LAND USE SERVICES DEPARTMENT
PLANNING COMMISSION STAFF REPORT

HEARING DATE: March 17, 2022 **AGENDA ITEM #2**

Project Description

APN: 0292-071-30, 59, and 60
Applicant: Michael Goodwin/First Industrial Realty Trust
Community: Redlands/3rd Supervisorial District
Location: Southeast corner of Alabama Street and Palmetto Avenue
Project No: PROJ-2020-00193/CUP
Staff: Aron Liang
Rep: Sara Bova
Proposal: Conditional Use Permit to construct a 462,037-square foot industrial high-cube warehouse with 10,000 square feet of office space for a high-cube warehouse distribution center, on 23.33 acres, in the General Industrial (GI) Land Use Category, and East Valley/Regional Industrial (EV/IR) Zoning District.

Vicinity Map -

9 Hearing Notices Sent on : March 4, 2022 Report Prepared By: Aron Liang, Senior Planner

SITE INFORMATION:
Parcel Size: 23.33 acres
Terrain: Relative flat vacant site
Vegetation: Former citrus grove and non-native grasses

TABLE 1 – SITE AND SURROUNDING LAND USES AND ZONING:

AREA	EXISTING LAND USE	LAND USE CATEGORY/ZONING DISTRICT
SITE	Vacant Land/Former Citrus Grove	General Industrial (GI) / Regional Industrial (EV/IR)
North	Industrial Warehouse	General Industrial (GI) / Regional Industrial (EV/IR)
South	Industrial Warehouse	General Industrial (GI) / Regional Industrial (EV/IR)
East	Industrial Warehouses	General Industrial (GI) / Regional Industrial (EV/IR)
West	Vacant properties	General Industrial (GI) / Regional Industrial (EV/IR)

	Agency	Comment
City Sphere of Influence:	N/A	East Valley Area Plan
Water Service:	City of Redlands	Per Service Agreement Resolution
Sewer Service:	City of Redlands	Per Service Agreement Resolution

STAFF RECOMMENDATION: That the Planning Commission **ADOPT** the proposed Mitigated Negative Declaration, **ADOPT** the Findings as contained in the Staff Report, **APPROVE** the Conditional Use Permit, subject to the Conditions of Approval, and **DIRECT** staff to file a Notice of Determination.[1]

[1]In accordance with Section 86.08.010 of the Development Code, the Planning Commission action may be appealed to the Board of Supervisors.

Figure1 - VICINITY MAP:

Figure 2 - COUNTYWIDE PLAN/POLICY PLAN LAND USE DESIGNATIONS

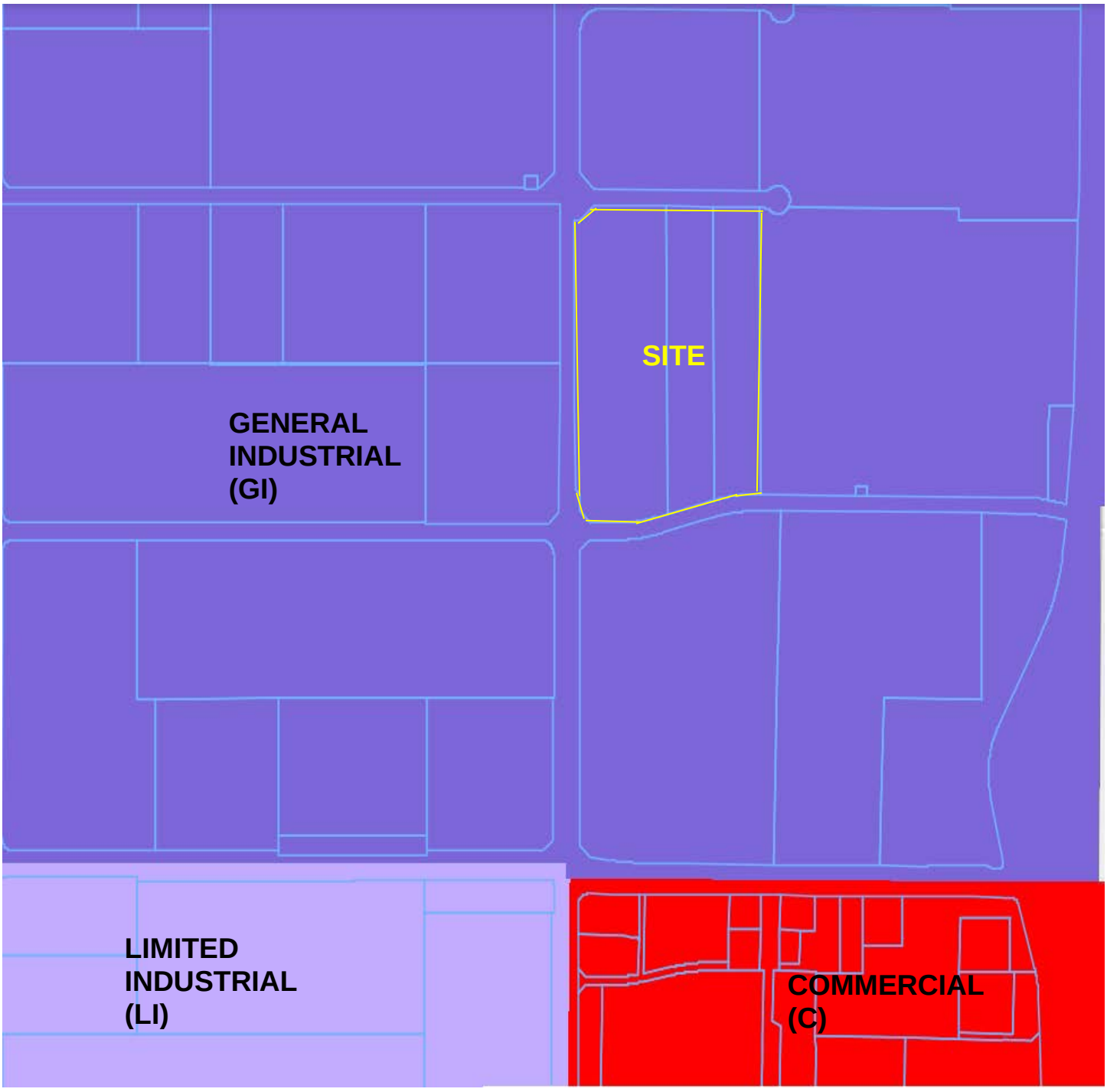

Figure 3 - ZONING MAP DESIGNATIONS

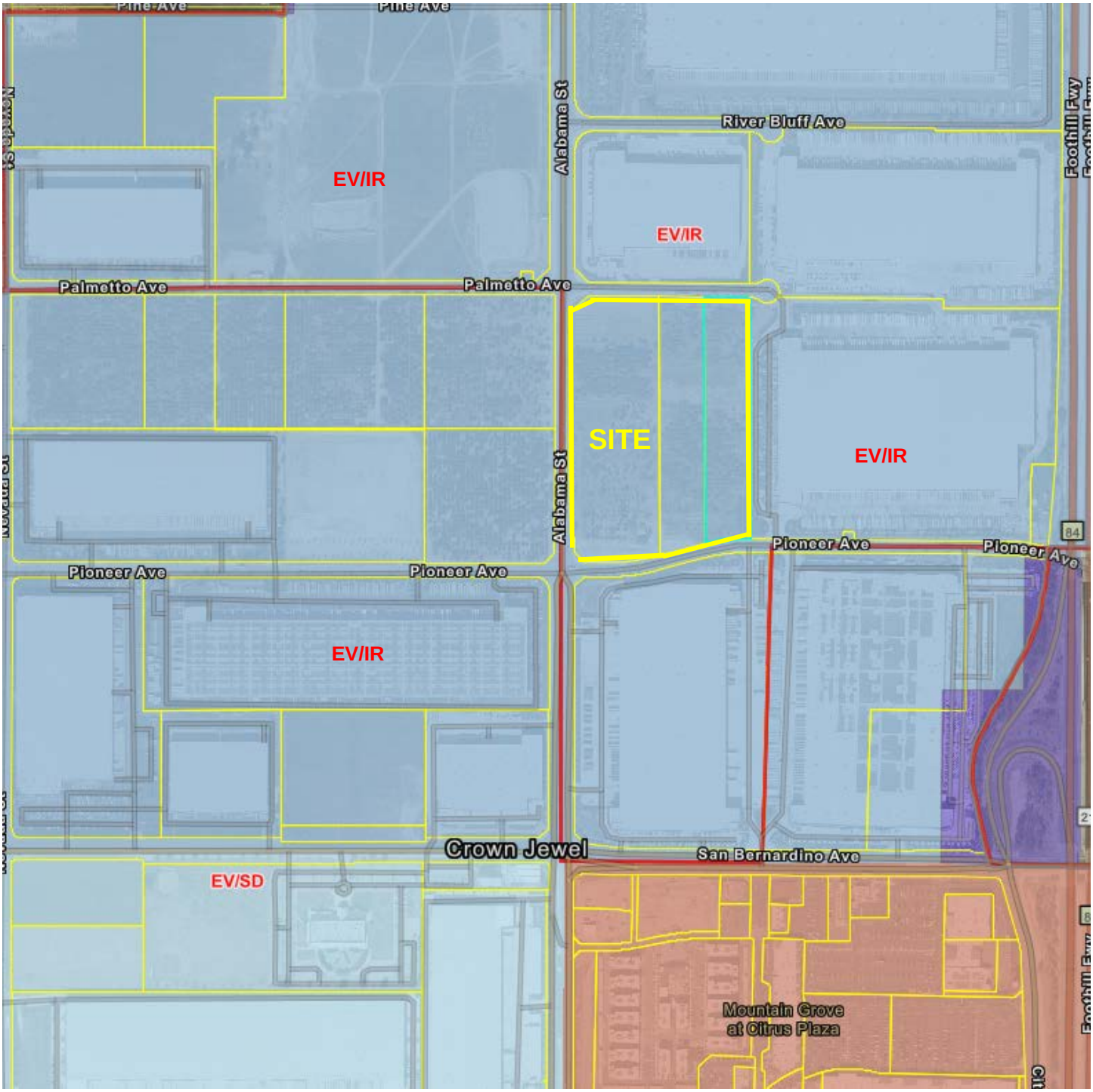

Figure 4 - AERIAL MAP:

Figure 5 – SITE PLAN

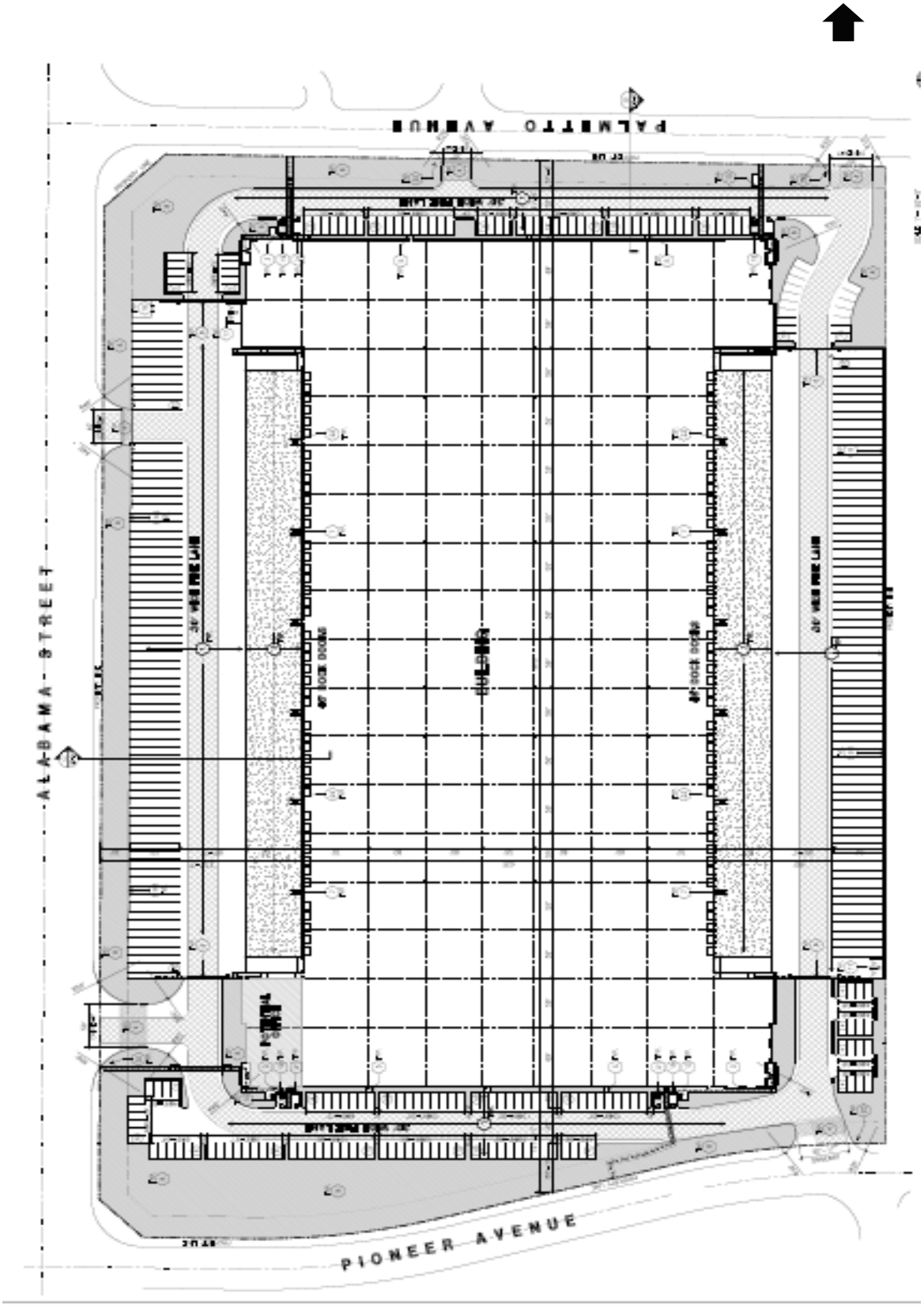

Figure 6 - CONCEPTUAL LANDSCAPE PLAN

Figure 7 - BUILDING ELEVATIONS

NORTH ELEVATION

SOUTH ELEVATION

WEST ELEVATION

EAST ELEVATION

SITE PHOTOS

Photo 1

East view from Alabama Street and Palmetto Avenue (from Southeast corner site)

Photo 2

South view from Palmetto Avenue

SITE PHOTOS

Photo 3

South view from Alabama Avenue

Photo 4

East view from Alabama Street

SITE PHOTOS

Photo 5

East view from Alabama Street and Palmetto Avenue (from northeast corner site)

Photo 6

North view from Palmetto Avenue

PROJECT DESCRIPTION:

The applicant requests approval of a Conditional Use Permit (CUP) to construct a 462,037-square foot industrial high-cube warehouse with 10,000 square feet of office space for a high-cube warehouse distribution facility (Project). The Project site is approximately 23.33 acres, in an area located within the General Industrial (GI) Land Use Category, and Regional Industrial (EV/IR) Zoning District of the East Valley Area Plan.

