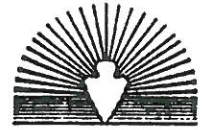




LAND USE SERVICES DEPARTMENT
PLANNING DIVISION
PLANNING COMMISSION STAFF REPORT

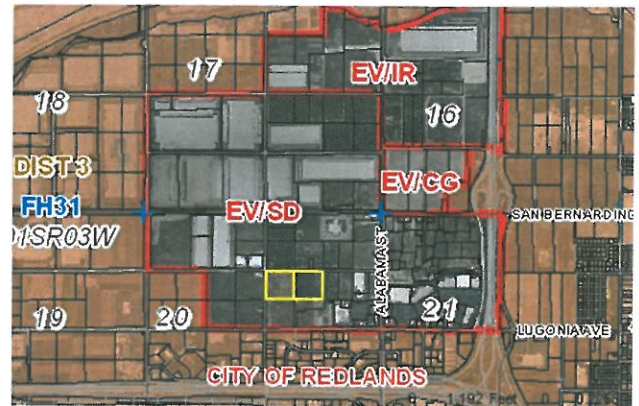


HEARING DATE: April 19, 2012

AGENDA ITEM # 2

Project Description

APN: 0292-055-01
APPLICANT: LYTLE DEVELOPMENT COMPANY
COMMUNITY: REDLANDS/THIRD SUPERVISORIAL DISTRICT
LOCATION: SOUTHEAST CORNER OF NEVADA STREET,
AND ALMOND AVENUE
PROJECT NO: P201100383/CUP
STAFF: HEIDI DURON
REP(S): SAME AS APPLICANT
PROPOSAL: CONDITIONAL USE PERMIT TO ESTABLISH A
425,00 (MAXIMUM) SQUARE FOOT INDUSTRIAL
BUILDING WITH 21,250 SQUARE FEET OF
OFFICE AREA TO BE USED AS A HIGH CUBE
WAREHOUSE DISTRIBUTION FACILITY ON 18.3
ACRES.



14 Hearing Notices Sent On: April 5, 2012
P.C. Field Inspection Date: April 10, 2012

Report Prepared By: Heidi Duron
Inspected By: Commissioner Kwappenberg

SITE INFORMATION:

Parcel Size: 18.3 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	Vacant	East Valley Area Plan EV/SD
South	Vacant	East Valley Area Plan EV/SD
East	Vacant	East Valley Area Plan EV/SD
West	Vacant	East Valley Area Plan EV/SD

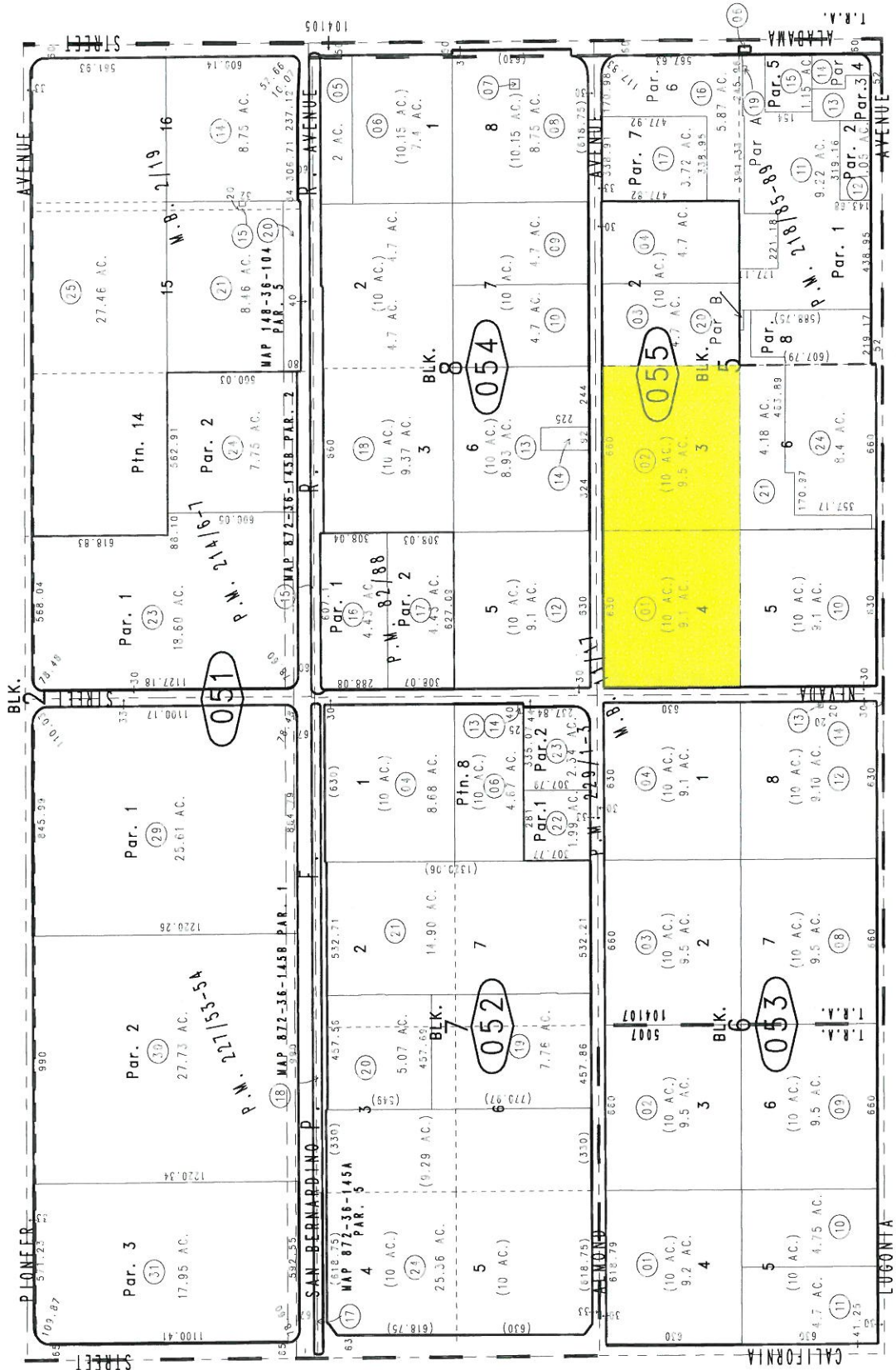
	<u>AGENCY</u>	<u>COMMENT</u>
City Sphere of Influence:	N/A	N/A
Water Service:	City of Redlands	Per Resolution
Sewer Service	City of Redlands	Per Resolution

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.

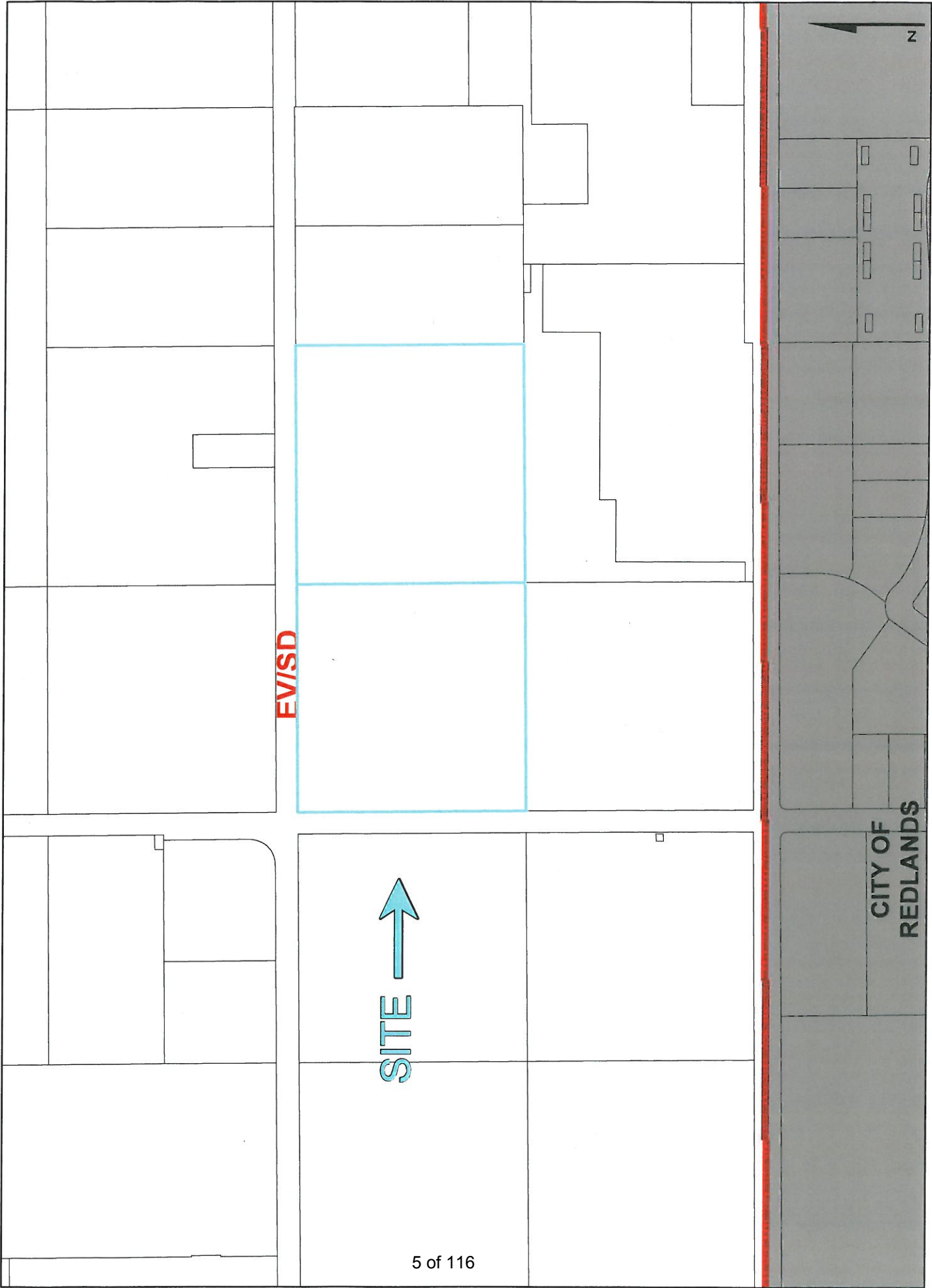
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Assessor's Parcel Map



