG, which is 75 lbs. /day and the combined daily ROC volume of architectural coatings and asphalt paving shall not exceed the significance threshold for ROC of 75 lbs. per day.*
  - c) High-Volume, Low Pressure (HVLP) spray guns shall be used to apply coatings.*
  - d) Precoated/natural colored building materials, water-based or low volatile organic compound (VOC) coatings shall be used, if practical.*
  - e) Comply with SCAQMD Rule 1113 on the use or architectural coatings.*
- [Mitigation Measure III-4] Prior to Building Permit/Planning*
68. 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*
69. 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.
70. Irrigation and Landscaping - Per Capita Water Use Reduction Goal (GHG Reduction Measure R2WC-1). The project shall include the following irrigation and landscaping water reduction measures:

- The project shall include drip irrigation and the installation of a water efficient landscaping system that utilizes a smart irrigation control system, with a demonstrated 20 percent reduced water use (5 points).
  - Water efficient landscaping shall be installed that includes no turf and only drought tolerant plants (4 points).
71. Renewable Fuel/Low Emissions Vehicles (GHG Reduction Measure R2T5). The project shall include the installation of two (2) electric vehicle charging stations in the parking area (16 points).
72. 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*
73. 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.

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

74. Sign Registration. Prior to installation of any freestanding, wall, roof, projecting or monument sign, an approved sign registration application and plot plan are required.

SPECIAL DISTRICTS/Street Lights (909) 387-5940

75. Street Lighting Plans Developer shall submit street lighting plans and check fees for review and approval. Please submit plans to Special Districts Department,

157 W. 5<sup>th</sup> St., 2<sup>nd</sup> Floor, San Bernardino, CA 92415-0450, telephone (909) 387-5940.

76. Annexation to CFD. Annexation to Community Facilities District 2010-1 (CFD 2010-1) is required for the purpose of financing ongoing streetlight costs. For information regarding annexation to CFD 2010-1, please contact Special Districts Department, Lien Administration 157 W. 5<sup>th</sup> St., 2<sup>nd</sup> Floor, San Bernardino, CA 92415-0450, (909) 387-5829.

PUBLIC HEALTH/ Environmental Health Services (DEHS) (909) 387-4666

77. Water. Water purveyor shall be City of Redlands.
78. 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 909-387-4655. Letter dated November 21, 2011 on file with EHS.
79. Sewer. Method of sewage disposal shall be City of Redlands.
80. Wastewater Verification. Developer shall procure a verification letter from the City of Redlands. This letter shall state whether or not water connection and service shall be made available to the project by the City of Redlands. This letter shall reference the File Number and Assessor's Parcel Number. Letter dated November 21, 2011 on file with EHS.
81. 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 909-387-4655.
82. Wholesale Food Distributors. Plans for wholesale food distributors shall be reviewed and approved by DEHS. For information, call DEHS/Plan Check at: 909-884-4056.

PUBLIC WORKS/ Land Development - Roads (909) 387-8218

83. Required Road dedication and Improvements. Prior to issuance of building permits, 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 San Bernardino County Department of Public Works, 825 E. Third Street, Room 204, San Bernardino CA 92415-0835, Phone 387-8218:

**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 & 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.

84. Road Design. Road sections within or bordering the development shall be designed and constructed to Valley Road standards and to Road Standards of San Bernardino County in accordance with the policies and requirements of the County Department of Public Works and the Master Plan of Highways.
85. Street Improvement Plans. The developer shall submit for review and obtain approval of street improvement plans prior to construction.
86. 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.
87. 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.
88. 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.

89. 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.
90. Transitional Improvements. Right-of-way and improvements (including off-site) to transition traffic and drainage flows from proposed to existing shall be required.
91. 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/Traffic Division (909) 387-8186

92. Truck Drive Radii. All curb returns or driveways should have radii between 50-80 feet for the truck turning templates.
93. Regional Transportation Mitigation Fees. *This project is subject to the Regional Transportation Development Mitigation Plan for the Redlands Donut Hole subarea. The required fee for this project shall be paid by cashier's check to the Department of Public Works Business Office. The Regional Transportation Fee Plan can be found at the following website:  
[http://www.sbcounty.gov/dpw/transportation/transportation\\_planning.asp](http://www.sbcounty.gov/dpw/transportation/transportation_planning.asp)  
[Mitigation Measure XVI-1] Prior to Building Permit/County Traffic.*

COUNTY FIRE/ Community Safety (909) 386-8465

94. Access. The development shall have a minimum of 2 points of vehicular access. These are for 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 drives 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 provisions.
  - Multi-Story Road Access Width. Buildings 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.
95. Building Plans. Not less than two (2) complete sets of Building Plans shall be submitted to the Fire Department for review and approval.