The Project site consists of three parcels (that will be required to be merged into a single lot) and is relatively flat, with slopes of less than two percent (Refer to Photos 1 – 6). The Project would be considered an in-fill project that is consistent with the zoning designation and surrounding uses. The surrounding area is urbanized; developed with industrial uses to the north, east, and south. The scope of the proposed development will consist of site clearing, site preparation, appurtenant improvements, and construction of the proposed warehouse building, with on-site parking and loading areas, circulation, landscaping and water quality management improvements. Off-site street and drainage improvements will also be constructed per the Conditions of Approval (Exhibit A). The truck loading and staging areas on the west side of the warehouse would be screened by a 12-foot block wall and the truck loading and staging areas on the east side of the warehouse would be surrounded by the warehouse building and the 12-foot block walls along the truck loading and staging areas for screening. Access to the site for passenger cars, trucks, and other vehicles will be provided by five commercial/industrial driveways, with two on Alabama Street (one emergency vehicle access and the other for right-in/right out access only for passenger cars and trucks), two on Palmetto Avenue (one for passenger car only and the other for passenger cars and trucks), and one on Pioneer Avenue (passenger cars and trucks).

PROJECT ANALYSIS:

Site Planning: The Project is proposed on a speculative basis, with no tenant identified at this time. The building is designed as a concrete tilt-up cross-dock facility with vertical lift, dock-high roll up doors. There would be a total of 92 dock doors: 46 dock doors on the western side of the warehouse and 46 dock doors on the eastern side of the warehouse. The truck loading and staging areas on the west side of the warehouse would be screened from public view from Alabama Street with the combination of a drought-tolerant landscape setback area and 12-foot high solid material (concrete) screen walls. The Project site plan (Exhibit B) provides adequate area to accommodate all parking, loading areas, access and circulation requirements needed to comply with County requirements (See Table 2 below).

Code Compliance Summary: As noted above, the Project satisfies all applicable standards of the Development Code for development in the EV/IR Land Use District, as illustrated below:

Table 2: PROJECT CODE COMPLIANCE

Project Component	Development Code Standard/East Valley Area Plan Regional Industrial Zone	Project Plans
Warehouse Distribution Facility	CUP	CUP
Parking	184	195
Drive Aisles	26’	30’

Project Component	Development Code Standard/East Valley Area Plan Regional Industrial Zone		Project Plans
Landscaping	Trees Minimum Landscaping	18 trees in parking lot 15%	178 trees 15.2% (145,034 sq. ft.)
Building Setbacks	Front Street Side Rear	25' 25' 0''	212' 121' – Pioneer Avenue 91' – Palmetto Avenue 179'
Building Height	50 feet maximum		42 feet
Floor Area Ratio	.8:1		.5:1

Landscaping: The conceptual landscape plan provides 15.2% site coverage in drought-tolerant landscaping, with a variety of trees, groundcover and shrubs, in compliance with Development Code Section 83.10.060, Landscape Area Requirements. The Development Code only specifies a minimum number of trees in the parking area (one tree per 10 spaces). The Project exceeds this requirement and has ample tree planting in the perimeter landscaping, with a total of 178 trees.

Hours of Operation: The operator/tenant of the Project has not yet been identified, so the precise nature of the facility operation cannot be specified at this time. Technical studies performed for the environmental analysis assume a relatively intensive operation of seven days per week in two eight-hour shifts, with an estimated total of 50 employees.

Airport Safety. The site is located within the Airport Safety Overlay District 3 (AR3). The overly was created to provide greater safety to aviators and the general public by establishing requirements for land use compatibility. The Project meets the development standards within this overlay in terms of allowed use, height limitations and other requirements in order to operate within the AR-3 zone. In accordance with Development Code Section 82.09.060(f), the applicant will be required to grant an Avigation Easement to the San Bernardino International Airport. A copy must be submitted to the County before the issuance of building permits. An Avigation Easement template is attached to this staff report (Exhibit C).

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA):

An Initial Study (IS) has been completed in compliance with the California Environmental Quality Act (CEQA) (Exhibit D). The IS concludes that the Project will not have a significant adverse impact on the environment with the implementation of recommended mitigation measures contained in the IS, which have been incorporated in the Conditions of Approval (Exhibit A). A Notice of Availability/Notice of Intent (NOA/NOI) to adopt a Mitigated Negative Declaration (MND) was advertised and distributed to initiate a 20-day public comment period, which concluded on September 13, 2021. One comment letter to the NOA/NOI (Exhibit E) was received from the San Bernardino County Department of Public Works (County) indicating that there may be storm drains in and around the site that may be affected by the Project. When planning for or altering existing or future storm drains, the Project would be subject to the Flood Control District's Comprehensive Storm Drain Plan (CSDP) No. 4, dated February 2013.

Following are summaries of topics addressed in the IS/MND:

Aesthetics: The Project will include a concrete, tilt-up structure, painted in shades of white and gray, with blue glazing on the windows facing Alabama Street, Palmetto Avenue, and Pioneer

Avenue, all of which are complementary to the existing warehouse facilities in the vicinity. The single-story building will be 42 feet tall, with an office tower at the northwest and southwest corners of the building with design features to provide for vertical articulation. The Project design includes a landscape buffer and building features that will hide truck staging and loading activities and dock doors.

Air Quality: The Project air quality analysis shows that the Project will not violate any air quality standard or contribute substantially to an existing or projected air quality violation, because the proposed use would not exceed thresholds of concern as established by the SCAQMD. A dust control plan will be required as a standard condition to regulate short-term construction activities that could create windblown dust. Painting activities will be restricted as needed to comply with SCAQMD standards.

Water Quality: A Preliminary Water Quality Management Plan (WQMP) has been approved by the Land Development Division of Land Use Services to comply with the requirements of the San Bernardino County National Pollutant Discharge Elimination System (NPDES) Area-wide Stormwater Program. The Project drainage system will collect storm water runoff in two on-site underground infiltration/retention chambers system, designed and sized to accept storm water flows for on-site percolation within the prescribed period of time to avoid the nuisance of standing water. Requirements for approval of the final WQMP have been incorporated in the Conditions of Approval.

Traffic: The Project trip generation was evaluated using trip rates from the Institute of Transportation Engineers, Trip Generation, 10th Edition, 2017. The Project is estimated to generate 842 Passenger Car Equivalent (PCE) trips on a daily basis, with 74 PCE trips (59 inbound and 15 outbound) in the AM peak hour and 77 PCE trips (31 inbound and 46 outbound) in the PM peak hour.

The County of San Bernardino Transportation Impact Study Guidelines indicate that projects that generate 100 or more trips during any peak hour have the potential to create a traffic impact and would be required to prepare a Transportation Impact Study (TIS). Since the trip generation of the Project is less than 100 trips during any peak hour, a TIS was not required.

Vehicle Miles Traveled: A Vehicle Miles Traveled (VMT) analysis was prepared and evaluated for the Project, consistent with the San Bernardino County Guidelines, which state that a project should be considered to have a less-than-significant impact if the project VMT per person/employee is 4% or more below the County's existing VMT per employee, which is 19.74 VMT per employee. The Project's VMT was calculated to generate 16.54 VMT per employee; therefore, the Project's VMT per employee (16.54) is 16.2 percent below the county's VMT per employee standard at 19.74. The Project would reduce VMT more than the 4 percent required by the County, no significant VMT impact would result from project development and no mitigation is warranted.

Public Comments:

Project notices were sent to surrounding property owners within 300 feet of the Project site, as required by Development Code Section 85.03.080. No comments were received in response to the Project notice.

RECOMMENDATION:

That the Planning Commission:

1. **ADOPT** the Mitigated Negative Declaration and Mitigation Monitoring and Reporting program (Exhibit D);

2. **ADOPT** the recommended Findings as contained in the Staff Report (Exhibit F);

3. **APPROVE** the Conditional Use Permit for the construction of a 462,037-square foot industrial high-cube warehouse with 10,000 square feet of office space, subject to the recommended Conditions of Approval (Exhibit A); and

4. **DIRECT** staff to file a Notice of Determination.

ATTACHMENTS:

EXHIBIT A: Conditions of Approval
EXHIBIT B: Site Plan
EXHIBIT C: Avigation Easement Template
EXHIBIT D: Mitigated Negative Declaration and Mitigation Monitoring and Report Program
EXHIBIT E: County of San Bernardino Public Works comment letter.
EXHIBIT F: Findings

EXHIBIT A

Conditions of Approval

Conditions of Approval

Record: PROJ-2020-00193
APN: 0292-071-30, 59, and 60

Planning Commission Date: March 17, 2022
Application Name: Conditional Use Permit
Effective Date: March 28, 2022
Expiration Date: March 28, 2025

On-GOING AND OPERATIONAL CONDITIONS

LAND USE SERVICES – Planning Division

1. Project Description. This Conditional Use Permit approval is for the construction of a 462,037-square foot industrial high-cube warehouse with 10,000 square foot office space, on 23.33 acres in the Regional Industrial (EV/IR) zoning district, in compliance with the San Bernardino County Code (SBCC), California Building Codes, San Bernardino County Fire Code, California Fire Code, the Conditions of Approval, the approved site plan, and all other required and approved reports and displays (e.g. elevations and landscape plans).

2. Project Location. The Project site is located at the southeast corner of Alabama Street and Palmetto Avenue, in the EV/IR zoning district.

3. Conditions of Approval: The developer shall provide a copy of the approved conditions and the site plan to every current and future commercial tenant, lessee, and any future property owner to facilitate compliance with these conditions of approval and continuous use requirements for the Project Site with APN: 0292-071-30, 59, and 60, and Project Number: PROJ-2020-00193.

4. Indemnification. In compliance with SBCC §81.01.070, the developer shall agree to defend, indemnify and hold harmless the County or its "indemnities" (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 the 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's 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 indemnitee's "passive" negligence but does not apply to the indemnitee's "sole" or "active" negligence" or "willful misconduct" within the meaning of Civil Code §2782.

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

6. 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.

7. Continuous Effect/Revocation: All of the conditions of this project approval are continuously in effect throughout the operative life of the project for all approved structures and approved land uses/activities. Failure of the property owner or developer to comply with any or all of the conditions at any time may result in a public hearing and possible revocation of the approved land use, provided adequate notice, time and opportunity is provided to the property owner, developer or other interested party to correct the non-complying situation.

8. Revisions: Any proposed change to the approved Project and/or conditions of approval shall require that an additional land use application (e.g. Revision to an Approved Action) be submitted to County Land Use Services for review and approval.

9. Construction Hours: Construction will be limited to the hours of 7:00 a.m. to 7:00 p.m., Monday through Saturday in accordance with the County of San Bernardino Development Code standards. No construction activities are permitted outside of these hours or on Sundays and Federal holidays.

10. Expiration. This project permit approval shall expire and become void if it is not "exercised" within three years of the effective date of this approval, unless an extension of time is granted. The permit is deemed exercised when either

    - The permittee has commenced actual construction or alteration under a validly issued Building Permit, or
    - 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 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:
    - Building and Safety does not issue construction permits for all or part of the project or the construction permits expire before the completion of the structure and the final inspection approval.
    - The County determines the land use to be abandoned or non-conforming.
    - The County determines that the land use is 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 expiration date. The developer is responsible for initiation of any Extension of Time application

11. 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)

12. Lighting: Lighting shall comply with Table 83-7 "Shielding Requirements for Outdoor Lighting in the Mountain Region and Desert Region" of the County's Development Code (i.e. "Dark Sky" requirements). 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, an alternating message no more than once every five seconds.

13. Underground Utilities: No new above-ground power or communication lines shall be extended to the site. All required utilities shall be placed underground in a manner that complies with the California Public Utilities Commission General Order 128, and avoids disturbing any existing/natural vegetation or the site appearance.

14. Performance Standards : The approved land uses shall operate in compliance with the general performance standards listed in the County Development Code Chapter 83.01, regarding air quality, electrical disturbance, fire hazards (storage of flammable or other hazardous materials), heat, noise, vibration, and the disposal of liquid waste.

15. Additional Permits: The developer shall ascertain compliance with all laws, ordinances, regulations and any other requirements of Federal, State, County and Local agencies that may apply for the development and operation of the approved land use. These may include but are not limited to: a. FEDERAL: none. b. STATE: Regional Water Quality Control Board (RWQCB- Santa Ana Region. c. COUNTY: Land Use Services – Planning/Building and Safety/Code Enforcement/Land Development, County Fire, Environmental Health Services, and Public Works. d. REGIONAL: South Coast Air Quality Management District. e. LOCAL: City of Rialto.

16. GHG - Operational Standards: The developer shall implement the following as greenhouse gas (GHG) mitigation during the operation of the approved project: a. Waste Stream Reduction. The "developer" shall provide to all tenants

and project employees 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 tenants and project employees County-approved informational materials about the need to reduce vehicle trips and the program elements this project is implementing. 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. c. Provide Educational Materials. The developer shall provide to all tenants 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. d. Landscape Equipment. The developer shall require in the landscape maintenance contract and/or in onsite procedures that a minimum of 20% of the landscape maintenance equipment shall be electric powered.

17. Construction Noise: The following measures shall be adhered to during the construction phase of the project: - All construction equipment shall be muffled in accordance with manufacturer's specifications. - All construction staging shall be performed as far as possible from occupied dwellings. The location of staging areas shall be subject to review and approval by the County prior to the issuance of grading and/or building permits. - All stationary construction equipment shall be placed in a manner so that emitted noise is directed away from sensitive receptors (e.g. residences and schools) nearest the project site.

18. Project Account: The Project account number is PROJ-2020-00001. 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 expense charged to this account. Processing of the project shall cease, if it is determined that the account has a negative balance and that an additional deposit has not been made in a timely manner. A minimum balance of $1,000.00 must be in the project account at the time the Condition Compliance Review is initiated. Sufficient funds must remain in the account to cover the charges during each compliance review. All fees required for processing shall be paid in full prior to final inspection, occupancy and operation of the approved use.