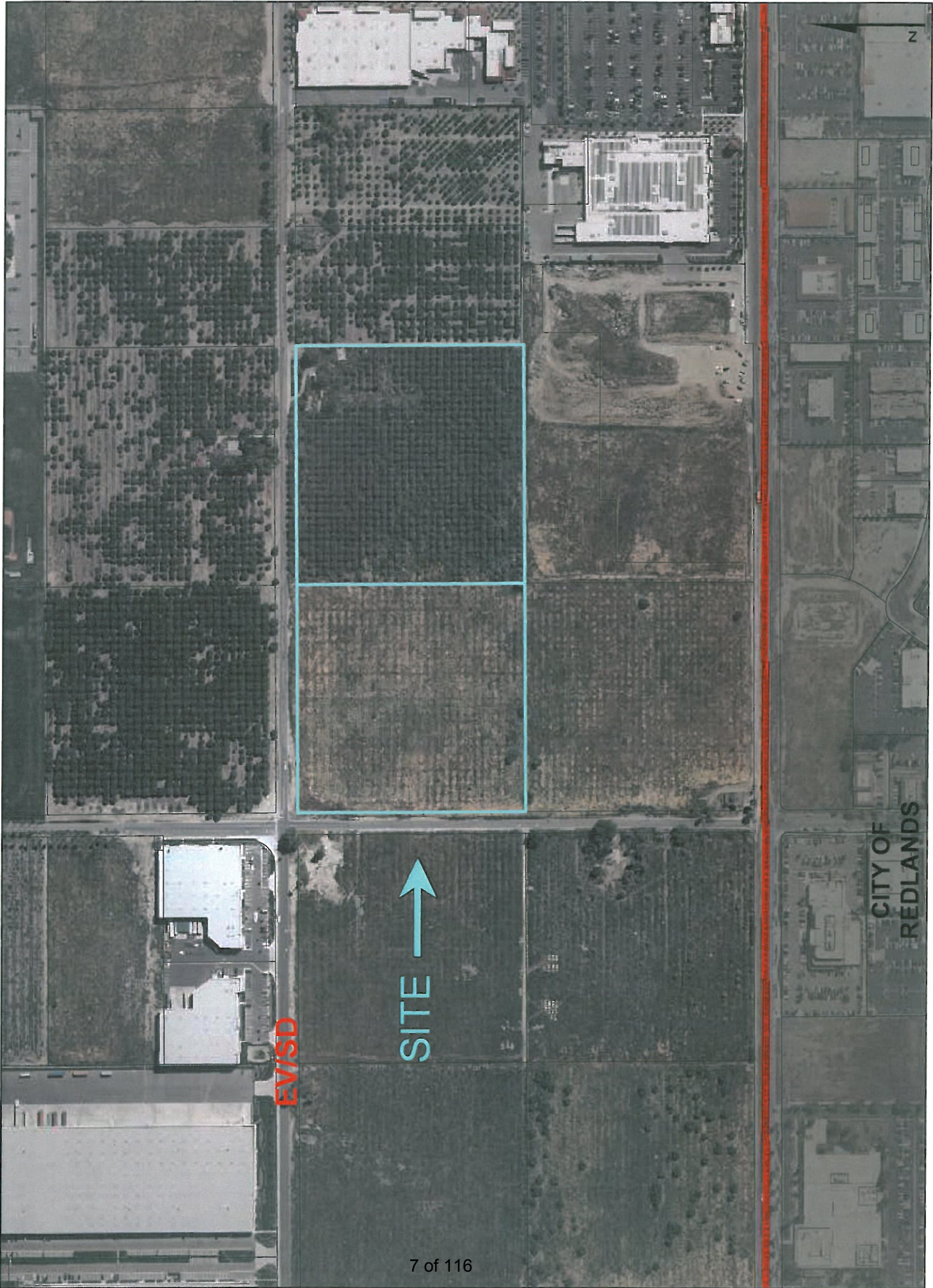
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OFFICIAL LAND USE DISTRICT MAP

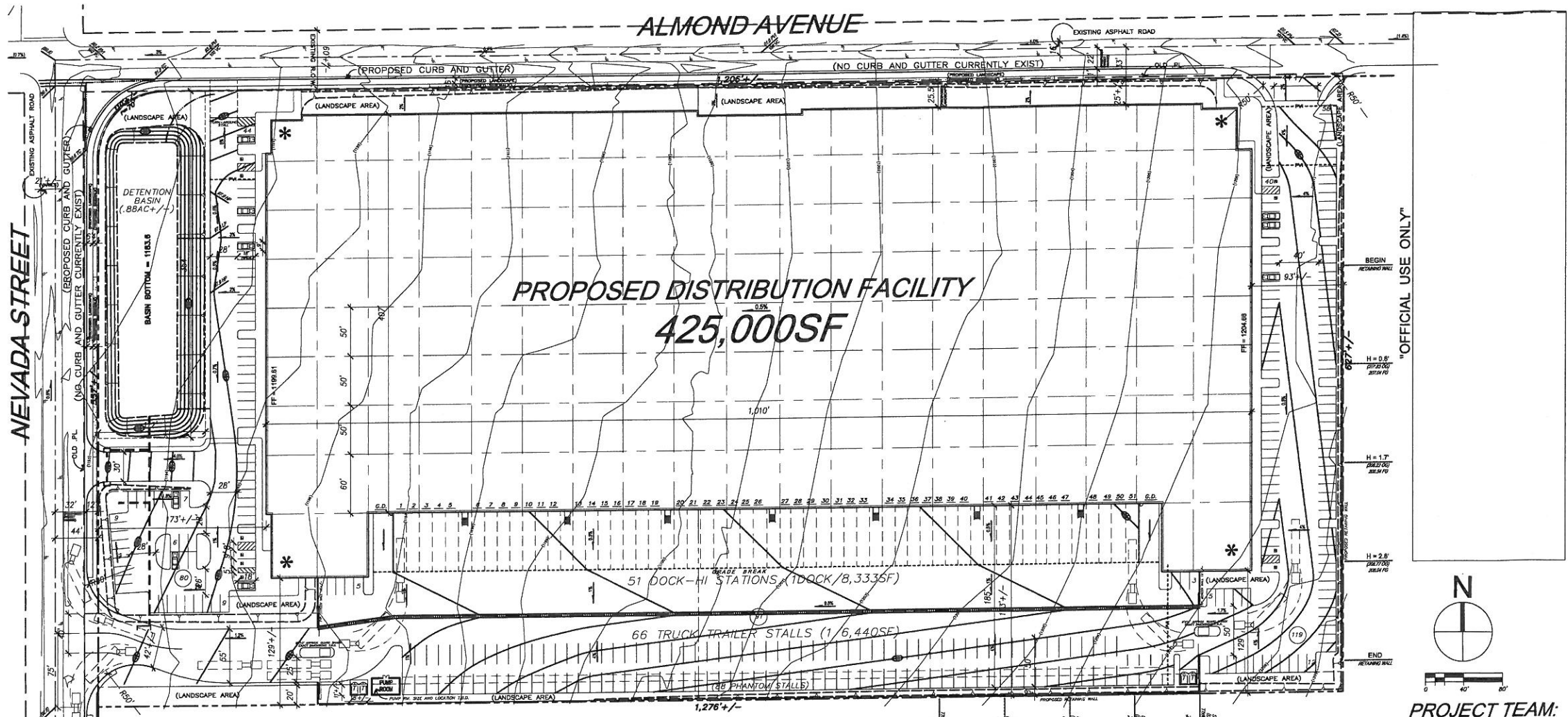


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AERIAL MAP



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PROJECT SUMMARY

LAND AREA:
18.3AC +/- (798,900SF)

BUILDING AREA:
FIRST FLR: 422,000SF
MEZZANINE: 3,000SF

425,000SF

(53.2% F.A.R.)
52.8% COVERAGE
55.9% ON NET COVERAGE
(DEDUCT DETENTION BASIN)

IMPERVIOUS HARDSCAPE AREA:
252,700SF +/- (31.6%)

OPEN SPACE/LANDSCAPE AREA:
124,200SF +/- (15.6%)

AUTO PARKING:

OFFICE: 425,000X.05=21,250SF/250=85 STALLS
WAREHOUSE: 40,000/1,000=40 STALLS
364,000/4,000=91 STALLS

PARKING REQUIRED:
216 STALLS
(.51/1000)

PARKING PROVIDED:
(INCLUDES 88 PHANTOM STALLS)
283 STALLS
(.67/1000)

GENERAL NOTES:

- * POTENTIAL OFFICE/MEZZANINE AREA (EXACT FUTURE LOCATION T.B.D.)
- * "NO PROTECTED PLANTS ON THIS SITE"
- * EXISTING SITE "VACANT" AND PREVIOUSLY A CITRUS GROVE
- * PROPOSED DISTRIBUTION FACILITY IS CONCRETE TILT-UP CONSTRUCTION.
- * DISTRIBUTION FACILITY IS INDICATED AS A SHELL BLDG. W/NO CURRENT TENANT.
- * NO SIGNAGE PROPOSED AT THIS TIME.

VICINITY MAP



* 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 HAVING ONLY RIGHT-IN AND RIGHT-OUT ACCESS TO NEVADA ST.

EASEMENT FOR LOT 4

An easement for water pipelines & incidental purposes in the document recorded in Book 327 of Deeds, Page 100.
An easement for water pipe lines and incidental purposes in the document recorded in book 334 of Deeds, Page 385. (Location of easements cannot be determined from record information)

EASEMENT FOR LOT 3

An easement for water pipelines & incidental purposes in the document recorded in Book 344 of Deeds, Page 373.
An easement for water pipe lines and incidental purposes in the document recorded in book 353 of Deeds, Page 154. (Location of easements cannot be determined from record information)

UTILITY COMPANIES

WATER SEWER SOLID WASTE SERV. & Engineering Dept.
35 Cajon St., #15A
Redlands, CA. 92373
(909)798-7551

ELECTRICAL SERVICE
S.C.E.C.
287 Tennessee St.
Redlands, CA. 92373
(909)307-6767

NATURAL GAS SERVICE
S.C.G.C.
P.O. BOX 3003, SC 8031
Redlands, CA. 92373-0306
(909)335-7547

TELEPHONE SERVICE
VERIZON COMMUNICATIONS
1980 Orange Tree Lane, #100
Redlands, CA. 92374
(909)794-8234

CABLE SERVICE
TIME WARNER CABLE
1500 Auto Center Drive
Ontario, CA. 91761
(909)390-4777

ASSESSOR'S

PARCEL #'S.:
0292-055-01;
0292-055-02

LEGAL DESCRIPTION:

Lots 3 & 4, Block 5, Henry L. Williams Tract, A subdivision of Block 74, Rancho San Bernardino, in the County of San Bernardino, State of California, as per plat recorded in book 11 of maps, page 17, records of said county.

ZONING:

EV/SD

C.U.P. REQUIRED
FOR WRHSE. BLDG.