96. 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.
97. 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
98. Water System Large Commercial. A water system approved and inspected by the Fire Department is required. The system shall be operational, prior to any combustibles being stored on the site. The applicant is required to provide a minimum of one new six (6) inch fire hydrant assembly with one (1) two and one half (2 1/2) inch and two (2) four (4) inch outlet. All fire hydrants shall be spaced no more than three hundred (300) feet apart (as measured along vehicular travel-ways) and no more than one hundred fifty (150) feet from any portion of a structure.
99. Fire Sprinkler-NFPA #13. An automatic fire sprinkler system complying with NFPA Pamphlet #13 and the Fire Department standards is required. The applicant shall hire a Fire Department approved fire sprinkler contractor. The fire sprinkler contractor shall submit three (3) sets of detailed plans to the Fire Department for review and approval. The plans (minimum 1/8" scale) shall include hydraulic calculations and manufactures specification sheets. The contractor shall submit plans showing type of storage and use with the applicable protection system. The required fees shall be paid at the time of plan submittal.
100. Roof Certification. A letter from a licensed structural (or truss) engineer shall be submitted with an original wet stamp at time of fire sprinkler plan review, verifying the roof is capable of accepting the point loads imposed on the building by the fire sprinkler system design.
101. 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.
102. Access – 150+ feet. Roadways exceeding one hundred fifty (150) feet in length shall be approved by the Fire Department. These shall be extended to within one hundred fifty (150) feet of and shall give reasonable access to all portions of the exterior walls of the first story of any building.

103. Smoke and Heat Removal. Mechanical smoke removal systems shall be provided for building protected by EFSR sprinkler systems as required by the Chief. The mechanical smoke removal systems shall meet the requirements of UFC Standard 81-3 and the including the following:
- a. A central control room for fire department operations shall be provided. The location and accessibility of the central control station room shall be approved by the Fire Department. The central control station room shall be separated from the remainder of the building by not less than a one-hour fire-resistive occupancy separation. The room shall be a minimum of ninety-six square feet (96 s.f.) with a minimum dimension of 8 (2438mm). It shall contain the following as a minimum:
    - The fire alarm control panel and system site map.
    - Status indicators and control for mechanical smoke remove removal system.
    - Sprinkler valve and water-flow detector display panels.
    - Schematic building plans indicating the typical floor plan, means of egress, fire-protection systems, firefighting equipment and access.
    - Other fire-protection equipment and system controls as required by the chief.
    - Lighting for the central control station shall have emergency lighting powered by the standby electrical system.
  - b. A standby power-generator set conforming to Electrical Code shall be provided on premises. The set shall supply all functions required by this section at full power. Set supervisions with manual start and transfer override features shall be provided at the central control station.
  - c. The standby system shall have a capacity and rating that would supply all equipment required to be operational at the same time. All emergency systems power, lighting, signal and communication facilities as applicable: fire pumps required to maintain pressure, standby lighting and normal circuits supplying exit signs and means of egress illumination shall be transferable to the standby source.
104. Class I standpipe system. A Class I standpipe system is required. A Fire Department approved fire sprinkler contractor shall submit three (3) sets of hydraulic calculations and detailed plans to the Fire Department for review and approval, showing type of storage and use with the applicable protection system. Commercial and industrial buildings in excess of two hundred thousand (200,000) square feet with an interior area less than four hundred (400) feet in width, shall be equipped with a Class I standpipe system, located at every other access door with a maximum of three hundred (300) feet spacing. Buildings with an interior area greater than four hundred (400) feet in width shall be equipped with a Class I standpipe system located at every access door maximum of one hundred (100) foot spacing. Standpipe connections shall be configured to reach any portion of interior space within two hundred (200) feet in any direction of travel. This system shall be calculated to provide two hundred and fifty (250) gpm @ 100 psi per hose outlet from an adjacent fire sprinkler riser with two hand lines flowing. The two most hydraulically remote outlets are to be included in the

design for a total flow of 500 gpm minimum per system. A Fire Department approved fire sprinkler contractor shall submit four (4) sets of hydraulic calculations and detailed plans, showing type of storage and use with the applicable protection system. The required fees shall be paid at the time of plan submittal. [F70]