19. Continuous Maintenance: The Project property owner 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 property owner 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 not limited to:
a) Annual maintenance and repair: The developer shall conduct inspections for any structures, fencing/walls, driveways, and signs to assure proper structural, electrical, and mechanical safety.
b) Graffiti and debris: The developer shall remove graffiti and debris immediately through weekly maintenance.
c) Landscaping: The developer shall maintain landscaping 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) Dust control: The developer shall maintain dust control measures on any undeveloped areas where landscaping has not been provided.
e) Erosion control: The developer shall maintain erosion control measures to reduce water runoff, siltation, and promote slope stability.
f) External Storage: The developer shall maintain external storage, loading, recycling and trash storage areas in a neat and orderly manner, and fully screened from public view. Outside storage shall not exceed the height of the screening walls.
g) Metal Storage Containers: The developer shall NOT place metal storage containers in loading areas or other areas unless specifically approved by this or subsequent land use approvals. h) Screening: The developer shall maintain screening that is visually attractive. All trash areas, loading areas, mechanical equipment (including roof top) shall be screened from public view.
i) Signage: The developer shall maintain all on-site signs, including posted area signs (e.g. "No Trespassing") in a clean readable condition at all times. The developer shall remove all graffiti and repair vandalism on a regular basis. Signs on the site shall be of the size and general location as shown on the approved site plan or subsequently a County-approved sign plan.
j) Lighting: The developer shall maintain any lighting so that they operate properly for safety purposes and do not project onto adjoining properties or roadways. Lighting shall adhere to applicable glare and night light rules.
k) Parking and on-site circulation: The developer shall maintain all parking and on-site circulation requirements,

including surfaces, all markings and traffic/directional signs in an un-faded condition as identified on the approved site plan. Any modification to parking and access layout requires the Planning Division review and approval. The markings and signs shall be clearly defined, un-faded and legible; these include parking spaces, disabled space and access path of travel, directional designations and signs, stop signs, pedestrian crossing, speed humps and “No Parking”, “Carpool”, and “Fire Lane” designations.
l) Fire Lanes: The developer shall clearly define and maintain in good condition at all times all markings required by the Fire Department, including “No Parking" designations and “Fire Lane” designations.

LAND USE SERVICES - Land Development - Drainage

20. Additional Drainage Requirements: In addition to drainage requirements stated herein, other "on-site" and/or "off-site" improvements may be required which cannot be determined from tentative plans at this time and would have to be reviewed after more complete improvement plans and profiles have been submitted to this office.

21. 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.

22. 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. Refer to approved WQMP maintenance section.

23. Erosion Control Installation: Erosion control devices must be installed and maintained at all perimeter openings and slopes throughout the construction of the project. No sediment is to leave the job site.

24. 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.

PUBLIC HEALTH– Environmental Health Services

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

26. Noise Levels: Noise level shall be maintained at or below County Standards, Development Code Section 83.01.080. For information, please call EHS at 1-800-442-2283.\The septic system shall be maintained so as not to create a public nuisance and shall be serviced by a EHS permitted pumper. For information, please call EHS/Wastewater Section at: 1-800-442-2283.

DEPARTMENT OF PUBLIC WORKS - Solid Waste Management Division

27. Franchise Hauler Service Area – This project falls within a County Franchise Area. If subscribing for the collection and removal of construction and demolition waste from the project site, all developers, contractors, and subcontractors shall be required to receive services through the grantee holding a franchise agreement in the corresponding County Franchise Area (Burrtec Waste Industries dba Jack’s Disposal).

28. Recycling Storage Capacity – The developer shall provide adequate space and storage bins for both refuse and recycling materials. This requirement is to assist the County in compliance with the recycling requirements of Assembly Bill 2176.

29. Mandatory Commercial Recycling – Beginning July 1, 2012 all businesses defined to include a commercial or public entity that generates 4 or more cubic yards of commercial waste a week or is a multi-family residential dwelling of 5 units or more are required to arrange for recycling services. The County is required to monitor commercial recycling and will require businesses to provide recycling information. This requirement is to assist the County in compliance with AB 341.

30. Mandatory Trash Service. This property falls within a Uniform Handling Service area. All owners of a dwelling or a commercial or industrial unit within the uniform handling area shall, upon notice thereof, be required to accept uniform handling service from the grantee holding a franchise agreement and pay the rate of such services. This requirement is a stipulation of County Code Title 4, Division 6, Chapter 5, Section 46.0501.

31. Mandatory Commercial Organics Recycling. As of January 1, 2019, AB 1826 (Enacted October 2014) requires businesses that generate four (4) cubic yards of solid waste per week to recycle their organic waste. A business generating organic waste shall arrange for the recycling services in a manner that is consistent with state and local laws and requirements, including a local ordinance or local jurisdiction's franchise agreement, applicable to the collection, handling, or recycling of solid and organic waste or arrange for separate organic waste collection and recycling services, until the local ordinance or local jurisdiction's franchise agreement includes organic waste recycling services. A business that is a property owner may require a lessee or tenant of that property to source separate their organic waste to aid in compliance. **Additionally, all businesses that contract for gardening or landscaping services must stipulate that the contractor recycle the resulting gardening or landscaping waste.** Residential multifamily dwellings of five (5) or more units are required to recycle organics; however, they are not required to arrange for recycling services specifically for food waste. Applicant will be required to report to the County on efforts to recycle organics materials once operational.

DEPARTMENT OF PUBLIC WORKS – Traffic Division

32. Project vehicles shall not back up into the project site nor shall they back out into the public roadway.

33. Access. Regular access points to the facility shall remain unobstructed at all times, except a driveway access gate which may be closed after normal working hours. At no time shall the project allow vehicles to queue onto a County maintained road. Emergency access driveways are not considered regular access points and shall remain closed by an access gate or other means as approved by the County, except for emergencies.

Prior to Grading/Land Disturbance

LAND USE SERVICES – Planning Division

34. AQ – Operational Standards. The developer shall implement the following air quality 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)]. Signs shall be posted requiring all vehicle drivers and equipment operators to turn off engines when not in use. All engines shall not idle more than five minutes in any one-hour period on the project site. This includes all equipment and vehicles.
    b) On-site electrical power connections shall be provided.
    c) All transportation refrigeration units (TRU's) shall be provided electric connections, when parked on-site.
    d) The loading docks shall be posted with signs providing the telephone numbers of the building facilities manager and the California Air Resources Board to report violations.

35. AQ – Coating Restriction Plan. The developer shall submit for review and obtain approval from County Planning of a Coating Restriction Plan (CRP), consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/subcontracts a condition that the contractors adhere to the requirements of the CRP. The CRP measures shall be following implemented to the satisfaction of County Building and Safety:
    a) Architectural coatings with Reactive Organic Compounds (ROC) shall not have content greater than 100 g/l.
    b) Architectural coating volume shall not exceed the significance threshold for ROG, which is 75 lbs. /day and the combined daily ROC volume of architectural coatings and asphalt paving shall not exceed the significance threshold for ROC of 75 lbs. per day.

c) High-Volume, Low Pressure (HVLP) spray guns shall be used to apply coatings.
d) Precoated/natural colored building materials, water-based or low volatile organic compound (VOC) coatings shall be used, if practical.
e) Comply with SCAQMD Rule 1113 on the use or architectural coatings

36. AQ – Construction Standards. 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)

37. 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.

Biological Resources

38. BIO-1: Burrowing Owl Surveys. Pre-construction surveys for burrowing owl shall be conducted by a qualified biologist (retained by the Project applicant) at least 30 days prior to any ground disturbance on the Project site. The results of the burrowing owl surveys shall be submitted by the Project applicant to the San Bernardino County Planning Department for review and approval. If burrowing owls are active on the Project site during the burrowing owl surveys, a plan for avoidance or passive exclusion shall be prepared and implemented in coordination with the California Department of Fish and Wildlife (CDFW). If the survey results in negative findings, the construction activities of the proposed Project shall proceed without further restrictions related to burrowing owls.

39. BIO-2: Pre-Construction Nesting Bird Survey. If construction or other Project activities are scheduled to occur during the bird breeding season (February through August for raptors and March through August for most migratory bird species), a pre-construction nesting bird survey shall be conducted by a qualified biologist (retained by the Project

Applicant and approved by County staff) to ensure that active bird nests will not be disturbed or destroyed. The survey shall be completed no more than three days prior to initial ground disturbance on the Project site. The nesting bird survey shall include the Project area and adjacent areas where proposed Project activities have the potential to affect active nests, either directly or indirectly due to construction activity or noise. If an active nest is identified, the qualified biologist shall establish an appropriate disturbance limit buffer around the nest using flagging or staking. Construction activities shall not occur within any disturbance limit buffer zones until the nest is deemed inactive by the qualified biologist. If during pre-construction surveys, active nesting sites are not found, construction activities can commence once the survey is completed and the results are approved by County staff.

40. Cultural Resource:
CUL-1: In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed within TCR-1, regarding any pre-contact finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

41. CUL-2: If significant pre-contact cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to SMBMI for review and comment, as detailed within TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

42. CUL-3: If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code shall be enforced for the duration of the project.

Geology and Soils

43. GEO-1: Due to the lack of any known fossil specimens or fossil localities from within a several-mile radius encompassing the Project site, paleontological monitoring would not be required during surficial grading activities during Project construction. However, if fossils of any sort are discovered during grading/earthmoving activities, all construction activities shall stop and the construction contractor shall notify County staff. The Project Applicant shall then retain a certified paleontologist (approved by the County) and the paleontologist shall develop a Paleontological Mitigation Monitoring and Reporting Program (PMMRP), consistent with the provisions of CEQA, those of the County of San Bernardino, and guidelines of the Society of Vertebrate Paleontology *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources*. Once the PMMRP is approved and implemented, construction activities could continue on the Project site.

Transportation:

44. TRA-1: Prior to the issuance of building permits, the Project applicant shall pay the Project's fair-share amount of $25,630 to the County of San Bernardino for improvements of a third eastbound through lane and second westbound left-turn lane at the intersection of Alabama Street and San Bernardino Avenue. The Project applicant shall also pay, to San Bernardino County, the most current Regional Transportation Development Mitigation Plan fee based on the square footage of the use being developed on site. These fees will go toward improvements of the I-210 Southbound ramps and San Bernardino Avenue intersection (second southbound left-turn lane, third eastbound through lane, second and third westbound through lane, modify the traffic signal to provide right-turn overlap phasing on the westbound right-turn lane) and I-210 Northbound Ramps and San Bernardino Avenue intersection (second southbound left-turn lane, third eastbound through lane, second and third westbound through lane, second southbound left-turn lane, third eastbound through lane, and third westbound through lane).

45. TRA-2: The following measures shall be implemented by the Project applicant and completion verified by San Bernardino County prior to Project occupancy:

- With the widening of Alabama Street along the Project's frontage, the Project applicant shall include development of a second northbound through lane and a northbound right-turn lane (trap lane). This will satisfy the requirements for mitigating impacts at the Alabama Street and Palmetto Avenue intersection.

- To accommodate site access and to mitigate impacts at the Alabama Street and Driveway 1 intersection, the Project applicant shall install a stop control on westbound approach and a right-turn lane and construct two northbound through lanes.

- To accommodate site access and to mitigate impacts at the Driveway 2 and Palmetto Avenue intersection, the Project applicant shall install a stop control on the northbound approach and a shared left-turn/through/right-turn lane.

- To accommodate site access and to mitigate impacts at Driveway 3 and Palmetto Avenue, the Project applicant shall install a stop control on the northbound approach and a shared left-turn/right-turn lane.

- To accommodate site access and to mitigate impacts at Driveway 4 and Pioneer Avenue, the Project applicant shall install a stop control on the southbound approach and a shared left-turn/through/right-turn lane.

- To mitigate impacts to Alabama Street, the Project applicant shall construct Alabama Street at its ultimate half-section width as a Major Arterial Highway (120-foot right-of-way) between Palmetto Avenue and Pioneer Avenue. Improvements along the Project's frontage would be those required by final Project conditions of approval and consistent with applicable County of San Bernardino standards.

- Although Pioneer Avenue is built to its ultimate General Plan roadway cross-section, the Project applicant shall make the necessary curb and gutter, sidewalk and landscaping improvements to accommodate the Project's Driveway 4 on Pioneer Avenue.

- The internal circulation on the site shall include signing and striping consistent with provisions set forth by the *California Manual on Uniform Traffic Control Devices* and in conjunction with detailed construction plans for the Project site approved by the County.

- Sight distance at each Project access point shall be reviewed and approved by the County and shall be consistent with Caltrans standards for sight distance standards. This shall be completed at the time review/approval of final grading, landscape, and street improvement plans.

Tribal Cultural Resources:

46. TCR-1: The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed in CR-1, of any pre-contact cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a Cultural Resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with SMBMI, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents SMBMI for the remainder of the project, should SMBMI elect to place a monitor on-site.

47. TCR-2: Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to SMBMI. The Lead Agency and/or applicant shall, in good faith, consult with SMBMI throughout the life of the project.

LAND USE SERVICES – Building and Safety Division

48. Demolition Permit Required Before Grading. Obtain a demolition permit for any building/s or structures to be demolished. Underground structures must be broken in, back-filled and inspected before covering.

49. Geotechnical (Soil) Report Required Before Grading. A geotechnical (soil) report shall be submitted to the Building and Safety Division for review and approval prior to issuance of grading permits or land disturbance.

50. Wall Plans. Submit plans and obtain separate building permits for any required retaining walls.

LAND USE SERVICES - Land Development - Drainage

51. Drainage Improvements: A Registered Civil Engineer (RCE) shall investigate and design adequate drainage improvements to intercept and conduct the off-site and on-site drainage flows around and through the site in a safety manner, which will not adversely affect adjacent or downstream properties. Submit drainage study for review and obtain approval. A $750 deposit for drainage study review will be collected upon submittal to the Land Development Division. Deposit amounts are subject to change in accordance with the latest approved fee schedule

52. FEMA Flood Zone. The project is located within Flood Zone X-Unshaded according to FEMA Panel Number 06071C8704H dated 8/28/2008. No elevation requirements. The requirements may change based on the recommendations of a drainage study accepted by the Land Development Division and the most current Flood Map prior to issuance of grading permit.

53. Grading Plans. Grading and Erosion control plans shall be submitted for review and approval obtained, prior to construction. All Drainage and WQMP improvements shall be shown on the Grading plans according to the approved Drainage study and WQMP reports. Fees for grading plans will be collected upon submittal to the Land Development Division and are determined based on the amounts of cubic yards of cut and fill. Fee amounts are subject to change in accordance with the latest approved fee schedule.

54. NPDES Permit: An NPDES permit - Notice of Intent (NOI) - is required on all grading of one (1) acre or more prior to issuance of a grading/construction permit. Contact your Regional Water Quality Control Board for specifics. www.swrcb.ca.gov.

55. Regional Board Permit: Construction projects involving one or more acres must be accompanied by Regional Board permit WDID #. Construction activity includes clearing, grading, or excavation that results in the disturbance of at least one (1) acre of land total.