PROJECT TEAM:

CLIENT/APPLICANT
LYTLE DEVELOPMENT COMPANY
285 West Rialto Avenue
Rialto, CA. 92376
909-937-4058
Contact: Kevin Lynch

CIVIL
OTTIE-BERKELEY GROUPE, INC.
575 East Corraon Drive
Colton, CALIFORNIA 92324
909-370-0911
909-370-1211 FAX
Contact: John Ford Berkeley

ARCHITECT
MacDAVID AUBORT AND ASSOC.
9281 Irvine Boulevard
IRVINE, CALIFORNIA 92618
949-305-2200 x224
949-305-2233 FAX
Contact: DAN MacDAVID



MacDavid Aubort
and Associates Incorporated
Architecture • Planning • Interiors
9281 Irvine Boulevard Irvine, California 92618
P: 949.305.2200 F: 949.305.2233

SITE PLAN #7

REDLANDS 425K DISTRIBUTION FACILITY

County of San Bernardino, California

CLIENT:

Lytle Development Corporation

DATE: 03/21/12

File: Mar 21, 2012 - Q:\LEE\LEE018_10_RedlandsBTS\SD1_CAD\mp7_dri\alignment_120611.dwg

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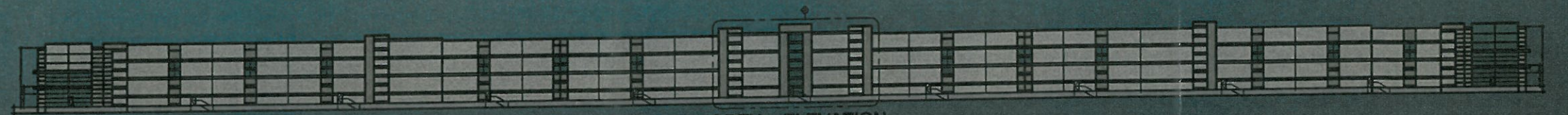
SOUTH ELEVATION



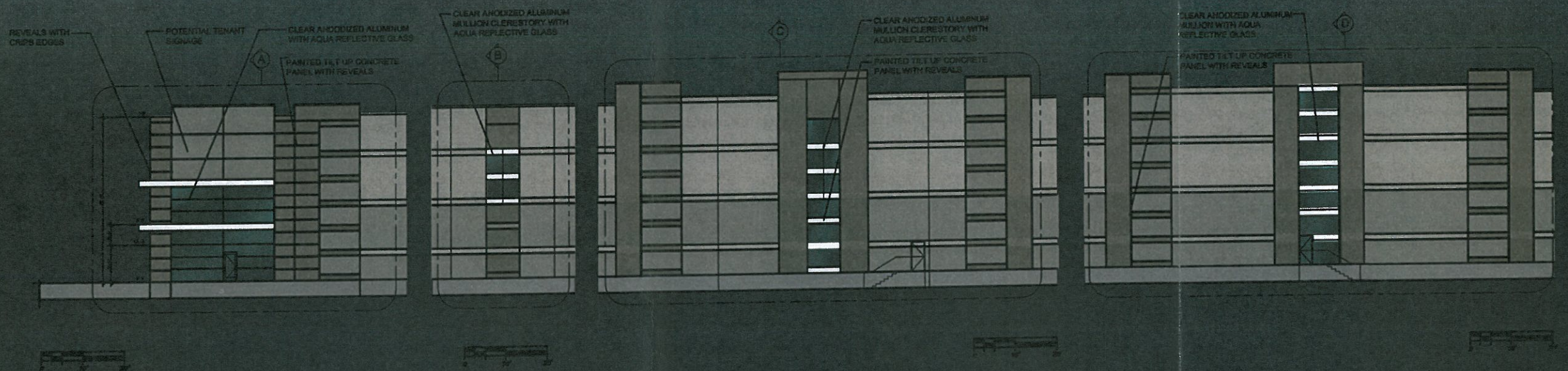
EAST ELEVATION



WEST ELEVATION



NORTH ELEVATION



CONCEPT ELEVATION
REDLANDS 425K DISTRIBUTION FACILITY
 County of San Bernardino, California

DATE: 10/24/11
 CLIENT:
Lytle Development Corporation
 LEE & ASSOCIATES/ONTARIO

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Looking South toward the property from Almond Avenue



Looking East toward the property from Nevada Avenue



Looking West toward the property and toward Nevada Avenue



Looking at property north of project from Almond Avenue



Looking East on Almond Avenue



Looking West on Almond Avenue



Looking South on Nevada Avenue

BACKGROUND

The applicant is requesting approval of a Conditional Use Permit (CUP) is to establish a 425,000 square-foot industrial building to be used as a “High Cube” warehouse distribution facility (Project). The proposed warehouse includes a maximum of 21,250 square feet of office space. The Project site is 18.3 acres. The percentage of building coverage is 55.9% of the net site area; landscaping covers 15.6% of the net site area, which meet the lot coverage requirements under the Development Code.

The Project is located on the southeast 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 redevelopment of the non-aviation portion of the former Norton Air Force Base (now San Bernardino International Airport (SBIA)) and a redevelopment project area of approximately 13,000 acres. 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.

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 Redlands, the County, as well as the applicant, has coordinated with Redlands 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 September 2, 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 from this Project is not anticipated to have negative effects upon 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.

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 425,000 square-foot industrial building to be used as a “High Cube” warehouse distribution facility, which includes a maximum of 21,250 square feet of office space on 18.3 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 425,000 square-foot industrial building to be used as a “High Cube” warehouse distribution facility, which includes a maximum of 21,250 square feet of office space on 18.3 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 18.3-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 conform to industrial performance standards, including those for noise and vibration. In addition, the use will not substantially 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.

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. 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 each represents 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:

APN:	0292-055-01, 02
APPLICANT:	LYTLE DEVELOPMENT COMPANY
COMMUNITY:	REDLANDS/THIRD SUPERVISORIAL DISTRICT
LOCATION:	SOUTHEAST CORNER OF ALMOND AVENUE AND NEVADA STREET
PROJECT NO:	P201100383/CUP
STAFF:	HEIDI DURON
REP(S):	SAME AS APPLICANT
PROPOSAL:	CONDITIONAL USE PERMIT TO ESTABLISH A 425,000 SQUARE FOOT INDUSTRIAL BUILDING WITH 21,250 SQUARE FEET OF OFFICE AREA TO BE USED AS A HIGH CUBE WAREHOUSE DISTRIBUTION FACILITY ON 18.3 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: Heidi Duron, Senior Planner
Phone No: (909) 387-4108 **Fax No:** (909) 387-3223
E-mail: hduron@lud.sbcounty.gov

Project Sponsor: Lytle Development Company
285 W. Rialto Avenue, Suite B
Rialto, CA 92376

PROJECT DESCRIPTION:

The proposed project is a Conditional Use Permit to establish a 425,000 square-foot industrial building to be used as a "High Cube" warehouse distribution facility (Project) on 18.3 acres. High Cube Warehouse is defined as follows: "Warehouse/Distribution Centers are used primarily for the storage and/or consolidation of manufactured goods prior to their distribution to retail locations or other warehouse. 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 SF in size with a land coverage ratio of approximately 50% and a dock-high loading ratio of approximately 1:5,000-10,000 SF. They are characterized by a small employment count due to a high level of automation." The proposed warehouse includes a maximum of 21,250 square feet of office space. The percentage of building coverage is 52.8% of the net site area. Landscaping covers 15.6% of the net site area, which meets the requirement under the Development Code.

ENVIRONMENTAL/EXISTING SITE CONDITIONS:

The Project is located on the southeast 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 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.

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

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 - 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), City of Redlands by special agreement provides water, sewer, sanitation, police and fire services to this area.

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
--------------------------------	--	-----------------------	-----------

Substantiation is then provided to justify each determination. One of the four following conclusions is then provided as a summary of the analysis for each of the major environmental factors.

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

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:


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

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

DETERMINATION: (To be completed by the Lead Agency)

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

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


Signature: prepared by Heidi Duron, Supervising Planner

March 21, 2012
Date


Signature: Terri Rahhal, Planning Manager

March 21, 2012
Date

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
I. AESTHETICS - Would the project				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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.
- b) **No Impact.** The proposed project will not substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway because the project site is not within or adjacent to a state scenic highway, and 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 Corridor Planning Area, including landscaping and 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.

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

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

- a) **Less than Significant Impact.** 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.

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

- 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 movement 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_x), Reactive Organic Gases (ROG) or Volatile Organic Compounds (VOC), Sulfur Oxides (SO_x), Particulate Matter less than 10 microns (PM₁₀), and Particulate Matter less than 2.5 microns (PM_{2.5}). The project construction activities also represent sources of vehicle re-entrained fugitive dust (which includes PM₁₀), a potential concern because the proposed project is in a non-attainment area for ozone and PM-10.

Based on the data provided in the air quality analysis ROG and NO_x emissions would exceed the SCAQMD thresholds for significance during construction activities. Therefore, significant short-term regional air quality impacts due to ROG and NO_x emissions during the off-site construction, site clearing, and grading phase for the project would occur. With the incorporation of recommended mitigation measures, ROG and NO_x 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 18.13 lbs. for ROG, 64.83 lbs. for NO_x, 72.80 lbs for CO, 0.13 lbs for SO_x, 14.51 lbs. for PM₁₀, and 2.99 lbs. for PM_{2.5}. Long-term emissions of all criteria pollutants are below the SCAQMD regional significance thresholds in both winter and summer during project operation, except for NO_x. With the incorporation of recommended mitigation measures, NO_x emissions would be reduced below the SCAQMD threshold of significance. 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 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.

According to the methodology described in *Health Risk Assessment Guidance for analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*, prepared by SCAQMD, August 2003, and the *Localized Significance Threshold Methodology*, prepared by SCAQMD, June 2003, the TAC screening area should extend out to 500 meters or 1,640 feet. Since the nearest sensitive receptor is farther than the recommended screening area and no residential uses are anticipated to be constructed in the study area, no TAC impacts are anticipated. Therefore, TAC impacts from long-term operations-related TAC impacts are considered to be less than significant.

- e) **Less than Significant Impact.** 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.

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] Grading Permits/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] Grading Permits/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 of architectural coatings.

[Mitigation Measure III-4] Building Permits/Planning

III-5 AQ – Design. The developer shall include the following air quality design considerations, where feasible, into the project design (per SBCC § 83.14.030). The building design with these features shall be submitted for review and approval obtained from County Planning in coordination with County Building and Safety:

- a) Bicycle Parking. Bicycle racks or secured bicycle lockers shall be provided at a rate of 1 per 30 parking spaces with a minimum of a three-bike rack.
- b) Bicycle Plan. Participate in implementation of the Countywide Bicycle Plan, through construction of on/off- site facilities or contribution of fees for these.
- c) Shower facilities. A minimum of one shower facility accessible to both men and women shall be provided for persons bicycling or walking to work for all new non-residential development meeting the CMP thresholds (250+peak hour trips).
- d) Street/walkway Connections. On-site pedestrian walkways and bicycle paths shall connect each project structure main entry to adjacent public streets.
- e) Passenger Loading Area. Passenger loading areas in locations shall be provided close to building entrances for all developments with at least 100 parking spaces. (Loading area shall be equivalent to a minimum of 5 parking spaces and shall have a 15 minute parking time limit).
- f) Vanpool Parking. Vanpool parking spaces shall be provided near building entrances. A vertical clearance of no less than 9' shall be provided.
- g) Transit improvements. Transit improvements (e.g. bus pullouts, bus signage, bus pads, and/or bus shelters) shall be provided along existing or planned transit

routes. The need for and nature of those improvements shall be determined in cooperation with the designated local transportation authority (e.g. Omnitrans, MARTA or other).