**PRIOR TO FINAL INSPECTION OR OCCUPANCY PERMITS**

The Following Shall Be Completed:

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

105. 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.
106. 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.
107. Path of Travel. Provide a path of travel from all parking spaces for the disabled up to the primary entrances of each building.
108. 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

109. 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.
110. 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.
111. 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.
112. 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.
113. 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.
114. Building Elevations. The building construction shall be completed in conformance with the approved architectural elevations to the satisfaction of County Planning.
115. 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.
116. 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.

Failure to accomplish the screening and other landscape objectives listed in these conditions shall require additional/replacement plantings and/or other

corrective measures as determined necessary by County Code Enforcement in coordination with County Planning. Also the time requirement for the SUP shall be extended and continue until such time as the objectives have been accomplished to the satisfaction of County Code Enforcement in coordination with County Planning and then sustained for one subsequent year.

117. 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

118. 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.

SPECIAL DISTRICTS (909) 387-5940

119. Street Lighting Installed. All required streetlights shall be installed and operating to the satisfaction of the Special Districts Department.
120. Water Quality Monitoring. A long term water quality monitoring program shall be implemented by the developer, as deemed necessary by and to the satisfaction of County Special Districts. Bi-annual samples shall be taken and the results shall be submitted to the satisfaction of either County Special Districts and/or the Regional Water Quality Control Board. All water quality samples shall conform to the requirements of Ordinance Number SD-06-09 and the waste discharge requirements of the RWQCB. Applications that do not or cannot comply with these discharge requirements are required to install on-site detention/treatment facilities prior to connection to the public storm drain system in accordance with the County's Water Quality Management Plan.

PUBLIC WORKS/ Land Development Division – Drainage Section (909) 387-8145

121. Drainage and WQMP Improvements. All required drainage and WQMP improvements shall be completed by the applicant, inspected and approved by County Public Works.
122. WQMP Final File. An electronic file of the final and approved WQMP shall be submitted to Land Development Division, Drainage Section.

PUBLIC WORKS/ Land Development - Roads (909) 387-8218

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

128. 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.
129. 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

130. 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

131. Commercial Addressing. Commercial and industrial developments of 100,000 sq. ft. or less shall have the street address installed on the building with numbers that are a minimum six (6) inches in height and with a three quarter (3/4) 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. Fire Extinguishers. Hand portable fire extinguishers are required. The location, type, and cabinet design shall be approved by the Fire Department.
134. 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.



135. 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.
136. 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.
137. Override Switch. Where an automatic electric security gate is used, an approved Fire Department override switch (Knox ®) is required.
138. Material Identification Placards. The applicant shall install Fire Department approved material identification placards on the outside of all buildings and/or storage tanks that store or plan to store hazardous or flammable materials in all locations deemed appropriate by the Fire Department. Additional placards shall be required inside the buildings when chemicals are segregated into separate areas. Any business with an N.F.P.A. 704 rating of 2-3-3 or above shall be required to install an approved key box vault on the premises, which shall contain business access keys and a business plan.

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

139. 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.
140. 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.
141. 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

142. 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.
143. 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

144. 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.
145. Employment Based Trip and VMT Reduction Policy (GHG Reduction Measure R2T2). The developer shall require that all future tenants institute a car/van pool parking program with preferred parking, and offer a transit program with subsidized transit passes for all employees (5 points). The project shall also include the installation of bike racks (1 point).
146. 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).

COUNTY FIRE/ Community Safety (909) 386-8465

147. High-Piled Storage. The applicant shall submit an application for high-piled storage (internal storage over 12' 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.

148. 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.

## **END OF CONDITIONS**