56. On-site Flows: On-site flows need to be directed to the nearest drainage facilities unless a drainage acceptance letter is secured from the adjacent property owners and provided to Land Development.

57. WQMP: A completed Water Quality Management Plan (WQMP) shall be submitted for review and approval obtained. A $2,650 deposit for WQMP review will be collected upon submittal to the Land Development Division. Deposit amounts are subject to change in accordance with the latest approved fee schedule. The report shall adhere to the current requirements established by the Santa Ana/Mojave Watershed Region. Copies of the WQMP guidance and template can be found at: (http://cms.sbcounty.gov/dpw/Land/WQMPTemplatesandForms.aspx)

58. WQMP Inspection. The developer shall provide a $3,600 deposit to Land Development Division for inspection of the approved WQMP. Deposit amounts are subject to change in accordance with the latest approved fee schedule.

COUNTY FIRE DEPARTMENT – Community Safety Division

59. Additional Requirements. In addition to the Fire requirements stated herein, other onsite and offsite improvements may be required which cannot be determined from tentative plans at this time and would have to be reviewed after more complete improvement plans and profiles have been submitted to this office.

    1. Fire Access Lane to be 30' wide per Standard A-1, Indicate on Plans

    2. Deferred Submittal will be required for UG Fire Water, Sprinklers and Alarms

60. Standard B-1 premise and Building Identification and Addressing. This standard applies to the marking of all buildings with address numbers for identification.

61. Standard A-3 Gates and other Obstructions to Fire Department Access. This standard shall apply to all obstructions, access control devices, traffic calming devices, or other similar systems within any roadways that serve as fire access in all new or existing residential, commercial, and industrial development. This standard does not apply to obstructions within parking aisles that do not serve as fire apparatus access roads.

62. Standard F-1 Fire Sprinkler Systems in Commercial and Industrial Buildings. This standard, in conjunction with the latest edition of NFPA 13, shall apply to the design and installation of, and the modification to, all fire sprinkler systems in commercial and industrial occupancies. This standard and its interpretation is not intended to be applied or enforced where there is any conflict with NFPA 13 or the California Fire Code.

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68. Standard F-4 POST INDICATOR VALVES AND FIRE DEPARTMENT CONNECTIONS. This standard, in conjunction with the latest edition of NFPA 13, NFPA 13R and NFPA 24, shall apply to the design and installation of, and the modification to, all new and existing fire sprinkler systems in commercial and industrial buildings and multi-family dwellings. This standard and its interpretation shall take NOT precedent where there is any conflict with NFPA standards.

69. Standard F-5 DESIGN, INSTALLATION AND MAINTENANCE OF FIRE ALARM SYSTEMS. This standard applies to all new installations and modifications of existing fire alarm systems, within new construction as well as building additions and tenant improvements within existing buildings. This standard and its interpretation is not intended to be applied or enforced where there is any conflict with NFPA 72 or the California Fire Code.

70. Standard W-2 ONSITE FIRE PROTECTION WATER SYSTEMS. This standard establishes minimum requirements for installation and maintenance of all private fire hydrants and appliances related to an onsite fire protection system.

DEPARTMENT OF PUBLIC WORKS – Surveyor

71. Pursuant to Sections 8762(b) and/or 8773 of the Business and Professions Code, a Record of Survey or Corner Record shall be filed under any of the following circumstances:
a. Monuments set to mark property lines or corners;
b. Performance of a field survey to establish property boundary lines for the purposes of construction staking, establishing setback lines, writing legal descriptions, or for boundary establishment/mapping of the subject parcel;
c. Any other applicable circumstances pursuant to the Business and Professions Code that would necessitate filing of a Record of Survey.

72. If any activity on this project will disturb ANY land survey monumentation, including but not limited to vertical control points (benchmarks), said monumentation shall be located and referenced by or under the direction of a licensed land surveyor or registered civil engineer authorized to practice land surveying PRIOR to commencement of any activity with the potential to disturb said monumentation, and a corner record or record of survey of the references shall be filed with the County Surveyor pursuant to Section 8771(b) Business and Professions Code.

PUBLIC HEALTH – Environmental Health Services

73. Vector Control Requirements. The project area has a high probability of containing vectors. EHS Vector Control Section will determine the need for vector survey and any required control programs. A vector clearance letter shall be submitted to EHS/Land Use. For information, contact Vector Control at (800) 442-2283.

PRIOR TO ISSUANCE OF BUILDING PERMIT

LAND USE SERVICES – Planning Division

74. 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 Blooming Community Plan requirements. The developer shall submit a landscape and irrigation plan to County Planning via the EZOP system, link: EZ Online Permitting (sbcounty.gov)

75. Fencing. The applicant/developer shall construct a 12-foot screen wall along the westerly property boundary and the block wall shall incorporate reveal and other architectural details.

76. Lighting Plans. The developer shall submit for review and approval to County Planning a photometric study demonstrating that the project light does not spill onto the adjacent properties, or public streets. Lighting fixtures shall be oriented and focused to the onsite location intended for illumination (e.g. walkways). Lighting shall be shielded away from adjacent sensitive uses, including the adjacent residential development, to minimize light spillover. The glare from any luminous source, including on-site lighting, shall not exceed 0.5 foot-candle at the property line. This shall be done to the satisfaction of County Planning, in coordination with County Building and Safety.

77. 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 provides an incentive to use alternative transportation modes that access the area.

78. Underground Utilities. No new above-ground power or communication lines shall be extended to the site. All required utilities shall be placed underground in a manner that complies with the California Public Utilities Commission General Order 128, and avoids disturbing any existing/natural vegetation or the site appearance.

LAND USE SERVICES – Building and Safety Division

79. Avigation Easement. An Avigation 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.

80. Construction Plans. Any building, sign, or structure to be added to, altered (including change of occupancy/use), constructed, or located on site, will require professionally prepared plans based on the most current adopted County and California Building Codes, submitted for review and approval by the Building and Safety Division.

81. Temporary Use Permit A Temporary Structures (TS) permit for non-residential structures for use as office, retail, meeting, assembly, wholesale, manufacturing, and/ or storage space will be required. A Temporary Use Permit (PTUP) for the proposed structure by the Planning Division must be approved prior to the TS Permit approval. A TS permit is

renewed annually and is only valid for a maximum of five (5) years.

LAND USE SERVICES - Land Development - Roads

82. Construction Permits. Prior to installation of road and drainage improvements, a construction permit is required from County Public Works, Transportation Operations Division, Permit Section, (909) 387-8046, as well as other agencies prior to work within their jurisdiction. Submittal shall include a materials report and pavement section design in support of the section shown on the plans. Applicant shall conduct classification counts and compute a Traffic Index (TI) Value in support of the pavement section design.

83. Encroachment Permits. Prior to installation of driveways, sidewalks, etc., an encroachment permit is required from County Public Works, Transportation Operations Division, Permit Section, (909) 387-8046, as well as other agencies prior to work within their jurisdiction.

84. Regional Transportation Fee. This project falls within the Regional Transportation Development Mitigation Fee Plan Area for the Redlands Donut Hole Subarea. The Regional Transportation Development Mitigation Plan Fee (Plan Fee) shall be paid by a cashier's check to the Land Use Services Department. The Plan Fee shall be computed in accordance with the Plan Fee Schedule in effect as of the date that the building plans are submitted and the building permit is applied for. The Plan Fee is subject to change periodically. Currently, the fee is $0.73 per square foot for High Cube Use, which includes the 462,037 square foot building per the site plan dated August 10, 2020.

    Therefore, the estimated Regional Transportation Fees for the Project is $337,287.01. The current Regional Transportation Development Mitigation Plan can be found at the following website:
    http://cms.sbcounty.gov/dpw/Transportation/TransportationPlanning.aspx

85. Road Dedication/Improvements. The developer shall submit for review and obtain approval from the Land Use Services Department the following dedications and plans for the listed required improvements, designed by a Registered Civil Engineer (RCE), licensed in the State of California.

    Alabama Street (Major Arterial – 120' Per East Valley Ara Plan)
    - Road Dedication. A various foot grant of easement is required to provide a half-width right-of-way of 66 feet.
    - Street Improvements. Design curb and gutter with match up paving 52 feet from centerline.
    - Sidewalks. Design sidewalks per County Standard 109 Type "B" modified. Per East Valley Area Plan, the sidewalk shall be 6' wide with an 8' parkway between curb and sidewalk with adequate easement to accommodate.
    - Curb Returns and Sidewalk Ramps. Curb returns and sidewalk ramps shall be designed per County Standard 110. Adequate easement shall be provided to ensure sidewalk improvements are within public right-of-way.
    - Driveway Approach. Design driveway approach per San Bernardino County Standard 129B, and located per San Bernardino County Standard 130.

    Palmetto Avenue (Collector – 66')
    - Street Improvements. Design curb and gutter with match up paving 22 feet from centerline.
    - Sidewalks. Design sidewalks per County Standard 109 Type "C".
    - Curb Returns and Sidewalk Ramps. Curb returns and sidewalk ramps shall be designed per County Standard 110. Adequate easement shall be provided to ensure sidewalk improvements are within Public right-of-way.
    - Driveway Approach. Design driveway approach per 2010 Caltrans Driveway Standard Detail A87A (W=12' min – 26' max), and located per San Bernardino County Standard 130.

    Pioneer Avenue (Collector – 66' Per East Valley Area Plan)
    - Driveway Approach. Design driveway approach per San Bernardino County Standard 129B, and located per San Bernardino County Standard 130.

86. Road Standards and Design. All required street improvements shall comply with latest San Bernardino County Road Planning and Design Standards and the San Bernardino County Standard Plans. Road sections shall be designed to Valley Mountain Desert Road Standards of San Bernardino County, and to the policies and requirements of the County Department of Public Works and in accordance with the General Plan, Circulation Element.

87. Slope Easements. Slope rights shall be dedicated, where necessary.

88. Slope Tests. Slope stability tests are required for road cuts or road fills per recommendations of the Geotechnical Engineer to the satisfaction of County Public Works.

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 Department of Public Works confirming the adequacy of the grade.

90. 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.

91. Street Type Entrance. Street type entrance(s) with curb returns shall be constructed at the entrance(s) to the development.

92. Transitional Improvements. Right-of-way and improvements (including off-site) to transition traffic and drainage flows from proposed to existing, shall be required as necessary.

93. 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.

PUBLIC HEALTH– Environmental Health Services

94. Existing Wells: If wells are found on-site, evidence shall be provided that all wells are: (1) properly destroyed, by an approved C57 contractor and under permit from the County OR (2) constructed to EHS standards, properly sealed and certified as inactive OR (3) constructed to EHS standards and meet the quality standards for the proposed use of the water (industrial and/or domestic). Evidence shall be submitted to DEHS for approval.

95. Preliminary Acoustical Information: Submit preliminary acoustical information demonstrating that the proposed project maintains noise levels at or below San Bernardino County Noise Standard(s), San Bernardino Development Code Section 83.01.080. The purpose is to evaluate potential future on-site and/or adjacent off-site noise sources. If the preliminary information cannot demonstrate compliance to noise standards, a project specific acoustical analysis shall be required. Submit information/analysis to the DEHS for review and approval. For information and acoustical checklist, contact DEHS at 1-800-442-2283.

96. Sewage Disposal. Method of sewage disposal shall be EHS approved onsite wastewater treatment system (OWTS).

97. Water Purveyor. Water purveyor shall be City of Redlands or EHS approved.

98. Sewer Service Verification Letter. Applicant shall procure a verification letter from the sewer service provider identified. This letter shall state whether or not sewer connection and service shall be made available to the project by the sewer provider. The letter shall reference the Assessor's Parcel Number(s).

99. Water and Sewer Service Verification Water and/or Sewer Service Provider Verification. Please provide verification that the parcel(s) associated with the project is/are within the jurisdiction of the water and/or sewer service provider. If the parcel(s) associated with the project is/are not within the boundaries of the water and/or sewer service provider, submit to DEHS verification of Local Agency Formation Commission (LAFCO) approval of either: (1) Annexation of parcels into the jurisdiction of the water and/or sewer service provider; or, (2) Out-of-agency service agreement for service outside a water and/or sewer service provider's boundaries. Such agreement/contract is required to be reviewed and authorized by LAFCO pursuant to the provisions of Government Code Section 56133. Submit verification of LAFCO authorization of said Out-of-Agency service agreement to DEHS.

100. Water Service Verification Letter: Applicant shall procure a verification letter from the water service provider. This letter shall state whether or not water connection and service shall be made available to the project by the water provider. This letter shall reference the File Index Number and Assessor's Parcel Number(s). For projects with current active water connections, a copy of water bill with project address may suffice. For information, contact the Water Section at 1-800-442-2283.

DEPARTMENT OF PUBLIC WORKS - Solid Waste Management Division

101. Construction Waste Management Plan (CWMP) Part 1. The developer shall prepare, submit, and obtain approval from SWMD of a CDWMP Part 1 for each phase of the project. The CWMP shall list the types and weights of solid waste materials expected to be generated from construction. The CWMP shall include options to divert waste materials from landfill disposal, materials for reuse or recycling by a minimum of 65% of total weight or volume. Forms can be found on our website at http://cms.sbcounty.gov/dpw/solidwastemanagement.aspx. An approved CDWMP Part 1 is required before a permit can be issued. There is a one time fee of $150.00 for residential projects/$530.00 for commercial/non-residential projects.

DEPARTMENT OF PUBLIC WORKS – Traffic Division

102. Improvements: The applicant shall design their street improvement plans to include the following:

ALABAMA STREET:

- Raised Median. A raised median shall be constructed on Alabama Street between Pioneer Avenue and Palmetto Avenue consistent with the East Valley Area Plan as well as to ensure right-in/right-out driveway movements
- Southerly Driveway. The southerly driveway shall be right-in/right-out.
- Northerly Driveway. The northerly driveway on Alabama Street shall be for emergency access only and closed at all other times.
- Signal Modification:
  - Interconnect: The signal interconnect on Alabama Street from the southwest corner of Pioneer Road to the northeast corner of Palmetto Road shall be relocated outside the proposed roadway.
  - Signal Heads: The northbound signal on the northeast corner of Alabama and Pioneer (project frontage) shall be improved to include three (3) signal heads on the mast arm, one (1) left turn and two (2) though indicators.

PALMETTO AVENUE:

- Westerly Driveway Access. The westerly driveway on Palmetto Avenue shall be for passenger vehicles only with appropriate signage installed and maintained outside the Public road right of way to properly convey this restriction.