- h) *Parking Reduction.* Parking requirements may be reduced, if developer demonstrates that increased ridesharing by bus or other modes of transportation and/or incorporation on-site of either child care or senior care facilities.
- i) *Employee Services.* Provide on-site employee services such as automated tellers, cafeterias, postal machines).
- j) *Energy conservation.* Conserve energy through the use of alternative energy resources (e.g. passive lighting, heating, ventilation and air conditioning) and conservation efforts in wastewater treatment, irrigation and use of recycled water. Incorporate energy efficient lighting and California Energy Commission insulation standards into the design.
- k) *SCAQMD – Design.* New and modified stationary sources shall be required to install Best Available Control Technology and offset any new emissions such that there is no net gain in emissions within the air basin. (SCAQMD Regulation XIII)

[Mitigation Measure III-5] *Building Permits/Planning*

III-6 *AQ – Installation.* The developer shall submit for review and obtain approval from County Planning of evidence that all air quality mitigation measures have been installed, implemented properly and that specified performance objectives are being met to the satisfaction of County Planning and County Building and Safety. These installations/procedures include the following:

- a) *Dust Control Plan (DCP)*
- b) *Coating Restriction Plan (CRP)*
- c) *Design elements including the following:*
 - *Bicycle parking (racks/locker) with showers available for cyclists near building entrances to promote cyclist safety, security, and convenience.*
 - *Participation in appropriate bike plan*
 - *All showerheads, lavatory faucets, and sink faucets shall comply with the California Energy Conservation flow rate standards.*
 - *Low flush toilets shall be installed as specified in California State Health and Safety Code Section 17921.3 and as confirmed by County Building & Safety.*

[Mitigation Measure III-6] *Final Inspection/Planning*

III-7 *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-7] *Building Permits/Planning*

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
IV. BIOLOGICAL RESOURCES - Would the project:				
a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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

- a) **Less than Significant Impact.** Plants or wildlife may be considered to have "special status" due to declining populations, vulnerability to habitat change, or restricted distributions. Special status species are those species that have been listed as Threatened or Endangered under State and/or Federal Endangered Species Acts (ESA), or are of concerns to State and/or Federal resources agencies or private conservation organizations.

Several State and/or Federally-listed Endangered or Threatened plant species are known to occur in the region; however, these species occur in chaparral or marsh habitats that are not present on the site. Although the site is in close proximity to the Santa Ana River, which contains habitat for listed species, they are not expected to occur on the site due to the continuous ground disturbance from the current weed abatement activities. Impacts are considered less than significant. (Source: CNNDDB)

- b) **No Impact.** The project implementation would not have any impacts to sensitive or regulated habitat because the project site is devoid of native riparian vegetation or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFG or United States Fish and Wildlife Services (USFWS).
- c) **No Impact.** 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.** This project will not 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, 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.

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

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

- a) **Less than Significant Impact.** The project will not cause a substantial adverse change in the significance of a historical resource, because no resources have been identified on the site.
- b) **Less than Significant Impact.** This project will not cause a substantial adverse change in the significance of an archeological resource, because no resources have been identified on the site. To further reduce the potential for impacts, a condition shall be added to the project, which requires the developer to contact the County Museum for determination of appropriate mitigation measures, if any finds are made during project construction.
- c) **Less than Significant Impact.** This project will not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, because no resources have been identified on the site. To further reduce the potential for impacts, a condition shall be added to the project which requires the developer to contact the County Museum for determination of appropriate mitigation measures, if any finds are made during project construction.
- d) **Less than Significant Impact.** This project will not disturb any human remains, including those interred outside of formal cemeteries, because no such burials grounds are identified on this project site. If any human remains are discovered, during construction of this project, the developer is required to contact the County Coroner, County Museum for determination of appropriate mitigation measures and a Native American representative, if the remains are determined to be of Native American origin.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
VI. GEOLOGY AND SOILS - Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<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 <input type="checkbox"/> if project is located in the Geologic Hazards Overlay District):				

- a) i) **Less than Significant Impact.** 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. Therefore, impacts from proximity to fault zones are considered less than significant.

ii) Less than Significant Impact. 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. 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. Therefore, based on the geotechnical investigation, impacts from liquefaction are considered less than significant.

iv) No Impact. The proposed project would not 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 project 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 any additional measures are required.

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- d) **Less than Significant.** The project site 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.

<i>Issues</i>		<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
VII	GREENHOUSE GAS EMISSIONS - Would the project:				
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

- a, b) **Less than Significant Impact.** In September 2006 Governor Schwarzenegger signed the Global Warming Solutions Act (Assembly Bill 32), which was created to address the Global Warming situation in California. The Act requires that the greenhouse gas (GHG) emissions in California be reduced to 1990 levels by 2020. This is part of a larger plan in which California hopes to reduce its emissions to 80 percent below 1990 levels by 2050. This reduction shall be accomplished through an enforceable statewide cap on GHG emissions that shall be phased in starting in 2012 and regulated by the California Air Resources Board (CARB). With this Act in place, CARB is in charge of setting specific standards for different source emissions, as well as monitoring whether they are being met.

As discussed in Section III of this document, the proposed project's primary contribution to air emissions is attributable to construction activities. Project construction would result in greenhouse gas (GHG) emissions from construction equipment and construction workers personal vehicles traveling to and from the site. Construction-related GHG emissions vary depending on the level of activity, length of the construction period, specific construction operations, types of equipment, and number of personnel.

The primary emissions that would result from the proposed project occur as carbon dioxide (CO₂) from gasoline and diesel combustion, with more limited vehicle tailpipe emissions of nitrous oxide (N₂O) and methane (CH₄), as well as other GHG emissions related to vehicle cooling systems. Although construction emissions are a one-time event, GHG emissions such as CO₂ can persist in the atmosphere for decades.

A Global Climate Change Analysis was prepared on September 8, 2011 by Kunzman Associates, Inc., and GHG emissions were calculated using the CalEEMod Model run for the proposed project. In the year 2020, the proposed project would generate 4,759.59 metric tons of CO₂e per year. According to the thresholds of significance, as defined by SCAQMD and the San Bernardino County GHG Emissions Reduction Plan, a cumulative global climate change impact would occur if the GHG emissions created from the on-going operations in year 2020 would exceed 3,000 metric tons per year of CO₂e. Therefore, operation of the proposed project would create a significant cumulative impact to global

climate change. Incorporation of mitigation measures would reduce the GHG emissions to a less than significant level.

GHGs and criteria pollutants would realize co-beneficial emissions reduction from the implementation of measures discussed in Section III, *Air Quality*, as well as the project's conditions of approval, project design and construction features. Furthermore, the construction of this project would result in "green" electric power generation that would otherwise be produced at a traditional fossil fuel burning plant, which generate considerably more GHG emissions. For these reasons, it is unlikely that this project would impede the State's ability to meet the reduction targets of AB32.

There are no significant adverse impacts identified or anticipated. However, as a precautionary measure and to further reduce any potential for impacts, the following mitigation measures shall apply:

MM# Mitigation Measures

VII-1 GHG/Operational Mitigation. The "developer" shall implement the following programs to the satisfaction of County Planning as green house gas (GHG) mitigation during operation of the approved project.

- a) Waste Stream Reduction. The "developer" shall provide to all project employees, guests and tenants County-approved informational materials about methods and need to reduce the solid waste stream and listing available recycling services.*
- b) Vehicle Trip Reduction. The "developer" shall provide to all project employees, guests and tenants County-approved informational materials about the need to reduce vehicle trips and the program elements this project and/or tenant is implementing to reduce travel. Such elements may include: participation in established ride-sharing programs, creating a new ride-share employee vanpool, designating preferred parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles with benches in waiting areas, and/or providing a web site or message board for coordinating rides.*

[Mitigation Measure VII-1] General Requirements/Planning

VII-2 GHG – 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 impacts to GHG and submitting documentation of compliance. The developer/construction contractors shall do the following:

- a) Implement both the approved Dust Control Plan and Coating Restriction Plan.*
- b) Selection of construction equipment will be based on low-emissions factors and high-energy efficiency. All diesel/gasoline-powered construction equipment shall be replaced, where possible, with equivalent electric or CNG equipment.*
- c) Use low-sulfur fuel for stationary equipment. (SCAQMD Rules 431.1 and 431.2).*
- d) Grading plans shall include the following statements:*
 - "All construction equipment shall be tuned and maintained in accordance with the manufacturer's specifications".*

- "All construction equipment (including electric generators) shall be shut off by work crews when not in use and shall not idle for more than 5 minutes."
- e) Minimize vehicles and equipment operating at the same time.
- f) Reduce daily equipment operation hours during smog season (May-October).
- g) Schedule construction traffic ingress/egress to not interfere with peak-hour traffic and to minimize traffic obstructions. Queuing of trucks on and off site shall be firmly discouraged and not scheduled. A flagperson shall be retained to maintain efficient traffic flow and safety adjacent to existing roadways.
- h) Recycle and reuse construction and demolition waste (e.g. soil, vegetation, concrete, lumber, metal, and cardboard) per County Solid Waste procedures.
- i) The construction contractor shall support and encourage ridesharing and transit incentives for the construction crew and educate all construction workers about the required waste reduction and the availability of recycling services.

[Mitigation Measure VII-2] Grading Permits/Planning

VII-3 GHG – Design. The developer shall submit for review and obtain approval from County Planning that the following measures have been incorporated into the design of the project. These are to reduce potential project impacts on green house gases (GHGs): Proper installation of the approved design features and equipment shall be confirmed by County Building and Safety prior to final inspection of each structure.

- a) Title 24 + 5%. The Developer shall document that the design of the proposed structures exceeds the current Title 24 requirements by a minimum of five percent. County Planning shall coordinate this review with the County Building and Safety. Any combination of the following design features may be used to fulfill this mitigation, provided that the total increase in efficiency meets or exceeds the cumulative goal (105%+ of Title 24) for the entire project (Title 24, Part 6 of the California Code of Regulations; Energy Efficiency Standards for Residential and Non Residential Buildings, as amended October 1, 2005; Cool Roof Coatings performance standards as amended September 11, 2006):
 - Incorporate dual paned or other energy efficient windows,
 - Incorporate energy efficient space heating and cooling equipment,
 - Incorporate energy efficient light fixtures, photocells, and motion detectors,
 - Incorporate energy efficient appliances,
 - Incorporate energy efficient domestic hot water systems,
 - Incorporate solar panels into the electrical system,
 - Incorporate cool roofs/light colored roofing,
 - Incorporate other measures that will increase energy efficiency.
 - Increase insulation to reduce heat transfer and thermal bridging.
 - Limit air leakage throughout the structure and within the heating and cooling distribution system to minimize energy consumption.
- b) Plumbing. All showerheads, lavatory faucets, and sink faucets shall comply with the California Energy Conservation flow rate standards. Low flush toilets shall be installed where applicable as specified in California State Health and Safety Code Section 17921.3. If possible, utilize grey water systems and dual plumbing for recycled water.
- c) Lighting. Lighting design for building interiors shall support the use of:
 - Compact fluorescent light bulbs or equivalently efficient lighting.

- Natural day lighting through site orientation and the use of reflected light.
- Skylight/roof window systems.
- Light colored building materials and finishes shall be used to reflect natural and artificial light with greater efficiency and less glare.
- d) *Building Design.* Orient building locations to best utilize natural cooling/heating with respect to the sun and prevailing winds/natural convection to take advantage of shade, day lighting and natural cooling opportunities. Utilize natural, low maintenance building materials that do not require finishes and regular maintenance.
- e) *Landscaping.* The developer shall submit for review and obtain approval from County Planning of landscape and irrigation plans that are designed to include drought tolerant and smog tolerant trees, shrubs, and groundcover to ensure the long-term viability and to conserve water and energy. The landscape plans shall include shade trees around main buildings, particularly along southern and western elevations, where practical.
- f) *Irrigation.* The developer shall submit irrigation plans that are designed, so that all common area irrigation areas shall be capable of being operated by a computerized irrigation system, which includes either an on-site weather station, ET gauge or ET-based controller capable of reading current weather data and making automatic adjustments to independent run times for each irrigation valve based on changes in temperature, solar radiation, relative humidity, rain and wind. In addition, the computerized irrigation system shall be equipped with flow sensing capabilities, thus automatically shutting down the irrigation system in the event of a mainline break or broken head. These features will assist in conserving water, eliminating the potential of slope failure due to mainline breaks and eliminating over-watering and flooding due to pipe and/or head breaks.
- g) *Recycling.* Exterior storage areas for recyclables and green waste shall be provided. Adequate recycling containers shall be located in public areas. Construction and operation waste shall be collected for reuse and recycling.
- h) *Multimodal.* The design shall included adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience. Preferred carpool/vanpool spaces shall be provided and if available mass transit facilities shall be provided (e.g. bus stop bench/shelter).

[Mitigation Measure VII-3] Building Permits/Planning

VII-4 *GHG – Installation.* The developer shall submit for review and obtain approval from County Planning of evidence that all GHG mitigation measures have been installed, implemented properly and that specified performance objectives are being met to the satisfaction of County Planning and County Building and Safety. These installations/ procedures include the following:

- a) *Design features and/or equipment that cumulatively increase the overall compliance of the project to exceed Title 24 minimum standards by five percent.*
- b) *All interior building lighting shall support the use of fluorescent light bulbs or equivalent energy-efficient lighting.*
- c) *Installation of both the identified mandatory and optional design features or equipment that have been constructed and incorporated into the facility.*

[Mitigation Measure VII-4] Final Inspection/Planning

- VII-5 GHG/Occupancy Information. The "developer" shall prepare, submit for review and obtain approval from County Planning of informational materials intended for distribution to all project employees, guests and tenants to implement the following programs as green house gas (GHG) mitigation during operation of the approved project.*
- a) Waste Stream Reduction. Informational materials about methods and need to reduce the solid waste stream and listing available recycling services.*
 - b) Vehicle Trip Reduction. Informational materials about the need to reduce vehicle trips and the program elements that this project and/or tenant is implementing to reduce travel. Such elements may include: participation in established ride-sharing programs, creating a new ride-share employee vanpool, designating preferred parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles with benches in waiting areas, and/or providing a web site or message board for coordinating rides.*

[Mitigation Measure VII-5] Occupancy/Planning

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
VIII HAZARDS AND HAZARDOUS MATERIALS - Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input 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"/>

SUBSTANTIATION:

- 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. 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. In addition, 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 Impact.** 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 submit for review and obtain approval from County Planning of a letter substantiating compliance with the following:

- a) Avigation & Noise Easements. The developer shall grant an Avigation and Noise Easement to the San Bernardino International Airport. The developer shall submit copies for review and obtain approval of the proposed Avigation & Noise Easement to both County Planning and the affected airport. 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.
- b) ACLUP. All land uses shall be consistent with the development standards of any applicable Airport Comprehensive Land Use Plan [ACLUP]. The San Bernardino International Airport is the nearest facility to the project.
- c) Aircraft Safety. All structures and land uses shall be operated in a manner not to reflect glare, emit electronic interference, produce smoke, or store or dispense hazardous materials in such a manner that would endanger aircraft operations or

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- public safety in the event of an aircraft accident.
- d) FAR Regulation. Structures and the normal mature height of any vegetation shall not exceed the height limitations established in Federal Aviation Regulations (FAR) Part 77, unless otherwise provided by Form 7460-1, including those for heliports.
 - e) FAA Measures. All mitigation measures recommended by the FAA shall be implemented.
 - f) Noise Level dBA. Noise level reduction shall be designed and implemented. Proposed Structures shall maintain maximum interior noise level of 55 dBA for commercial and industrial uses. [Mitigation Measure Hazards VIII-2] Building Permits/Planning

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

SUBSTANTIATION:

- 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.
- 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 proposed project drainage and all necessary drainage improvements both on and off site have been required as conditions of the construction of the project.
- e) **Less than Significant Impact.** The project will not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, because County Public Works has reviewed the proposed project drainage and has determined that the proposed systems are adequate to handle anticipated flows. All necessary drainage improvements both on and off site will be required as conditions of the construction of the project. There will be adequate capacity in the local and regional drainage systems so that downstream properties are not negatively impacted by any increases or changes in volume, velocity or direction of stormwater flows originating from or altered by the project.
- f) **Less than Significant Impact.** The proposed project would not otherwise substantially degrade water quality because appropriate measures relating to water quality protection, including erosion control measures have been required.
- 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.

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- 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.

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

SUBSTANTIATION:

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

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

- a) **No Impact.** The project will not result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state, because there are no identified important mineral resources on the project site and the site is not within a Mineral Resource Zone Overlay.
- b) **No Impact.** 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 there are no identified locally important mineral resources on the project site. The underlying soils in the area could be recovered, but the area has already been developed with industrial uses and it is impractical to recover those 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
XII. NOISE - Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input 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 ☐):

- a) **Less than Significant Impact.** The project will not 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 has been conditioned to comply with the noise standards of the County Development Code and no noise exceeding these standards is anticipated to be generated by the proposed uses.
- 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 will not generate a substantial permanent 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 and no noise exceeding these standards is anticipated to be generated by the 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.

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

SUBSTANTIATION:

- a) **Less than Significant Impact.** The project will not induce substantial population growth in an area either directly or indirectly. The project will generate several new jobs and employment opportunities. This may generate a need for housing for new employees. However, 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>
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.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

- a) **Less than Significant Impact.** This project will not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, because the project 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:

- a,b) **Less than Significant Impact with Mitigation.** The County Traffic Division has reviewed the Focused Traffic Analysis for Lytle Development Distribution Facility located on the southeast corner of Nevada Street and Almond Avenue in the Redlands Area. Kunzman Associates, Inc. prepared the focused traffic analysis dated September 2, 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 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.

The project will result in the addition of 791 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 30, and will not exceed the CMP arterial link volume on roadway links serving CMP intersections in the Cities of Redlands and Highland.

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 February 13, 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.

- 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.

XVI-1 Regional Transportation Mitigation Fees. This project is also 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 and shall be paid prior to issuance of a building permit. This fee can be paid at the Building and safety or Department of Public Works. [Mitigation Measure XVI-2] Prior to Building Permit.

<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>
XVI. UTILITIES AND SERVICE SYSTEMS - Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded, entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill(s) with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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.

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- c) **Less than Significant Impact.** 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 the existing storm drain system. The storm drain has been designed to capture, convey and discharge the project's storm flows.
 - 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.

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

SUBSTANTIATION:

- a) **Less than Significant Impact.** The project does not appear to have the potential to significantly degrade the overall quality of the region's environment, or substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population or drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. There are no rare or endangered species or other species of plants or animals or habitat identified by the California Natural Diversity Database (CNDDDB) as being significantly and negatively impacted by this project. There are no identified historic or prehistoric resources identified on this site. If any archaeological or paleontological resources are identified during construction 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.

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 Stormwater 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.

PROJECT SPECIFIC STUDIES:

Kunzman Associates, Inc., September 8, 2011, Air Quality, Global Climate Change, and Health Risk Assessment Impact Analysis, Redlands Distribution Center.

Kunzman Associates, Inc., September 2, 2011, Focused Traffic Analysis, Redlands Distribution Center.

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

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.)

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] Grading Permits/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] Grading Permits/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 of architectural coatings.*

[Mitigation Measure III-4] Building Permits/Planning

III-5 AQ – Design. The developer shall include the following air quality design considerations, where feasible, into the project design (per SBCC § 83.14.030). The building design with these features shall be submitted for review and approval obtained from County Planning in coordination with County Building and Safety:

- a) *Bicycle Parking. Bicycle racks or secured bicycle lockers shall be provided at a rate of 1 per 30 parking spaces with a minimum of a three-bike rack.*
- b) *Bicycle Plan. Participate in implementation of the Countywide Bicycle Plan, through construction of on/off-site facilities or contribution of fees for these.*
- c) *Shower facilities. A minimum of one shower facility accessible to both men and women shall be provided for persons bicycling or walking to work for all new non-residential development meeting the CMP thresholds (250+peak hour trips).*
- d) *Street/walkway Connections. On-site pedestrian walkways and bicycle paths shall connect each project structure main entry to adjacent public streets.*
- e) *Passenger Loading Area. Passenger loading areas in locations shall be provided close to building entrances for all developments with at least 100 parking spaces. (Loading area shall be equivalent to a minimum of 5 parking spaces and shall have a 15 minute parking time limit).*
- f) *Vanpool Parking. Vanpool parking spaces shall be provided near building entrances. A vertical clearance of no less than 9' shall be provided.*
- g) *Transit improvements. Transit improvements (e.g. bus pullouts, bus signage, bus pads, and/or bus shelters) shall be provided along existing or planned transit routes. The need for and nature of those improvements shall be determined in cooperation with the designated local transportation authority (e.g. Omnitrans, MARTA or other).*
- h) *Parking Reduction. Parking requirements may be reduced, if developer demonstrates that increased ridesharing by bus or other modes of transportation and/or incorporation on-site of either child care or senior care facilities.*
- i) *Employee Services. Provide on-site employee services such as automated tellers, cafeterias, postal machines).*
- j) *Energy conservation. Conserve energy through the use of alternative energy resources (e.g. passive lighting, heating, ventilation and air conditioning) and conservation efforts in wastewater treatment, irrigation and use of recycled water. Incorporate energy efficient lighting and California Energy Commission insulation standards into the design.*
- k) *SCAQMD – Design. New and modified stationary sources shall be required to install Best Available Control Technology and offset any new emissions such that there is no net gain in emissions within the air basin. (SCAQMD Regulation XIII)*

[Mitigation Measure III-5] Building Permits/Planning

III-6 AQ – Installation. The developer shall submit for review and obtain approval from County Planning of evidence that all air quality mitigation measures have been installed, implemented properly and that specified performance objectives are being met to the satisfaction of County Planning and County Building and Safety. These installations/procedures include the following:

- a) Dust Control Plan (DCP)
- b) Coating Restriction Plan (CRP)
- c) Design elements including the following:
 - Bicycle parking (racks/locker) with showers available for cyclists near building entrances to promote cyclist safety, security, and convenience.
 - Participation in appropriate bike plan
 - All showerheads, lavatory faucets, and sink faucets shall comply with the California Energy Conservation flow rate standards.
 - Low flush toilets shall be installed as specified in California State Health and Safety Code Section 17921.3 and as confirmed by County Building & Safety.