103. The total fair share contribution for this project is required based on the traffic report traffic study from Urban Crossroads dated 06/24/2021 and revised fair share table dated 01/18/2022. The fair share breakdown for these improvements is shown below:

INTERSECTION	ESTIMATED COST	FAIR SHARE PERCENTAGE	ESTIMATED CONTRIBUTION
Alabama Street at San Bernardino Ave			
- Construct 3rd eastbound through lane	$290,160	6.9%	$20,058
- Construct 2nd westbound left turn lane	$80,600		$5,572
Intersection Total	*$370,760*		*$25,630*
I-210 SB Ramps at San Bernardino Ave (Caltrans)			
- Construct 2nd southbound left turn lane	$80,600	4.6%	$3,746
- Construct 3rd eastbound through lane	$290,160		$13,485
- Construct 3rd eastbound through lane	$580,320		$26,969
- Modify traffic signal to provide right turn overlap phasing on westbound right turn lane.	$12,090		$562
Intersection Total	*$963,170*		*$44,761*
I-210 NB Ramps at San Bernardino Ave (Caltrans)			
- Construct 2nd eastbound through lane	$290,160	1.7%	$5,006
- Construct 2nd westbound through lane	$290,160		$5,006
- Construct 2nd southbound left turn lane	$80,600		$1,391
- Construct 3rd eastbound through lane	$290,160		$5,006
- Construct 3rd westbound through lane	$290,160		$5,006
Intersection Total	*$1,241,240*		*$21,414*
		Total Fair Share	**$91,805**

The total fair share contribution will be based on the fair share percentages listed above and the estimated construction costs at the time of application for a building permit and shall be paid to the Department of Public Works - Traffic Division. At the present time, the estimated cost is **$91,805**. This amount will be adjusted to reflect actual construction costs incurred, if available, or will be adjusted to account for future construction costs using the Caltrans Construction Cost Index.

PRIOR TO ISSUANCE OF FINAL INSPECTION/OCCUPANCY

LAND USE SERVICES – Planning

104. Shield Lights. Any lights used to illuminate the site shall include appropriate fixture lamp types as listed in SBCC Table 83-7 and be hooded and designed so as to reflect away from adjoining properties and public thoroughfares and in compliance with SBCC Chapter 83.07, “Glare and Outdoor Lighting” (i.e. “Dark Sky Ordinance).

105. Fencing. the applicant/developer shall construct a 10-foot block wall along the westerly property boundary for screening of truck loading and staging and the block wall shall incorporate reveal and other architectural details.

106. Landscaping/Irrigation: All landscaping, dust control measures, all fences, etc. as delineated on the approved Landscape Plan shall be installed. The developer shall submit the Landscape Certificate of Completion verification as required in SBCC Section 83.10.100. Supplemental verification should include photographs of the site and installed landscaping.

107. Installation of Improvements: All required on-site improvements shall be installed per approved plans.

108. Fees Paid: Prior to final inspection by Building and Safety Division and/or issuance of a Certificate of Conditional Use by the Planning Division, the applicant shall pay in full all fees required under actual cost job number PROJ- 2020-00193.

LAND USE SERVICES - Land Development – Drainage

109. Drainage Improvements. All required drainage improvements shall be completed by the applicant. The private Registered Civil Engineer (RCE) shall inspect improvements outside the County right-of-way and certify that these improvements have been completed according to the approved plans.

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

111. **LAND USE SERVICES - Land Development – Roads**

112. LDD Requirements: All LDD requirements shall be completed by the applicant prior to occupancy.

113. Parkway Planting: Trees, irrigation systems, and landscaping required to be installed on public right-of-way shall be approved by County Public Works and Current Planning and shall be maintained by the adjacent property owner or other County-approved entity.

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

115. 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.

DEPARTMENT OF PUBLIC WORKS - Solid Waste Management Division

116. Construction Waste Management Plan (CDWMP) Part 2 – The developer shall complete SWMD's CDWMP Part 2 for construction and demolition. This summary shall provide documentation of actual diversion of materials including but not limited to receipts, invoices or letters from diversion facilities or certification of reuse of materials on site. The CDWMP Part 2 shall provide evidence to the satisfaction of SWMD that demonstrates that the project has diverted from landfill disposal, material for reuse or recycling by a minimum of 65% of total weight or volume of all construction waste.

DEPARTMENT OF PUBLIC WORKS – Traffic Division

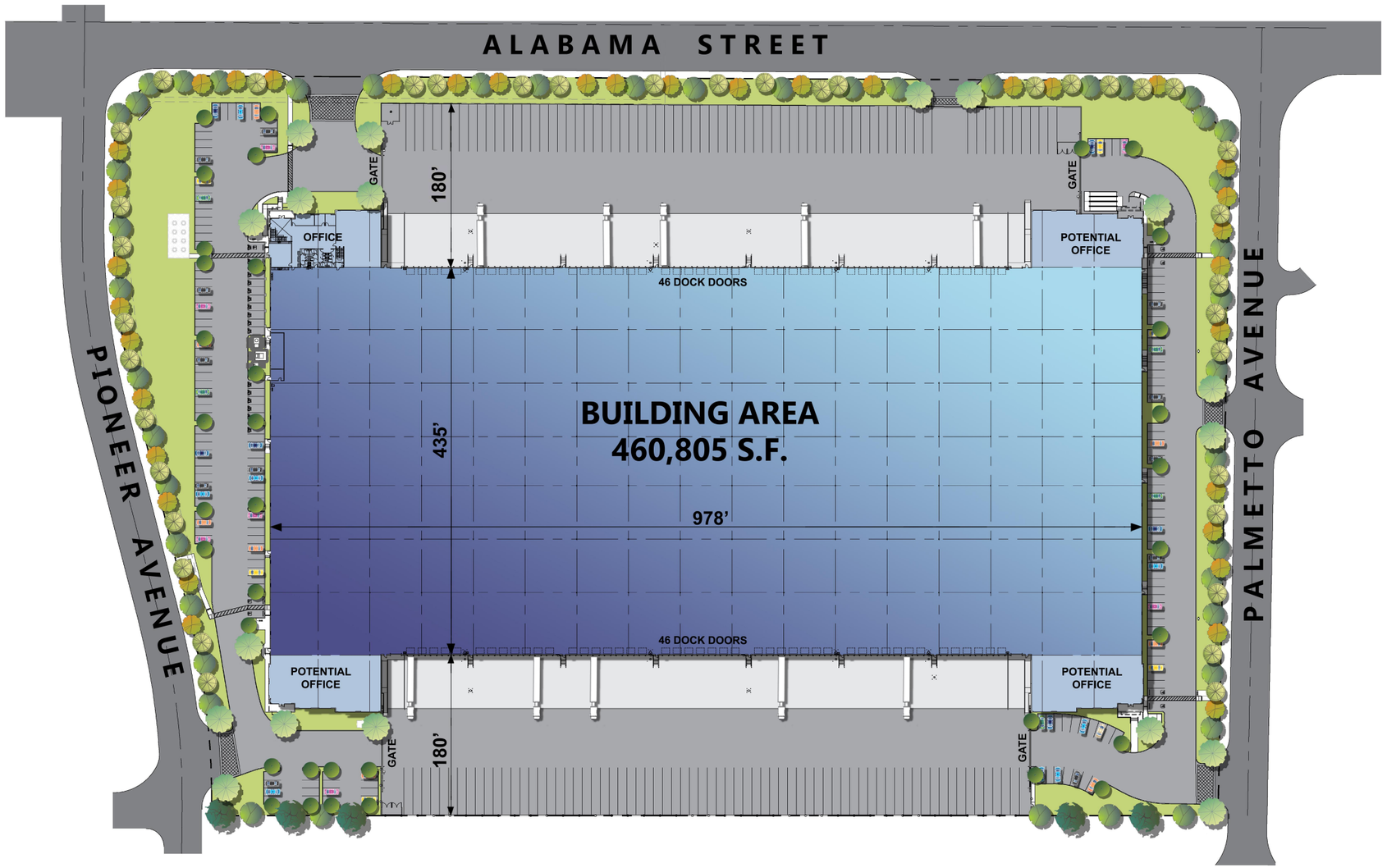
117. The applicant shall construct, at 100% cost to the applicant all roadway improvements as shown on their approved street improvement plans. This shall include any software and/or hardware to implement the approved signal coordination plan.

END OF CONDITIONS

EXHIBIT B

Site Plan

	BLDG.1	
SITE AREA		
in s.f.	956,760	s.f.
in acres	21.96	ac
BUILDING AREA		
Office - ground floor	4,111	s.f.
Office - mezzanine	3,768	s.f.
Warehouse	452,926	s.f.
TOTAL	460,805	s.f.
COVERAGE	48.2%	
AUTO PARKING REQUIRED		
Office: 1/250 s.f.	32	stalls
Whse: 1st 40K @ 1/1,000 s.f.	40	stalls
above 40K @ 1/4,000 s.f.	104	stalls
TOTAL	176	stalls
AUTO PARKING PROVIDED		
Standard (9' x 19')	169	stalls
ADA Standard (9'x19')	5	stalls
VAN Accessible (12'x19')	1	stalls
EV Parking (include 1 Standard ADA and 1 Van ADA)	10	stalls
Clean Air	6	stalls
TOTAL	191	stalls
TRAILER PARKING PROVIDED		
Trailer (10' x53')	141	stalls
ZONING ORDINANCE FOR CITY		
Zoning Designation - EV/IR - Regional Industrial		
MAXIMUM BUILDING HEIGHT ALLOWED		
Height - 50'		
MAXIMUM BUILDING COVERAGE		
Coverage - 50%		
LANDSCAPE REQUIREMENT		
Percentage - 15%		
LANDSCAPE PROVIDED		
Percentage -	15.8%	
In s.f.	150,900	
SETBACKS		
Alabama St - 30'		
Pioneer Ave. - 25'		
Palmetto Ave. - 25'		
Side - 0', except where adjoining a residential district - 10'		
Rear - 0', except where adjoining a residential district -25'		



NORTH

FIRST PIONEER LOGISTICS

REDLANDS, CALIFORNIA

Job No. 19110.00

CONCEPTUAL COLORED SITE PLAN

07.07.2021

EXHIBIT C

SBIAA Avigation Easement

WHEN RECORDED MAIL TO:

San Bernardino International Airport Authority
1601 East Third Street
San Bernardino, California 92408

This is to certify that the interest in real property conveyed by this agreement to the San Bernardino International Airport Authority, a joint powers authority, is hereby accepted by order of its governing Commission.

Dated: _____

Secretary/Assistant Secretary of the Commission for the San Bernardino International Airport Authority

---

(Space Above For Use By Recorder)

GRANT EASEMENT
(AVIGATION)

FEE EXEMPT UNDER
GOVERNMENT CODE
SECTION 6103

KNOW ALL MEN BY THESE PRESENTS:

That _____, in the County of San Bernardino, State of California, for its heirs, executors, administrators, successors and assigns (hereinafter referred to as "Grantor"), for reasonable consideration, receipt and sufficiency are hereby confessed and acknowledged, hereby grants and conveys unto the San Bernardino International Airport Authority (hereinafter referred to as "Grantee"), a joint powers authority organized and existing under the laws of the State of California, its successors and assigns forever, a perpetual public-use avigation and flight easement and right-of-way for the free and unobstructed passage and flight of aircraft, of the class, size and category operationally compatible with a certified public airport pursuant to 14 CFR Part-139 as set forth by the Federal Aviation Administration ("FAA") with respect to the San Bernardino International Airport (the "Airport") over and above the federally approved Transitional, Horizontal and Approach Surfaces lying within the Airport Influence Area of the San Bernardino International Airport (the "Airspace") of the following described parcel of real property (the "Parcel"), lying, being and situated in the County of San Bernardino, State of California, to wit:

(LEGAL DISCRIPTION)- Assessor Parcel Map No. ____, M. B. __/__-__ Book ____, Page __ Parcel #'s: ____-___-__-____.

The aforesaid easement and right-of-way described in the preceding paragraph includes but is not limited to:

1. For the use and benefit of the public, the easement and continuing right to fly, or cause or permit the flight by any and all persons or aircraft, of the class, size and category as is now or hereinafter may be operationally compatible and commensurate with the requirements for the San Bernardino International Airport, a certified public airport pursuant to 14 CFR Part-139, in, through, across or about any portion of the Airspace hereinabove described; and

2. The easement and right to cause or create, or permit or allow to be caused or created within the Airspace, such noise, dust, turbulence, vibration, illumination, air currents, fumes, fuel consumption, exhaust, smoke and all other effects as may be inherent in the proper operation of aircraft, now known or hereafter used for navigation of or flight in air; and

3. The continuing and perpetual right to clear and keep clear the Airspace of any portions of buildings, structures, or improvements of any and all kinds, and of trees, vegetation, or other objects, including the right to remove or demolish those portions of such buildings, structures, improvements, trees or any other objects which extend into said Airspace and the right to cut to the ground level and remove any trees which extend into said Airspace as of the Effective Date of this Grant Easement and continuing thereafter; and

4. The right to mark and light, or cause or require to be marked or lighted, as obstructions to air navigation, any and all buildings, structures, or other improvements, and trees or other objects now upon which extend into the Airspace; and

5. The right of ingress to, passage within, and egress from said Parcel, solely for the above stated purposes; reserving, however, to the Grantor, during the term of said easement, such use, rights and privileges in said land or real property as may be exercised and enjoyed without interference with or abridgment of the rights hereby granted.

6. In the event that the Grantor proposes a building modification and/or remodel, construction of any new building or buildings, improvements, appurtenances, infrastructure, telecommunications equipment and/or facilities on property within the Airport Influence Area of the San Bernardino International Airport which exceed elevations as previously reviewed and approved pursuant to a FAA Obstruction Evaluation, the Grantor shall be responsible for the preparation and submittal of such architectural plans, specifications and scaled engineering drawings and associated submittals (the "Proposed Plans") as required by the San Bernardino International Airport Authority, the State of California and the FAA. Such Proposed Plans shall be submitted to the Grantee together with an executed copy of this Grant Easement. In the event that additional design reviews and/or technical studies are required in order to obtain reviews and/or approvals as applicable from the State of California and/or the FAA, such costs shall be borne by the Grantor. The Grantee shall, upon receipt of sufficient documentation, submit to the

President, Vice-President and/or Executive Director or their designee of the San Bernardino International Airport Authority Commission all pertinent and/or required supporting plans, specifications, documents, certifications, permit applications, as may be required by applicable local, State and Federal regulatory agencies. Upon receipt, the Grantee shall submit such information to all applicable regulatory agencies for review and/or approval or disapproval. In the event that such approvals by the applicable regulatory agencies are granted, the Grantee shall submit this Grant Easement document, executed by the Grantor and together with all applicable supporting documentation, plans and applicable regulatory approvals to the Grantee for acceptance, execution and recordation.