[Mitigation Measure III-6] Final Inspection/Planning

III-7 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-7] Building Permits/Planning

VII-1 GHG/Operational Mitigation. The “developer” shall implement the following programs to the satisfaction of County Planning as green house gas (GHG) mitigation during operation of the approved project.

- a) Waste Stream Reduction. The “developer” shall provide to all project employees, guests and tenants County-approved informational materials about methods and need to reduce the solid waste stream and listing available recycling services.
- b) Vehicle Trip Reduction. The “developer” shall provide to all project employees, guests and tenants County-approved informational materials about the need to reduce vehicle trips and the program elements this project and/or tenant is implementing to reduce travel. Such elements may include: participation in established ride-sharing programs, creating a new ride-share employee vanpool, designating preferred parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles with benches in waiting areas, and/or providing a web site or message board for coordinating rides.

[Mitigation Measure VII-1] General Requirements/Planning

- VII-2 GHG – 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 impacts to GHG and submitting documentation of compliance. The developer/construction contractors shall do the following:
- a) Implement both the approved Dust Control Plan and Coating Restriction Plan.
 - b) Selection of construction equipment will be based on low-emissions factors and high-energy efficiency. All diesel/gasoline-powered construction equipment shall be replaced, where possible, with equivalent electric or CNG equipment.
 - c) Use low-sulfur fuel for stationary equipment. (SCAQMD Rules 431.1 and 431.2).
 - d) Grading plans shall include the following statements:
 - “All construction equipment shall be tuned and maintained in accordance with the manufacturer’s specifications”.
 - “All construction equipment (including electric generators) shall be shut off by work crews when not in use and shall not idle for more than 5 minutes.”
 - e) Minimize vehicles and equipment operating at the same time.
 - f) Reduce daily equipment operation hours during smog season (May-October).
 - g) Schedule construction traffic ingress/egress to not interfere with peak-hour traffic and to minimize traffic obstructions. Queuing of trucks on and off site shall be firmly discouraged and not scheduled. A flagperson shall be retained to maintain efficient traffic flow and safety adjacent to existing roadways.
 - h) Recycle and reuse construction and demolition waste (e.g. soil, vegetation, concrete, lumber, metal, and cardboard) per County Solid Waste procedures.
 - i) The construction contractor shall support and encourage ridesharing and transit incentives for the construction crew and educate all construction workers about the required waste reduction and the availability of recycling services.

[Mitigation Measure VII-2] Grading Permits/Planning

VII-3 GHG – Design. The developer shall submit for review and obtain approval from County Planning that the following measures have been incorporated into the design of the project. These are to reduce potential project impacts on green house gases (GHGs): Proper installation of the approved design features and equipment shall be confirmed by County Building and Safety prior to final inspection of each structure.

- a) Title 24 + 5%. The Developer shall document that the design of the proposed structures exceeds the current Title 24 requirements by a minimum of five percent. County Planning shall coordinate this review with the County Building and Safety. Any combination of the following design features may be used to fulfill this mitigation, provided that the total increase in efficiency meets or exceeds the cumulative goal (105%+ of Title 24) for the entire project (Title 24, Part 6 of the California Code of Regulations; Energy Efficiency Standards for Residential and Non Residential Buildings, as amended October 1, 2005; Cool Roof Coatings performance standards as amended September 11, 2006):
 - Incorporate dual paned or other energy efficient windows,
 - Incorporate energy efficient space heating and cooling equipment,
 - Incorporate energy efficient light fixtures, photocells, and motion detectors,
 - Incorporate energy efficient appliances,
 - Incorporate energy efficient domestic hot water systems,
 - Incorporate solar panels into the electrical system,
 - Incorporate cool roofs/light colored roofing,
 - Incorporate other measures that will increase energy efficiency.
 - Increase insulation to reduce heat transfer and thermal bridging.
 - Limit air leakage throughout the structure and within the heating and cooling distribution system to minimize energy consumption.
- b) Plumbing. All showerheads, lavatory faucets, and sink faucets shall comply with the California Energy Conservation flow rate standards. Low flush toilets shall be installed where applicable as specified in California State Health and Safety Code Section 17921.3. If possible, utilize grey water systems and dual plumbing for recycled water.
- c) Lighting. Lighting design for building interiors shall support the use of:
 - Compact fluorescent light bulbs or equivalently efficient lighting.
 - Natural day lighting through site orientation and the use of reflected light.
 - Skylight/roof window systems.
 - Light colored building materials and finishes shall be used to reflect natural and artificial light with greater efficiency and less glare.
- d) Building Design. Orient building locations to best utilize natural cooling/heating with respect to the sun and prevailing winds/natural convection to take advantage of shade, day lighting and natural cooling opportunities. Utilize natural, low maintenance building materials that do not require finishes and regular maintenance.
- e) Landscaping. The developer shall submit for review and obtain approval from County Planning of landscape and irrigation plans that are designed to include drought tolerant and smog tolerant trees, shrubs, and groundcover to ensure the long-term viability and to conserve water and energy. The landscape plans shall include shade trees around

main buildings, particularly along southern and western elevations, where practical.

- f) *Irrigation.* The developer shall submit irrigation plans that are designed, so that all common area irrigation areas shall be capable of being operated by a computerized irrigation system, which includes either an on-site weather station, ET gauge or ET-based controller capable of reading current weather data and making automatic adjustments to independent run times for each irrigation valve based on changes in temperature, solar radiation, relative humidity, rain and wind. In addition, the computerized irrigation system shall be equipped with flow sensing capabilities, thus automatically shutting down the irrigation system in the event of a mainline break or broken head. These features will assist in conserving water, eliminating the potential of slope failure due to mainline breaks and eliminating over-watering and flooding due to pipe and/or head breaks.
- g) *Recycling.* Exterior storage areas for recyclables and green waste shall be provided. Adequate recycling containers shall be located in public areas. Construction and operation waste shall be collected for reuse and recycling.
- h) *Multimodal.* The design shall included adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience. Preferred carpool/vanpool spaces shall be provided and if available mass transit facilities shall be provided (e.g. bus stop bench/shelter).

[Mitigation Measure VII-3] Building Permits/Planning

- VII-4 *GHG – Installation.* The developer shall submit for review and obtain approval from County Planning of evidence that all GHG mitigation measures have been installed, implemented properly and that specified performance objectives are being met to the satisfaction of County Planning and County Building and Safety. These installations/procedures include the following:

- a) *Design features and/or equipment* that cumulatively increase the overall compliance of the project to exceed Title 24 minimum standards by five percent.
- b) *All interior building lighting* shall support the use of fluorescent light bulbs or equivalent energy-efficient lighting.
- c) *Installation of both the identified mandatory and optional design features or equipment* that have been constructed and incorporated into the facility.

[Mitigation Measure VII-4] Final Inspection/Planning

- VII-5 *GHG/Occupancy Information.* The “developer” shall prepare, submit for review and obtain approval from County Planning of informational materials intended for distribution to all project employees, guests and tenants to implement the following programs as green house gas (GHG) mitigation during operation of the approved project.

- a) *Waste Stream Reduction.* Informational materials about methods and need to reduce the solid waste stream and listing available recycling services.
- b) *Vehicle Trip Reduction.* Informational materials about the need to reduce vehicle trips and the program elements that this project and/or tenant is implementing to reduce travel. Such elements may include: participation in established ride-sharing programs, creating a new ride-share employee vanpool, designating preferred parking spaces for

ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles with benches in waiting areas, and/or providing a web site or message board for coordinating rides.

[Mitigation Measure VII-5] Occupancy/Planning

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

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

[Mitigation Measure VIII-1] General Requirement/Planning

VIII-2 *AR3 Design Requirements. The project is within the Airport Safety Review Area Three (AR-3) Overlay. The developer shall submit for review and obtain approval from County Planning of a letter substantiating compliance with the following:*

- a) Avigation & Noise Easements. The developer shall grant an Avigation and Noise Easement to the San Bernardino International Airport. The developer shall submit copies for review and obtain approval of the proposed Avigation & Noise Easement to both County Planning and the affected airport. 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.*
- b) ACLUP. All land uses shall be consistent with the development standards of any applicable Airport Comprehensive Land Use Plan [ACLUP]. The San Bernardino International Airport is the nearest facility to the project.*
- c) Aircraft Safety. All structures and land uses shall be operated in a manner not to 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.*
- d) FAR Regulation. Structures and the normal mature height of any vegetation shall not exceed the height limitations established in Federal Aviation Regulations (FAR) Part*

77, unless otherwise provided by Form 7460-1, including those for heliports.

- e) *FAA Measures.* All mitigation measures recommended by the FAA shall be implemented.
- f) *Noise Level dBA.* Noise level reduction shall be designed and implemented. Proposed Structures shall maintain maximum interior noise level of 55 dBA for commercial and industrial uses. [Mitigation Measure Hazards VIII-2] Building Permits/Planning

XVI-1 *Regional Transportation Mitigation Fees.* This project is also 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 and shall be paid prior to issuance of a building permit. This fee can be paid at the Building and safety or Department of Public Works. [Mitigation Measure XVI-2] Prior to Building Permit.

EXHIBIT C

CONDITIONS OF APPROVAL

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CONDITIONS OF APPROVAL

Conditional Use Permit **Lytle Development Company**

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 is to establish a 425,000 square-foot industrial building to be used as a “High Cube” warehouse distribution facility (Project). The proposed warehouse includes a maximum of 21,250 square feet of office space. The Project site is 18.3 acres. 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 216 parking spaces required and 288 parking spaces are proposed, which includes 278 standard spaces, 10 disabled accessible space.
 - 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: 0292-055-01, 02; Project Number P201100383.
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. **Project Location.** The Project is located on the southeast 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 Project is in the Third Supervisorial District and it is not in the City of Redlands Sphere of Influence.

4. 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 ratio of approximately 50% and a dock-high loading ratio of approximately 1 dock per 5,000-10,000 sq. ft. of warehouse storage. They are characterized by a small employment count due to a high level of automation, which reduces air quality and traffic impacts.
5. 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.
6. 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.
7. 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.

8. 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)
9. Development Impact Fees. Additional fees may be required prior to issuance of development permits. Fees shall be paid as specified in adopted fee ordinances.
10. 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.

11. Project Account. The Job Costing System (JCS) account number is P201100383. 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).
12. 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.
13. Additional Permits. The property owner, developer, and land use operator are all responsible to ascertain and comply with all laws, ordinances, regulations and any other requirements of Federal, State, County and Local agencies as are applicable to the development and operation of the approved land use and project site. These include:
 - a) Federal: 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
14. Continuous Maintenance. The property owner and "developer" shall continually maintain the property so that it is visually attractive and not dangerous to the health, safety and general welfare of both on-site 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 are NOT allowed in commercial or industrial loading areas or other areas unless specifically approved by this or subsequent land use approvals and if allowed 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, unfaded and legible, these include parking spaces, disable space and access path of travel, directional designations and signs, stop signs, pedestrian crossing, speed humps "No Parking" "carpool" and "Fire Lane" designations.
15. Performance Standards. The approved land uses shall operate in compliance with the general performance standards listed in the County Development Code Chapter 83.01, regarding air quality, electrical disturbance, fire hazards (storage of flammable or other hazardous materials), heat, noise, vibration and the disposal of liquid waste. 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.
16. Lighting. The glare from any luminous source, including on-site lighting shall not exceed one-half (0.5) foot-candle at property line. All lighting shall be limited to that necessary for maintenance activities and security purposes. This is to allow minimum obstruction of night sky remote area views. No light shall project onto adjacent 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.
17. Clear Sight Triangle. Adequate visibility for vehicular and pedestrian traffic shall be provided at clear sight triangles at all 90 degree angle intersections of public rights-of-way and private driveways. All signs, 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.

18. Underground Utilities. There shall be no new above ground power or communication lines extended to the site. All new utilities shall be placed underground in a manner, which avoids disturbing any existing/natural vegetation or the site appearance. Existing utilities around the site perimeter shall also be placed underground, where possible in coordination with the utility provider.
19. Operational Security. Implementation of operational security measures for commercial and industrial uses is highly recommended to include video surveillance and security patrols during non-business hours. The installation of exterior security lighting for all public areas in compliance with any night sky regulations is encouraged. This will assist in crime prevention and detection.
20. Access. The access point to the facility shall remain unobstructed at all times, except a driveway access gate, which may be closed after normal working hours.
21. 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*
22. 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

23. GHG – Operational Mitigation. *The developer shall implement the following operation standards as GHG mitigation during the operation of the approved project's use and activities:*

- a) *The developer shall provide to all guests and staff education materials and other publicity about reducing waste and available recycling services. The education and publicity materials/program shall be submitted to County Planning for review and approval.*
- b) *The developer shall demonstrate that measures have been included to promote ride sharing programs such as, but not necessarily including, publishing ride sharing information for all of the staff and guests, designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles, and providing a web site or message board for coordinating rides.*

[Mitigation Measure III-11] Planning MUP-General/Operational Requirement

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

24. 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.

25. 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

26. Noise. Noise level shall be maintained at or below County Development Code Standards, Section 83.01.080 Contact DEHS – Land Use Section for information.

27. 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 visual or other impacts, and environmental public health nuisances are minimized. All refuse not containing garbage shall be removed from the premises at least one (1) time, and refuse containing garbage shall be removed from the premises at least two (2) times per week to an approved solid waste facility in conformance with San Bernardino County Code Chapter 8, Section 33.081 et. seq. For information, please call DEHS/LEA at: 909-387-4655.

COUNTY FIRE/ Community Safety (909) 386-8465

28. 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.
29. 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

30. 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.
31. 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.
32. 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.

33. 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

34. 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.
35. 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

36. 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

37. 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.
38. 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.
39. Geology Report. When earthwork quantities exceed 5,000 cubic yards, a new/updated engineering geology report shall be submitted to the Building and Safety Division for review and approval prior to issuance of grading permits.
40. Grading Plans. If grading exceeds fifty (50) cubic yards, approved plans will be required.
41. 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. Contact your Regional Water Quality Control Board for specifics.
42. WDID. Prior to permit issuance of a grading permit, CONSTRUCTION projects involving one or more acres must be accompanied by a copy of the Regional Board permit letter with the WDID #. Construction activity includes clearing, grading, or excavation that results in the disturbance of at least one (1) acre of land total.

LAND USE SERVICES/ Planning (909) 387- 8311

43. 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] Grading Permits/Planning

44. 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] Grading Permits/Planning

45. GHG – 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 impacts to GHG and submitting documentation of compliance. The developer/construction contractors shall do the following:

- a) *Implement both the approved Dust Control Plan and Coating Restriction Plan.*
- b) *Selection of construction equipment will be based on low-emissions factors and high-energy efficiency. All diesel/gasoline-powered construction equipment shall be replaced, where possible, with equivalent electric or CNG equipment.*
- c) *Use low-sulfur fuel for stationary equipment. (SCAQMD Rules 431.1 and 431.2).*
- d) *Grading plans shall include the following statements:*
 - *“All construction equipment shall be tuned and maintained in accordance with the manufacturer’s specifications”.*
 - *“All construction equipment (including electric generators) shall be shut off by work crews when not in use and shall not idle for more than 5 minutes.”*
- e) *Minimize vehicles and equipment operating at the same time.*
- f) *Reduce daily equipment operation hours during smog season (May-October).*
- g) *Schedule construction traffic ingress/egress to not interfere with peak-hour traffic and to minimize traffic obstructions. Queuing of trucks on and off site shall be firmly discouraged and not scheduled. A flagperson shall be retained to maintain efficient traffic flow and safety adjacent to existing roadways.*
- h) *Recycle and reuse construction and demolition waste (e.g. soil, vegetation, concrete, lumber, metal, and cardboard) per County Solid Waste procedures.*
- i) *The construction contractor shall support and encourage ridesharing and transit incentives for the construction crew and educate all construction workers about the required waste reduction and the availability of recycling services.*

[Mitigation Measure VII-2] Grading Permits/Planning

46. 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

47. 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.
48. Storm Drain Facility. Design a storm drain facility per latest Comprehensive Storm Drainage Plan. Submit storm drain plans for review and approval.
49. Topo Map. A topographic map shall be provided to facilitate the design and review of necessary drainage facilities.
50. 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.
51. 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
52. 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

53. 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.

PRIOR TO ISSUANCE OF BUILDING PERMITS

The following shall be completed:

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

54. 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.
55. 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.
56. 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.
57. 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.
58. 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.
59. Path of Travel. Provide a path of travel from the disabled parking spaces up to the primary entrance of each accessible building or area.
60. Aviation Easement. An Aviation Easement shall be granted to the appropriate airport and recorded prior to the issuance of building permits for all construction in the AR overlay areas. Plans submitted in the AR overlays shall conform to the interior noise levels as per San Bernardino County standards.

LAND USE SERVICES/ Planning (909) 387-8311

61. Lot Merger. Prior to issuance of any building permit, a lot merger must be recorded to merge APNs: 0292-055-01 and 0292-055-02 into one parcel.
62. 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.

63. 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. Where possible, 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.
64. 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.
65. 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.
66. Signs. The developer shall submit a 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.
67. LID - The developer shall incorporate "Low Impact Design" concepts wherever possible to reduce storm water runoff and increase on-site infiltration. The design goal is to maintain offsite flows of storm water to predevelopment rates. Among the design concepts that may be incorporated are:
- a) Incorporate pervious materials (e.g. pavers on gravel, porous concrete) in parking spaces not drive aisles.
 - b) Design parking lot drainage to flow into landscaped areas, wherever feasible.

- c) Drain parking spaces into the adjacent landscaping using wheel stops in lieu of curbed planters. Parking spaces should be flush with the adjacent landscaped area to facilitate storm water runoff and absorption.
 - d) Decorative drive entry statements should utilize pervious pavers in lieu of stamped concrete.
68. LEED - The developer shall incorporate wherever possible design concepts adopted by the US Green Building Council in the Leadership in Energy and Environmental Design ("LEED") Green Building Rating System. The standards can be found at the web site: <http://www.usgbc.org>.
69. 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 of architectural coatings.

[Mitigation Measure III-4] Building Permits/Planning

70. AQ – Design. The developer shall include the following air quality design considerations, where feasible, into the project design (per SBCC § 83.14.030). The building design with these features shall be submitted for review and approval obtained from County Planning in coordination with County Building and Safety:
- a) Bicycle Parking. Bicycle racks or secured bicycle lockers shall be provided at a rate of 1 per 30 parking spaces with a minimum of a three-bike rack.
 - b) Bicycle Plan. Participate in implementation of the Countywide Bicycle Plan, through construction of on/off- site facilities or contribution of fees for these.
 - c) Shower facilities. A minimum of one shower facility accessible to both men and women shall be provided for persons bicycling or walking to work for all new non-residential development meeting the CMP thresholds (250+peak hour trips).

- d) *Street/walkway Connections.* On-site pedestrian walkways and bicycle paths shall connect each project structure main entry to adjacent public streets.
- e) *Passenger Loading Area.* Passenger loading areas in locations shall be provided close to building entrances for all developments with at least 100 parking spaces. (Loading area shall be equivalent to a minimum of 5 parking spaces and shall have a 15 minute parking time limit).
- f) *Vanpool Parking.* Vanpool parking spaces shall be provided near building entrances. A vertical clearance of no less than 9' shall be provided.
- g) *Transit improvements.* Transit improvements (e.g. bus pullouts, bus signage, bus pads, and/or bus shelters) shall be provided along existing or planned transit routes. The need for and nature of those improvements shall be determined in cooperation with the designated local transportation authority (e.g. Omnitrans, MARTA or other).
- h) *Parking Reduction.* Parking requirements may be reduced, if developer demonstrates that increased ridesharing by bus or other modes of transportation and/or incorporation on-site of either child care or senior care facilities.
- i) *Employee Services.* Provide on-site employee services such as automated tellers, cafeterias, postal machines).
- j) *Energy conservation.* Conserve energy through the use of alternative energy resources (e.g. passive lighting, heating, ventilation and air conditioning) and conservation efforts in wastewater treatment, irrigation and use of recycled water. Incorporate energy efficient lighting and California Energy Commission insulation standards into the design.
- k) *SCAQMD – Design.* New and modified stationary sources shall be required to install Best Available Control Technology and offset any new emissions such that there is no net gain in emissions within the air basin. (SCAQMD Regulation XIII)

[Mitigation Measure III-5] Building Permits/Planning

71. *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-7] Building Permits/Planning*

72. GHG – Design. *The developer shall submit for review and obtain approval from County Planning that the following measures have been incorporated into the design of the project. These are to reduce potential project impacts on green house gases (GHGs): Proper installation of the approved design features and equipment shall be confirmed by County Building and Safety prior to final inspection of each structure.*