The Grantor, together with its successors in interest and assigns, hereby waives its right to legal action against the Grantee, its successors, or assigns for monetary damages or other redress due to impacts, as described in the above Paragraphs 1-6, inclusive, of the granted rights of easement, associated with aircraft operations in the air or on the ground at the Airport, including future increases in the volume or changes in location of said operations. Furthermore, the Grantor, its successors, and assigns shall have no duty to avoid or mitigate such damages through physical modification of Airport facilities or establishment or modification of aircraft operational procedures or restrictions. This grant of avigation or flight easement (hereafter, "Avigation Easement") shall not operate to deprive the Grantor, his successor or assigns, of any rights which it may from time to time have against any individual or private operator for negligent or unlawful operation of aircraft.

For and on behalf of itself, its successors and assigns, the Grantor hereby covenants with the San Bernardino International Airport Authority as the Grantee, for the direct benefit of the real property constituting the San Bernardino International Airport, that neither the Grantor nor its successors in interest or assigns will construct, install or erect any permanent structure, (e.g., buildings, infrastructure, radio, telecommunications equipment or TV antennae tower) which extends into the Airspace within the Airport Influence Area of the San Bernardino International Airport, subject to the conditions of Paragraph 6 above, or which constitutes an obstruction to air navigation, or which obstructs or interferes with the use of the flight easements and rights-of-way herein granted. Furthermore, the Grantor, its successors and assigns, will not hereafter use or permit the use of said Parcel in such a manner as to create electrical or electronic interference with radio communication or radar operation between any installation upon the San Bernardino International Airport and any aircraft.

The easements and rights-of-way herein granted shall be deemed both appurtenant to and for the direct benefit of the real property described as San Bernardino International Airport, and shall further be deemed in gross, being conveyed to the Grantee for the benefit of the Grantee and any and all members of the general public who may use said easements or rights-of-way in landing at taking off from or operating such aircraft in or about the said San Bernardino International Airport.

These covenants and agreements run with the land and are binding upon the heirs, administrators, executors, successors and assigns of the Grantor, and for the purpose of this instrument, the real property first herein above described as the Parcel is the servient tenement and said San Bernardino International Airport is the dominant tenement.

GENERAL PROVISIONS

1. **Attorneys' Fees**. Should Grantor or Grantee or any of their respective successors or assigns retain counsel to enforce any of the provisions herein or protect their interests in any matter arising under this Avigation Easement, or to recover damages by reason of any alleged breach of any provision of this Avigation Easement, the losing party in any action pursued in a court of competent jurisdiction shall pay to the prevailing party all costs, damages, and expenses incurred by the prevailing party, including, but not limited to, attorneys' fees and costs incurred in connection therewith.

2. **Waiver**. No violation or breach of any provision of this Avigation Easement may be waived unless in writing. Waiver of any one violation or breach of any provision of this Avigation Easement shall not be deemed to be a waiver of any other violation or breach of the same or any other provision of this Avigation Easement.

3. **Severability**. In the event that any one or more covenant, condition, right or other provision contained in this Avigation Easement is held to be invalid, void or illegal by any court of competent jurisdiction, the same shall be deemed severable from the remainder of this Avigation Easement and shall in no way affect, impair or invalidate any other covenant, condition, right or other provision contained in this Avigation Easement.

4. **Additional Documents**. In addition to the documents and instruments to be delivered as provided in this Avigation Easement, Grantor or its successors and assigns, as the case may be, shall, from time to time at the request of Grantee, execute and deliver to Grantee such other documents and shall take such other action as may be reasonably required to carry out more effectively the terms of this Avigation Easement.

5. **Governing Law**. This Avigation Easement has been negotiated and entered into in the State of California, and shall be governed by, construed and enforced in accordance with the statutory, administrative and judicial laws of the State of California.

6. **Integration**. This Avigation Easement, including any exhibits, constitutes the final, complete and exclusive statement of the parties relative to the subject matter hereof and there are no oral or parol agreements existing between Grantor and Grantee relative to the subject matter hereof which are not expressly set forth herein and covered hereby. This is an integrated agreement.

///

[SIGNATURES ON FOLLOWING PAGE]

///

IN WITNESS WHEREOF, Grantor has hereunto set its hand and seal this _____ day of _____, 20_____.

GRANTOR

Business Entity

By:_____
Name:
Its: Partner

Accepted by San Bernardino International Airport Authority

GRANTEE

Date:_____

By:_____
Name: Michael Burrows
Its: Executive Director

(Seal)

Approved As To Form:

By:_____
General Counsel

[Notary Public attachment must accompany this instrument]

ACCEPTANCE FORM

This is to certify that the interest in real property conveyed by the deed or grant dated _____ __, 2020 from _____ to the San Bernardino International Airport Authority, a political corporation and/or governmental agency is hereby accepted by the undersigned officer or agent on behalf of the Board of Directors of the San Bernardino International Airport Authority pursuant to authority conferred by resolution of the San Bernardino International Airport adopted on _____ __, 2020, and the grantee consents to recordation thereof by its duly authorized officer.

Date: _____ __, 2020

_____

Michael Burrows, Executive Director
San Bernardino International Airport Authority

EXHIBIT D

Initial Study - MND and
Mitigated Monitoring and Reporting Program

SAN BERNARDINO COUNTY

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION 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 California Environmental Quality Act (CEQA) Guidelines*.

PROJECT LABEL:

APNs:	0292-071-30, 0292-071-59, 0292-071-60	***USGS Quad:***	7.5-minute *Redlands, California*
Applicant:	Sarah Bova Project Planner Thienes Engineering, Inc. 14349 Firestone Boulevard La Mirada, California 90638	***T, R, Section:***	Section 16, Township 1 South, Range 3 West
Location	No physical address. Southeast corner of Alabama Avenue and Palmetto Avenue		
Project No:	Proj-2020-00193	***Community Plan:***	East Valley Area Plan
Rep	3rd Supervisorial District	***LUZD:***	Regional Industrial (EV/IR) District
Proposal:	A Conditional Use Permit to construct a 462,037-sq. ft. industrial warehouse building on 21.96 acres in the General Industrial Land Use Category and Regional Industrial (EV/IR) Zoning District.	***Overlays:***	Not Applicable

PROJECT CONTACT INFORMATION:

Lead agency: County of San Bernardino
Land Use Services Department
385 N. Arrowhead Avenue, 1st Floor
San Bernardino, California 92415-0182

Contact person: **Aron Liang, Project Planner**
Phone No: (909) 387-4738 ***Fax No***: (909) 387-3223
E-mail: ***Aron.Liang@lus.sbcounty.gov***

PROJECT DESCRIPTION AND LOCATION:

The First Industrial Warehouse Project (herein referred to as either the "proposed Project" or "Project") is located in an unincorporated area of San Bernardino County on Assessor's Parcel Numbers (APNs) 0292-071-30, 0292-071-59, and 0292-071-60. The Project site is approximately 21.96 acres and is bounded by a warehouse facility to the east, Pioneer Avenue to the south, Alabama Street to the west, and Palmetto Avenue to the north. **Figure 1: Regional Location** and **Figure 2: Project Vicinity Map** show the location of the Project site.

The Project site has a San Bernardino Countywide Plan Land Use Designation of General Industrial and has a zoning designation of EV/IR – Regional Industrial. The Project proposes to grade the entire site, remove the existing citrus grove, single-family residential unit, and detached shed at 27358 West Pioneer Avenue, and develop an approximately 452,037-square foot warehouse building and two 5,000-square foot offices for a total building area on site of 462,037 square feet. A delivery area will be located on the eastern side of the building and 92 dock doors will be developed for intake and outtake of goods on the eastern and western sides of the proposed warehouse (46 on the eastern side and 46 on the western side). The building will be a maximum 50 feet in height based on zoning requirements of the Project site. The proposed Project will include a surface parking lot with 195 parking stalls (187 standard 9 × 19-foot stalls, 4 American Disabilities Act [ADA] 9 × 19-foot stalls, and 4 van-accessible 12 × 19-foot stalls), which is 23 more parking stalls than required under the existing zoning designation (172 stalls required). The Project also includes 141 trailer stalls (10 × 53 feet) that will be located east of the docks on the eastern side of the warehouse. Access to the truck area on the western side of the building will be Alabama Street via two driveways (50 and 40 feet wide, respectively). Vehicular access to the site will be via a 30-foot wide driveway off Palmetto Avenue and a 50-foot wide driveway off Alabama Street. A 45-foot driveway off Palmetto Avenue and a 50-foot long, 11-foot wide driveway off Pioneer Avenue will allow semi-trucks to access the docking area of the proposed warehouse. The internal circulation system on the site will be composed of a 30-foot wide fire lane that will wrap around the outside of the warehouse building. The site will be developed with a 30-foot setback from Alabama Street, and 5-foot wide setbacks from Pioneer and Palmetto Avenues. **Figure 3: Project Site Plan** shows the design of the Project on a site plan.

The Project site will include 145,034 square feet of landscaping that will include trees, shrubs, groundcover, and shrub mass. The landscape will be designed to be consistent with adjacent warehouse uses to the north, south, and east. **Figure 4: Landscape Plan** shows the proposed landscape plan that will be implemented on the proposed Project.

Improvements to adjacent roadways will also occur due to Project implementation. These improvements are as follows:

- **Alabama Street:** Alabama Street requires a street dedication of 27 feet in width. Required improvement besides removals, and adjustments to the existing road will include the ultimate east half pavement, new curb and gutter installation, two new driveway entrances, a full width center raised median, striping and parkway improvements including installation of new streetlights, landscaping (including trees), signage, a handicap ramp and fire hydrants. Improvements will also include a 22-foot wide multipurpose public easement on site adjacent to the Alabama Street right-of-way that will support a public sidewalk, trail, and additional landscaping. The existing telecommunications poles and aerial wiring along this site frontage along Alabama Street will require undergrounding. There is a large steel guy pole and concrete footing that will also require relocation to behind the proposed curb.

- **Pioneer Avenue:** Pioneer Avenue requires improvements besides removals and adjustments, which will consist of pavement infill, curb and gutter infill, one new driveway entrance, and parkway improvements including streetlights, landscaping (including trees), signage, and fire hydrants. Improvements to Pioneer Avenue will also include an A.C. trail and additional landscaping within the existing 11-foot wide public trail easement adjacent to the existing right-of-way. There are existing electrical power poles and aerial wiring

adjacent to a portion of the Project site fronting Pioneer Avenue that will require undergrounding.

- **Palmetto Avenue:** Palmetto Avenue improvements will include removals and adjustments to existing facilities, pavement installation, new curb and gutter cut, two new driveways, striping and parkway improvements including sidewalks, landscaping (including tree planting), signage, and fire hydrants improvements.

Alabama Street/Palmetto Avenue corner improvements will occur along the frontage of the Project site. These improvements will include curb and gutter cut, sidewalk installation, and handicap ramp installation. The existing traffic signals at this intersection will be protected in place.

The Project consists of the following components:

1. Conditional Use Permit (CUP): A CUP is required for the proposed Project as required by the East Valley Area Plan Section EV.0230(a)(2)(C).
2. Lot Line Merger: A lot line merger is required to consolidate the existing three legal lots into a single lot to support the proposed Project.
3. Design Review: The Project will be required to go through Design Review pursuant to the requirements of San Bernardino County.
4. The Project will require the following construction permits: Demolition Permit, Building Permit, Plumbing Permit, Electrical Permit, Grading Permit, and an Encroachment Permit for work being conducted in the public right-of-way along Palmetto Avenue, Alabama Street, and Pioneer Avenue. The Project will also be obtaining permits/approval for sewer and water main relocations/connections with the City of Redlands.

Surrounding Land Uses and Setting

Existing Land Use and Land Use Zoning Districts			
Location	**Existing Use Occupying the Site**	**Land Use Designation**	**Land Use Zoning District**
Project Site	Citrus Orchard, Single-Family Residential Unit, Detached Shed	General Industrial	Regional Industrial (EV/IR)
North	Warehouse Facility	General Industrial	Regional Industrial (EV/IR)
South	Warehouse Facility	General Industrial	Regional Industrial (EV/IR)
East	Warehouse Facility	General Industrial	Regional Industrial (EV/IR)
West	Vacant Properties	General Industrial	Special Development (EV/SD)

ADDITIONAL APPROVAL REQUIRED BY OTHER PUBLIC AGENCIES

Federal: None.
State of California: None.
County of San Bernardino: Land Use Services Department-Building and Safety, Public Health-Environmental Health Services, Special Districts, and Public Works.
Regional: South Coast Air Quality Management District.
Local: None

Site Photographs

Photograph 1: On Palmetto Avenue looking south toward Project site.

Photograph 2: On Alabama Street looking east toward Project site.

Photograph 3: On Pioneer Avenue looking north toward the Project site.

Photograph 4: Southwest corner of Project site looking northeast.