- a) *Title 24 + 5%. The Developer shall document that the design of the proposed structures exceeds the current Title 24 requirements by a minimum of five percent. County Planning shall coordinate this review with the County Building and Safety. Any combination of the following design features may be used to fulfill this mitigation, provided that the total increase in efficiency meets or exceeds the cumulative goal (105%+ of Title 24) for the entire project (Title 24, Part 6 of the California Code of Regulations; Energy Efficiency Standards for Residential and Non Residential Buildings, as amended October 1, 2005; Cool Roof Coatings performance standards as amended September 11, 2006):*
- *Incorporate dual paned or other energy efficient windows,*
 - *Incorporate energy efficient space heating and cooling equipment,*
 - *Incorporate energy efficient light fixtures, photocells, and motion detectors,*
 - *Incorporate energy efficient appliances,*
 - *Incorporate energy efficient domestic hot water systems,*
 - *Incorporate solar panels into the electrical system,*
 - *Incorporate cool roofs/light colored roofing,*
 - *Incorporate other measures that will increase energy efficiency.*
 - *Increase insulation to reduce heat transfer and thermal bridging.*
 - *Limit air leakage throughout the structure and within the heating and cooling distribution system to minimize energy consumption.*
- b) *Plumbing. All showerheads, lavatory faucets, and sink faucets shall comply with the California Energy Conservation flow rate standards. Low flush toilets shall be installed where applicable as specified in California State Health and Safety Code Section 17921.3. If possible, utilize grey water systems and dual plumbing for recycled water.*
- c) *Lighting. Lighting design for building interiors shall support the use of:*
- *Compact fluorescent light bulbs or equivalently efficient lighting.*
 - *Natural day lighting through site orientation and the use of reflected light.*
 - *Skylight/roof window systems.*
 - *Light colored building materials and finishes shall be used to reflect natural and artificial light with greater efficiency and less glare.*
- d) *Building Design. Orient building locations to best utilize natural cooling/heating with respect to the sun and prevailing winds/natural convection to take advantage of shade, day lighting and natural cooling opportunities. Utilize natural, low maintenance building materials that do not require finishes and regular maintenance.*

- e) *Landscaping.* The developer shall submit for review and obtain approval from County Planning of landscape and irrigation plans that are designed to include drought tolerant and smog tolerant trees, shrubs, and groundcover to ensure the long-term viability and to conserve water and energy. The landscape plans shall include shade trees around main buildings, particularly along southern and western elevations, where practical.
- f) *Irrigation.* The developer shall submit irrigation plans that are designed, so that all common area irrigation areas shall be capable of being operated by a computerized irrigation system, which includes either an on-site weather station, ET gauge or ET-based controller capable of reading current weather data and making automatic adjustments to independent run times for each irrigation valve based on changes in temperature, solar radiation, relative humidity, rain and wind. In addition, the computerized irrigation system shall be equipped with flow sensing capabilities, thus automatically shutting down the irrigation system in the event of a mainline break or broken head. These features will assist in conserving water, eliminating the potential of slope failure due to mainline breaks and eliminating over-watering and flooding due to pipe and/or head breaks.
- g) *Recycling.* Exterior storage areas for recyclables and green waste shall be provided. Adequate recycling containers shall be located in public areas. Construction and operation waste shall be collected for reuse and recycling.
- h) *Multimodal.* The design shall included adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience. Preferred carpool/vanpool spaces shall be provided and if available mass transit facilities shall be provided (e.g. bus stop bench/shelter).

[Mitigation Measure VII-3] Building Permits/Planning

73. *AR3 Design Requirements.* The project is within the Airport Safety Review Area Three (AR-3) Overlay. The developer shall submit for review and obtain approval from County Planning of a letter substantiating compliance with the following:
- a) *Avigation & Noise Easements.* The developer shall grant an Avigation and Noise Easement to the San Bernardino International Airport. The developer shall submit copies for review and obtain approval of the proposed Avigation & Noise Easement to both County Planning and the affected airport. 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.
 - b) *ACLUP.* All land uses shall be consistent with the development standards of any applicable Airport Comprehensive Land Use Plan [ACLUP]. The San Bernardino International Airport is the nearest facility to the project.
 - c) *Aircraft Safety.* All structures and land uses shall be operated in a manner not to 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.

- d) *FAR Regulation. Structures and the normal mature height of any vegetation shall not exceed the height limitations established in Federal Aviation Regulations (FAR) Part 77, unless otherwise provided by Form 7460-1, including those for heliports.*
- e) *FAA Measures. All mitigation measures recommended by the FAA shall be implemented.*
- f) *Noise Level dBA. Noise level reduction shall be designed and implemented. Proposed Structures shall maintain maximum interior noise level of 55 dBA for commercial and industrial uses.*

[Mitigation Measure Hazards VIII-2] Building Permits/Planning

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. Contact Special Districts at (909) 387-9612.

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

76. Water. Water purveyor shall be City of Redlands.
77. Water Letter. Applicant shall procure a verification letter from the water agency with jurisdiction. This letter shall state whether or not water connection and service shall be made available to the project by the water agency. This letter shall reference the Assessor's Parcel Number.
78. Sewer. Method of sewage disposal shall be City of Redlands.
79. 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.
80. Acoustical Information. Submit preliminary acoustical information demonstrating that the proposed project maintains noise levels at or below San Bernardino County Noise Standard(s), San Bernardino Development Code Section 83.01.080. The purpose is to evaluate potential future on-site and/or adjacent off-site noise sources. If the preliminary information cannot demonstrate compliance to noise standards, a project specific acoustical analysis shall be required. Submit information/analysis to the DEHS for review and approval. For information and acoustical checklist, contact DEHS at 909-387-4655.

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

81. **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')

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

Almond Ave (Collector – 66')

- A 3-foot grant of easement is required to provide a half-width right-of-way of 33'.
- Design curb and gutter with match up paving 22 feet from centerline.
- Design sidewalks per County standard 109 type C.
- Design driveway approach per San Bernardino County Standard 129B, and located per Standard 130.

82. **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.
83. **Street Improvement Plans.** The developer shall submit for review and obtain approval of street improvement plans prior to construction.
84. **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.
85. **Encroachment Permits.** Prior to installation of road and drainage improvements, a permit is required from County Public Works, Transportation Operations Division, Permit Section, (909) 387-8039, as well as other agencies prior to work within their jurisdiction.

86. Soils Testing. Any grading within the road right-of-way prior to the signing of the improvement plans shall be accomplished under the direction of a soils testing engineer. Compaction tests of embankment construction, trench back fill, and all sub-grades shall be performed at no cost to San Bernardino County and a written report shall be submitted to the Transportation Operations Division, Permits Section of County Public Works, prior to any placement of base materials and/or paving.
87. 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.
88. Transitional Improvements. Right-of-way and improvements (including off-site) to transition traffic and drainage flows from proposed to existing shall be required.
89. 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

90. Truck Drive Radii. All curb returns or driveways should have radii between 50-80 feet for the truck turning templates.
91. Regional Transportation Facilities Fee. *This project falls within the Regional Transportation Facilities Fee Plan for the Donut Hole Subarea. Currently this fee is \$0.48 per square foot for High Cube Use, and shall be paid by a cashier's check to the Department of Public Works Business Office.*

The Regional Transportation Fee Plan can be found at the following website:

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

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

COUNTY FIRE/ Community Safety (909) 386-8465

92. 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.
93. Building Plans. Not less than two (2) complete sets of Building Plans shall be submitted to the Fire Department for review and approval.
94. Turnaround. An approved turnaround shall be provided at the end of each roadway one hundred and fifty (150) feet or more in length. Cul-de-sac length shall not exceed six hundred (600) feet; all roadways shall not exceed a 12 % grade and have a minimum of forty five (45) foot radius for all turns. In the FS1, FS2 or FS-3 Fire Safety Overlay District areas, there are additional requirements. Standard 902.2.1
95. 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 travelways) and no more than one hundred fifty (150) feet from any portion of a structure.
96. 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.
97. 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.
98. 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.
99. 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 maximum of three hundred (300) feet spacing. Buildings with an interior area greater then 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 hydraulic four (4) sets of hydraulic calculations and detailed plans t, 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

100. 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.
101. 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.
102. Path of Travel. Provide a path of travel from all parking spaces for the disabled up to the primary entrances of each building.
103. Planning Division Approval. Prior to occupancy all Planning Division requirements and sign-off's shall be completed.

LAND USE SERVICES/ Planning (909) 387-8311

104. 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.
105. 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.
106. 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.
107. 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.
108. 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.
109. Building Elevations. The building construction shall be completed in conformance with the approved architectural elevations to the satisfaction of County Planning
110. 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.

111. 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.

112. *AQ – Installation. The developer shall submit for review and obtain approval from County Planning of evidence that all air quality mitigation measures have been installed, implemented properly and that specified performance objectives are being met to the satisfaction of County Planning and County Building and Safety. These installations/ procedures include the following:*

- a) *Dust Control Plan (DCP)*
- b) *Coating Restriction Plan (CRP)*
- c) *Design elements including the following:*
 - *Bicycle parking (racks/locker) with showers available for cyclists near building entrances to promote cyclist safety, security, and convenience.*
 - *Participation in appropriate bike plan*
 - *All showerheads, lavatory faucets, and sink faucets shall comply with the California Energy Conservation flow rate standards.*
 - *Low flush toilets shall be installed as specified in California State Health and Safety Code Section 17921.3 and as confirmed by County Building & Safety.*

[Mitigation Measure III-6] Final Inspection/Planning

113. GHG – Installation. *The developer shall submit for review and obtain approval from County Planning of evidence that all GHG mitigation measures have been installed, implemented properly and that specified performance objectives are being met to the satisfaction of County Planning and County Building and Safety. These installations/ procedures include the following:*

- a) *Design features and/or equipment that cumulatively increase the overall compliance of the project to exceed Title 24 minimum standards by five percent.*
- b) *All interior building lighting shall support the use of fluorescent light bulbs or equivalent energy-efficient lighting.*
- c) *Installation of both the identified mandatory and optional design features or equipment that have been constructed and incorporated into the facility.*

[Mitigation Measure VII-4] Final Inspection/Planning

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

114. 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

115. Street Lighting Installed. All required streetlights shall be installed and operating to the satisfaction of the Special Districts Department.
116. 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

117. Drainage and WQMP Improvements. All required drainage and WQMP improvements shall be completed by the applicant, inspected and approved by County Public Works.
118. 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

119. Road Improvements. All required on-site and off-site improvements shall be completed by the applicant, inspected and approved by County Public Works.
120. 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.
121. 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

122. 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

123. 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.
124. Key Box. An approved Fire Department key box is required. The key box shall be provided with a tamper switch and shall be monitored by a Fire Department approved central monitoring service. In commercial, industrial and multi-family complexes, all swing gates shall have an approved fire department Knox Lock.
125. Fire Extinguishers. Hand portable fire extinguishers are required. The location, type, and cabinet design shall be approved by the Fire Department.
126. 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.
127. 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.

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

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

PRIOR TO TENANT OCCUPANCY

The Following Shall Be Completed:

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

131. 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.
132. 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

133. 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.
134. GHG/Occupancy Information. The "developer" shall prepare, submit for review and obtain approval from County Planning of informational materials intended for distribution to all project employees, guests and tenants to implement the following programs as green house gas (GHG) mitigation during operation of the approved project.
- a) *Waste Stream Reduction.* Informational materials about methods and need to reduce the solid waste stream and listing available recycling services.
 - b) *Vehicle Trip Reduction.* Informational materials about the need to reduce vehicle trips and the program elements that this project and/or tenant is implementing to reduce travel. Such elements may include: participation in established ride-sharing programs, creating a new ride-share employee vanpool, designating preferred parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles with benches in waiting areas, and/or providing a web site or message board for coordinating rides.

[Mitigation Measure VII-5] Occupancy/Planning

COUNTY FIRE/ Community Safety (909) 386-8465

135. 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.
136. 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

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