Figure 1: Regional Location

North

Figure 2 Project Vicinity Map

North

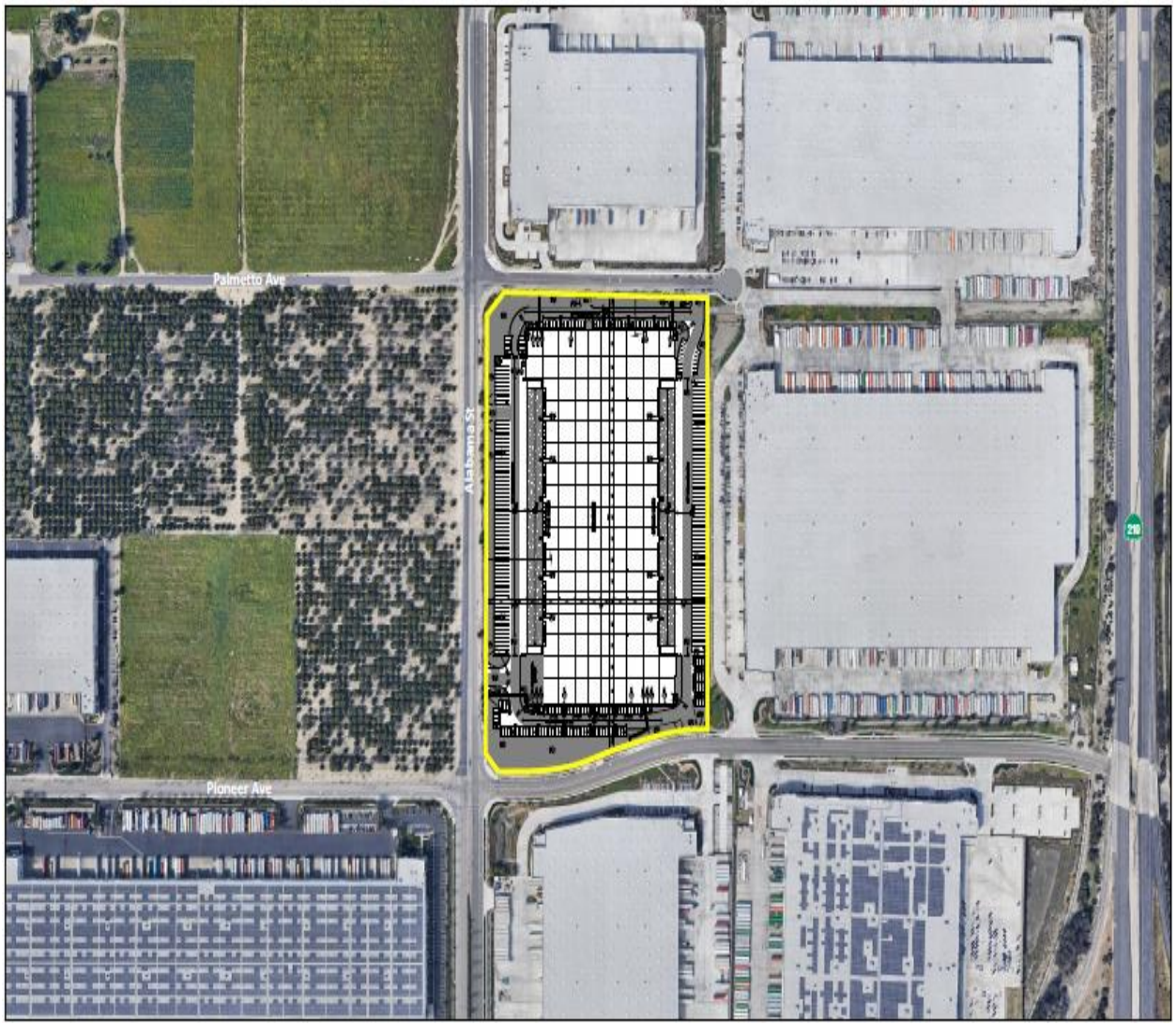


Figure 3: Project Site Plan

North

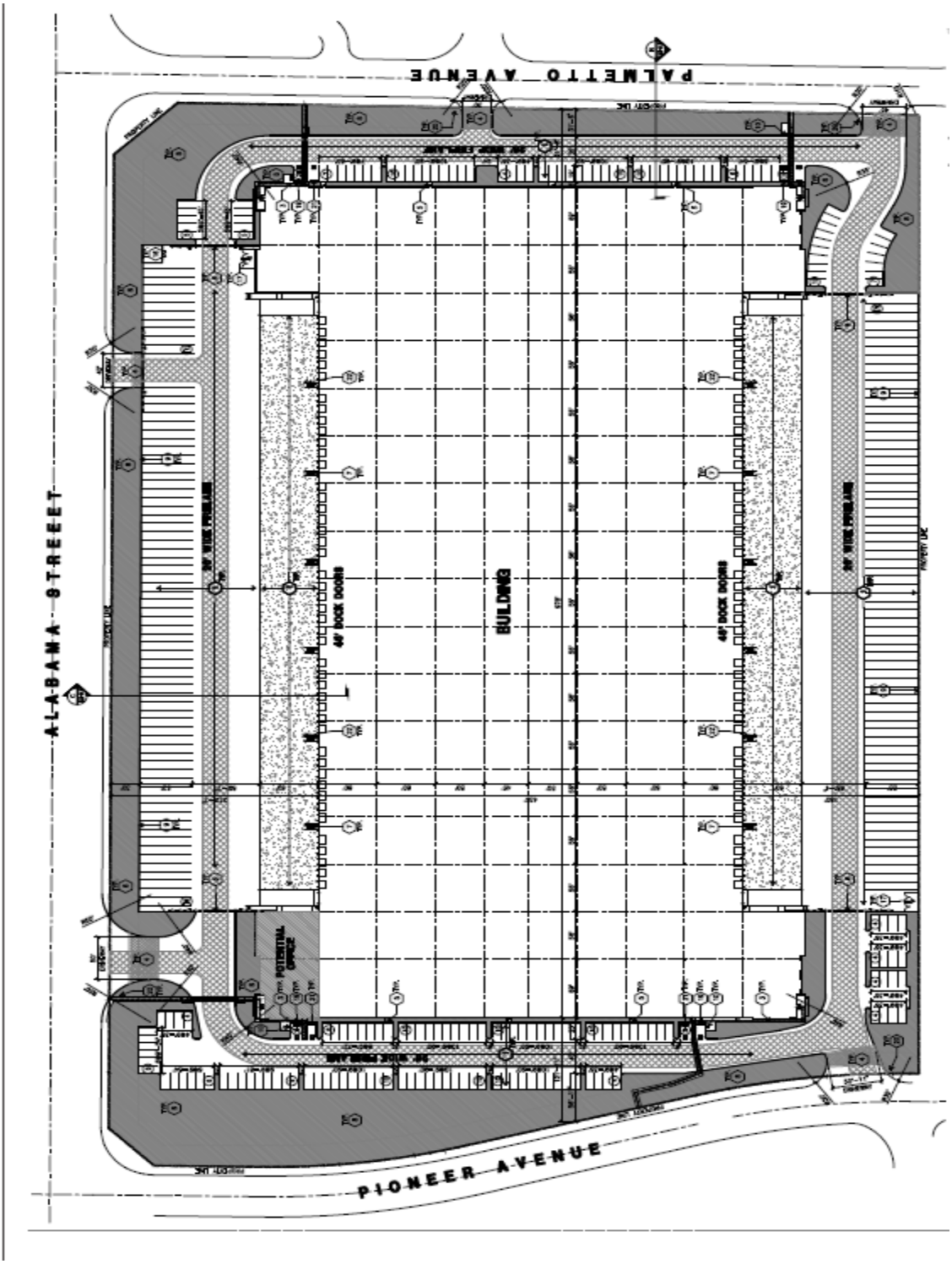
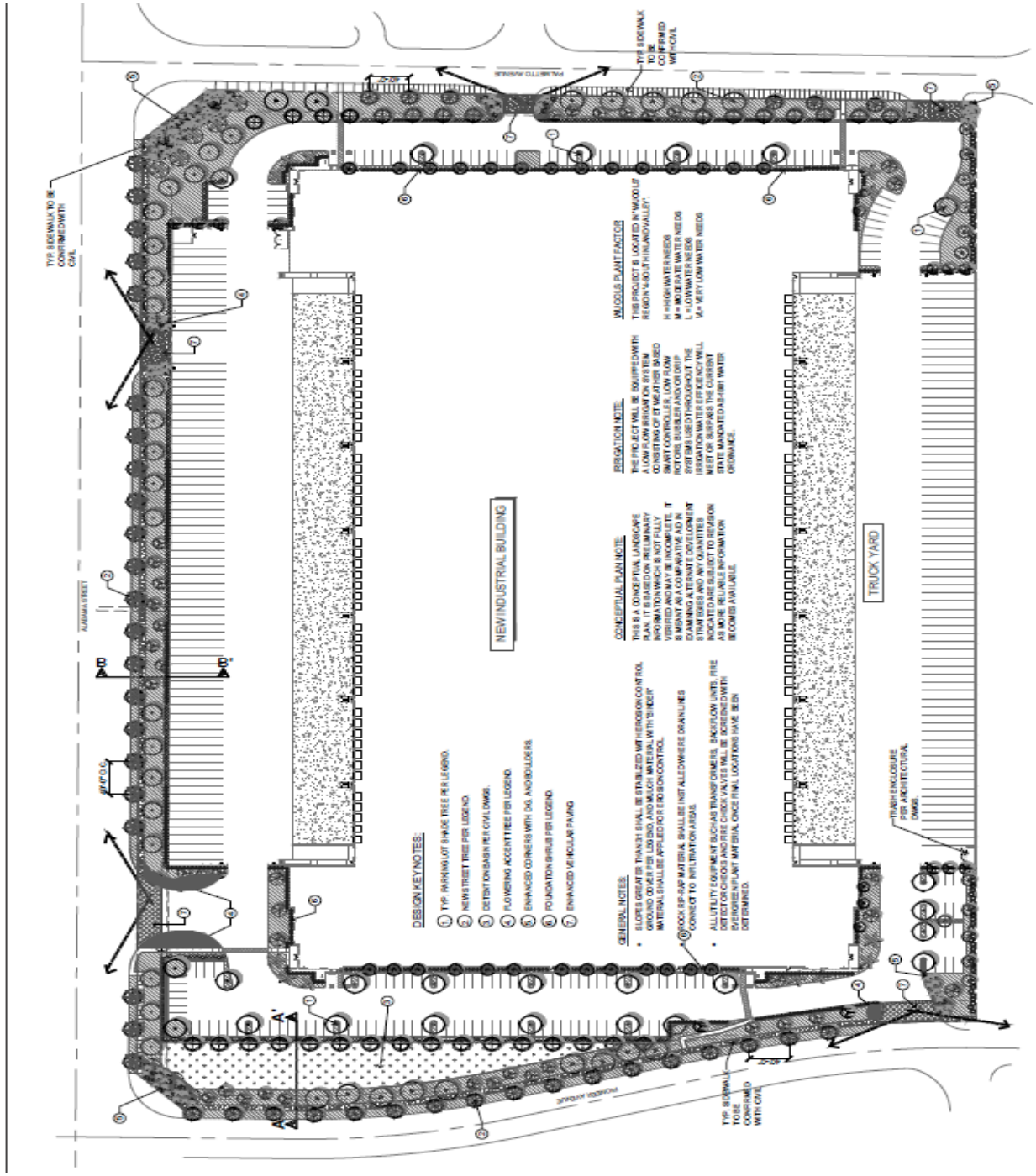


Figure 4: Project Landscape Plan

North



CONSULTATION WITH CALIFORNIA NATIVE AMERICAN TRIBES

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentially, etc.?

Yes, please see Section XVIII of this Initial Study/Mitigated Negative Declaration for a full analysis on Tribal Cultural Resources.

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

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 on its effect on 20 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 Impact	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 will 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.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☐ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

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

☐	The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION shall be prepared.
☒	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.
☐	The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier 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.
☐	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.

Aron Liang — August 17, 2021

Signature: (prepared by Aron Liang, Planner) — Date

Chris Warrick — August 17, 2021

Signature: (Chris Warrick, Supervising Planner) — Date

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
I.	***AESTHETICS*** – Except as provided in Public Resources Code Section 21099, would the project:				
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b)	Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a State scenic highway?	☐	☐	☐	☒
c)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare, which will adversely affect day or nighttime views in the area?	☐	☐	☒	☐

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

***San Bernardino Countywide Plan 2020*; *Submitted Project Materials;* San Bernardino County, San Bernardino Countywide Plan Draft Program Environmental Impact Report (PEIR), June 2019**

a) Less than Significant Impact. The Valley region of San Bernardino County encompasses the southwestern corner of the County west of the San Bernardino and Angeles National Forest boundaries. The northern limits of the region are bounded by the San Bernardino Mountain range and the Yucaipa and Crafton Hills. The southern limits of the region are bounded by the La Loma Hills, Jurupa Hills, and Chino Hills. Elevations within the Valley region range from 500 feet above mean sea level on the Valley floor to 1,700 feet above mean sea level in Live Oak Canyon, to about 5,400 feet above mean sea level in the Yucaipa Hills. The majority of the County's Valley region is urbanized and close to other cities in Los Angeles, Riverside, and Orange Counties. The visual character of the Valley region is primarily urban but becomes less and less dense close to the foothills of the mountain ranges and low-lying hills to the north and east. These landforms provide scenic vistas from various areas within the Valley region of San Bernardino County.

The Project site is located within the "donut hole" of San Bernardino County in close proximity of the City of Redlands. This area consists mostly of warehouse/commercial/industrial uses with some parcels that are vacant and occupied by citrus orchards. As shown above in Photographs

1 through 4, views of the San Bernardino Mountains and foothills can be seen from the Project site. These landforms are the closest scenic vistas near the proposed Project. The proposed Project will be developed to be consistent with the San Bernardino County Zoning development standards that are applicable to the Project site. The warehouse that will be developed as part of the proposed Project would be no taller than 50 feet in height (current elevations show the building to be 48 feet, 6 inches in height) and will cover approximately 48 percent of the site. The height and mass of the building on the Project site will be similar to the warehouse/commercial type use that is adjacent to the eastern boundary of the site. Photograph 2, above, depicts the warehouse/ commercial use to the east of the site and shows that the building does not block views of the San Bernardino Mountains in the background. Once developed, the proposed Project would continue to offer similar views of the San Bernardino Mountains and other surrounding foothill areas. The proposed Project would not have a substantial adverse effect on a scenic vista. Impacts would be **less than significant** and no mitigation measures are required.

b) No Impact. The proposed Project is not located within, adjacent to or in the vicinity of a State scenic highway. State Route 330 which turns into State Route 210 is designated as an Eligible State Scenic Highway; however, the Project site is approximately 0.28 mile west of the State Route 210. Implementation of the proposed Project would include the removal of the citrus orchard, single-family residential unit, and detached shed. All of these features have been reviewed for historical significance and have been determined not to be historical resources (see Section V, Cultural Resources). Overall, the proposed Project would not substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a State scenic highway. **No impact** would occur and no mitigations measures are required.

c) Less than Significant Impact. The proposed Project is located an urbanized unincorporated area of San Bernardino County known as the “donut hole” as it is surrounded by land within local city jurisdictions. Most of the parcels surrounding the Project site are occupied by warehouse/ commercial/industrial uses and there are some parcels that are vacant and/or occupied by citrus orchards. The Project site itself is currently occupied by a single-family residential unit, an unattached shed, and a citrus orchard. The proposed Project will remove these existing features on the Project site and replace them with a warehouse, similar to the existing uses to the north, east, and south of the proposed Project. Although this will result in a change in the visual character of the Project site, the character of the site will be developed in a similar fashion as the parcels that surround it to the north, east, and south. The proposed Project would result in a change in the visual character of the site; however, such changes would not be out of line with the existing pattern of land uses surrounding the Project site. Implementation of the proposed Project would not generate a substantial degradation of the existing visual character or quality of public views of the site and its surroundings.

The proposed Project site is zoned as Regional Industrial (EV/IR) and a Conditional Use Permit (CUP) will be required to develop the uses of the Project on the site. The structure that would be developed on the Project site would be approximately 49 feet tall and would cover 48.3 percent of the 956,760-square foot site, both of which are within existing standards of the zoning designation. Landscaping associated with the proposed Project would cover approximately 145,034 square feet or 15.2 percent of the site. The proposed Project would include 195 parking stalls, which exceeds the 184-stall requirement by the County. Additionally, the proposed Project will include 141 stalls designed to accommodate truck trailer parking. The proposed building on the site will be set back at least 30 feet from Alabama Street, 25 feet from Pioneer Avenue, and 25 feet from Palmetto Avenue. The proposed Project would be developed to be consistent with

the East Valley Area Plan Regional Industrial (EV/IR) District development standards. These design elements would complement the surrounding visual character of the area and would be consistent with design guidelines in accordance with the County's General Plan, Countywide Plan, and East Valley Area Plan. Therefore, impacts to the visual character or quality of the site and its surrounding would be **less than significant.** No mitigation is required.

d) Less than Significant Impact. Currently, nighttime lighting is produced by surrounding warehouse/commercial/industrial development, street lighting, and vehicles on adjacent roadways. The proposed Project would add a warehouse use to the site and vehicles trips, which would incrementally increase ambient nighttime illumination in the area. The proposed Project would incorporate security lighting on the sides of the warehouse building and light standards in the surface parking lot that will be developed on the site. The docking bays on the building will also include lighting to help with overnight work. All lighting associated with the Project would be shielded such that it would minimize light spillage onto adjacent properties in accordance with development standards for warehouse uses in accordance with California Building Energy Efficiency Standards and Chapter 83.07 of the San Bernardino County Development Code. Chapter 83.07 provides regulations and standards aimed at implementing outdoor lighting practices and systems that minimize light pollution, glare, and light trespass; conserve energy and resources while maintaining nighttime safety, visibility, utility, and productivity and curtail the degradation of the nighttime visual environment. Section 83.07.030 of the San Bernardino County Development Code provides standards for outdoor lighting the Valley region, where the Project site is located. The warehouse building will be developed with non-glare material and will be painted in flat colors to reduce daytime glare. Windows on the building will be developed with non-glare materials. Overall, the proposed Project would not create a new source of substantial light or glare, which will adversely affect day or nighttime views in the area. Impacts would be **less than significant** and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
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:				
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c)	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))?	☐	☐	☐	☒
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☒	☐

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

***San Bernardino Countywide Plan 2020*; *California Department of Conservation Farmland Mapping and Monitoring Program; Submitted Project Materials;* San Bernardino County, San Bernardino Countywide Plan Draft Program Environmental Impact Report (PEIR), June 2019.**

a) Less than Significant Impact. The most recent agricultural land conversion data for San Bernardino County is for the 2014 to 2016 period. **Table 1: San Bernardino County Agricultural Land Conversion 2014–2016** shows the land converted in San Bernardino County during the 2014–2016 period. For the two-year period, San Bernardino County had a 2,406-acre decrease in the amount of agricultural land inventory in the County.

Table 1: San Bernardino County Agricultural Land Conversion 2014–2016

Land Use Category	Total Acreage Inventoried		2014–2016 Acreage Changes			
	2014	2016	Acres Lost (-)	Acres Gained (+)	Total Acreage Changed	Net Acreage Changed
Prime Farmland	11,715	11,233	850	458	1,308	-392
Farmland of Statewide Importance	5,702	5,770	184	252	436	68
Unique Farmland	2,675	2,738	92	155	247	63
Farmland of Local Importance	605	562	118	75	193	-43
Important Farmland Subtotal	**20,697**	**20,393**	**1,244**	**940**	**2,184**	**-304**
Grazing Land	900,735	898,633	3,629	1,527	5,156	-2,102
Agricultural Land Subtotal	**921,432**	**919,026**	**4,873**	**2,467**	**7,340**	**-2,406**
Urban and Built-up Land	282,905	286,407	419	3,921	4,340	3,502
Other Land	244,700	243,604	2,540	1,444	3,984	-1,096
Water Area	510	510	0	0	0	0
Total Area Inventoried	**1,449,547**	**1,449,547**	**7,832**	**7,832**	**15,664**	**0**

Source: California Department of Conservation, Division of Land Resource Protection, Table A-28 San Bernardino County 2014-2016 Land Use Conversion. Website: https://www.conservation.ca.gov/dlrp/fmmp/Pages/SanBernardino.aspx. Accessed November 11, 2020.

Most notable is the loss of 2,120 acres of Grazing Land and the net loss of 304 acres of Important Farmland from the County's inventory. Between 2014 and 2016, there was a loss of 392 acres of Prime Farmland within San Bernardino County. According to the San Bernardino Countywide

Plan Program Draft Environmental Impact Report, there are about 204 acres of Prime Farmland in the East Valley Area Plan of San Bernardino County.[1]

The Project site is currently occupied by a citrus orchard, a single-family residential unit, and a shed associated with the residential unit. According to the California Department of Conservation Farmland Mapping and Monitoring Program data for 2016 (2018 data for San Bernardino County is not available as of the writing of this document), the entire Project site (21.96 acres) is designated as Prime Farmland. As such, the 21.96 acres of Prime Farmland would be converted to a non-agricultural use with implementation of the proposed Project. This would represent a 0.19 percent decrease in the 2016 Prime Farmland inventory (11,323 acres) within San Bernardino County and a 10.8 percent decrease in the Prime Farmland inventory (204 acres) in the East Valley Area Plan.

The San Bernardino Countywide Plan Natural Resources Element sets forth the following Goal and Policy regarding Important Farmland within San Bernardino County.

Goal NR-7: Agriculture and Soils. The ability of property owners, farmers, and ranchers to conduct sustainable and economically viable agricultural operations.

Policy NR-7.2: Preservation of Important Farmlands. We require project applicants seeking to develop 20 or more acres of farmland (classified as prime, of statewide importance, or unique farmland) to non-agricultural uses to prepare an agricultural resource evaluation prior to project approval. The evaluation shall use generally accepted methodologies to identify the potentially significant impact of the loss of agricultural land as well as the economic viability and sustainability of future agricultural use of the property, including long-term sustainability and economic viability of water resources. If the conversion is deemed significant, the County shall require mitigation at a 1:1 ratio of converted to preserved acreage through conservation easements, payment of its valuation equivalency if a fee mitigation program is established, or inclusion in a regional agricultural preservation program.

In order to determine if the conversion of the site's Prime Farmland would result in a significant impact, the California Department of Conservation Land Evaluation and Site Assessment (LESA) Model was prepared for the Project. The LESA Model is composed of the Land Evaluation (LE) portion, which measures soil quality, and the Site Assessment (SA) portion, which evaluates other factors that contribute to the site's agricultural importance, such as parcel size and on-site farming investments. A single LESA score is generated for a given project after all of the individual Land Evaluation and Site Assessment factors have been scored and weighted. The Final LESA Score is based on a scale of 100 points, with a given project being capable of deriving a maximum of 50 points from the LE factors and 50 points from the SA factors. The California Agricultural LESA Model is designed to make determinations of the potential significance of a project's conversion of agricultural lands during the environmental documentation phase of the CEQA review process. Scoring thresholds are based upon both the total LESA score as well as the component LE and SA subscores. In this manner the scoring thresholds are dependent upon attainment of a minimum score for the LE and SA subscores so that a single threshold is not the result of heavily

[1] County of San Bernardino, *San Bernardino Countywide Plan Draft Environmental Impact Report*, Chapter 5.2 Agricultural and Forestry Resources, pg. 5.2-19, June 2019.

skewed subscores (i.e., a site with a very high LE score, but a very low SA score, or vice versa). The LESA Model Thresholds are as follows:

- 0 to 39 points: Not considered Significant.
- 40 to 59 points: Considered Significant only if LE and SA subscores are each greater than or equal to 20 points.
- 60 to 79 points: Considered Significant unless either LE or SA subscore is less than 20 points.
- 80 to 100 points: Considered Significant.

The Final LESA Score for the proposed Project was calculated at 48.75 total points, with an LE subscore of 19.5 points and an SA subscore of 68.25 points. Based on the Final LESA Score and the subscores, the LESA Model indicates that impacts pertaining to the conversion of 21.96 acres of Prime Farmland to nonagricultural use would be **less than significant** since the SA subscore of the LESA Model was less than 20 points. No mitigation measures are required.

b) No Impact. The Project site is zoned as Regional Industrial (EV/IR) and is not zoned for agricultural use. Based on review of San Bernardino County Williamson Act data, the Project site is not under a Williamson Act Contract. As such, implementation of the proposed Project would not conflict with existing zoning for agricultural use, nor would it conflict with a Williamson Act Contract. **No impact** would occur and no mitigation measures are required.

c) No Impact. The Project site is zoned as Regional Industrial (EV/IR) and is not zoned as forest land, timberland, or timberland zoned Timberland Production. Implementation of the proposed Project; therefore, would not conflict with existing zoning for forest resources. No impact would occur and no mitigation measures are required.

d) No Impact. The Project site is currently occupied by an orchard, single-family residential unit, and detached shed at 27358 West Pioneer Avenue. The site is not occupied by forest land. Implementation of the proposed Project would therefore not result in the loss of forest land or conversion of forest land to non-forest uses. **No impact** would occur and no mitigation measures are required.

e) Less than Significant Impact. The Project site is located in the "Valley" of San Bernardino County where there are approximately 2,639 acres of agriculture/ranch uses.[2] The Project site is currently occupied by an orchard and single-family residential unit and detached shed at 27358 West Pioneer Avenue. Implementation of the proposed Project would be site specific and would result in the conversion of the active agricultural site to a non-agricultural use. This change in use on the site has been anticipated by the County of San Bernardino based on the zoning designation of the site as Regional Industrial (EV/IR). Since the Project is site specific, implementation of the Project would not directly or indirectly result in other nearby parcels under agricultural production changing to non-agricultural uses.

[2] County of San Bernardino, *San Bernardino Countywide Plan Draft Environmental Impact Report*, Chapter 5.10 Land Use and Planning, pg. 5.2-19, June 2019.

The Project site is located in the East Valley Area Plan, which does not identify specific zoning designations for agricultural production. The East Valley Area Plan includes the following zoning designations: General Commercial (EV/CG), Regional Industrial (EV/IR), and Special Development (EV/SD). All three of these zoning designations permit "agriculture as a continuation of the existing land use, including orchards, groves, nurseries, field crops, tree crops, berry crops, bush crops, truck gardening and commercial flower growing, and all necessary structures and appurtenances thereof." Although the East Valley Area Plan permits continued agricultural use on parcels, the zoning designations of the East Valley Area Plan do not permit new agricultural uses on parcels that are not currently under agricultural production. For these reasons, it can be perceived that parcels within the East Valley Area Plan that are under agricultural production will eventually be converted to non-agricultural uses as the area plan builds out.

For these reasons, the parcels under agricultural production near the Project site are anticipated to be developed with non-agricultural uses under the East Valley Area Plan and would not be influenced by implementation of the proposed Project. The area around the Project site has commenced with buildout in accordance with the East Valley Area Plan and several previously agricultural occupied parcels have been converted to non-agricultural industrial uses. The Project site is not occupied by forest land nor are there forest land designated/occupied parcels near the Project site; as such, implementation of the proposed Project would not result in the conversion of forest land to non-forest land use at off-site locations. Overall, impacts would be **less than significant** and no mitigation measures are needed.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
III.	**AIR QUALITY -** Where available, the significance criteria established by the applicable air quality management district 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?	☐	☐	☒	☐
b)	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?	☐	☐	☒	☐
c)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d)	Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	☐	☐	☒	☐

SUBSTANTIATION:

***San Bernardino Countywide Plan 2020*; *Submitted Project Materials;* San Bernardino County, San Bernardino Countywide Plan Draft Program Environmental Impact Report (PEIR), June 2019; Urban Crossroads, *Air Quality Impact Analysis Report*, January 7, 2021; Urban Crossroads, *First Industrial Warehouse Mobile Source Health Risk Assessment*, January 7, 2021.**

The information and analysis in this section is based on the *Air Quality Impact Analysis Report* prepared by Urban Crossroads on October 12, 2020 and the *First Industrial Warehouse Mobile Source Health Risk Assessment* prepared by Urban Crossroads dated October 12, 2020.

a) Less than Significant Impact. The Project site is located in the South Coast Air Basin (Basin) within the jurisdiction of the Southern California Air Quality Management District (SCAQMD). In March 2017, the SCAQMD approved the *Final 2016 Air Quality Management Plan (AQMP),* which continues to evaluate current integrated strategies and control measures to meet the National Ambient Air Quality Standards (NAAQS), as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, State, and local levels. Similar to the 2012 AQMP, the *2016 AQMP* incorporates scientific and technological information and planning assumptions, including the *2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016–2040 RTP/SCS)*, a planning document that supports the integration of land use and transportation to help the region meet the Federal Clean Air Act requirements. The Project's consistency with the *2016 AQMP* is discussed below.

Consistency Criterion No. 1: *The proposed Project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.*

Construction Impacts. Consistency Criterion 1 refers to violations of the California Ambient Air Quality Standards (CAAQS) and NAAQS. CAAQS and NAAQS violations would occur if Localized Significance Thresholds (LSTs) or regional significance thresholds were exceeded. As evaluated, the Project's regional and localized construction-source emissions would not exceed applicable regional significance threshold and LST thresholds. Therefore, the Project would not conflict with the AQMP according to this criterion during construction.

Operational Impacts. The Project's emissions would not exceed the applicable regional significance thresholds and LST thresholds for operational activity (please see Thresholds III(b) and III(c) below). Therefore, the Project would not conflict with the AQMP according to this criterion during operation.

Consistency Criterion No. 2: *The proposed Project will not exceed the assumptions in the AQMP based on the years of Project buildout phase.*

The *2016 AQMP* demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the Southern California Association of Governments (SCAG), which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the County of San Bernardino General Plan is considered to be consistent with the AQMP.

Construction Impacts. Peak day emissions generated by construction activities are largely independent of land use assignments, but rather are a function of development scope and maximum area of disturbance. Irrespective of the site's land use designation, development of the site to its maximum potential would likely occur, which disturbance of the entire site occurring during construction activities. Therefore, the Project would not conflict with the AQMP according to this criterion during construction.

Operational Impacts. Per the County's General Plan, the Project site is designated for Special Development (S/D) uses. The SD land use designation allows for a combination of residential, commercial, industrial, agricultural, open space and recreation uses, and similar compatible uses. The Project includes the development of a 460,537-square foot warehouse industrial/office building, which is consistent with and conditionally allowed under the site's current County General Plan land use designation. On the basis of the preceding discussion, the Project is determined to be consistent with the second criterion.

Overall, the proposed Project would not have the potential to result in or cause NAAQS or CAAQS violations. Additionally, Project construction and operational-source emissions would not exceed the regional or localized significance thresholds. The Project is therefore considered to be consistent with the AQMP. Impacts would be **less than significant** and no mitigation measures are required.

b) Less than Significant Impact. The Basin is in State-designated nonattainment for ozone (O_3) 1 hour standard, O_3-8 hour standard, PM_{10} and $PM_{2.5}$ emissions while it is in federal designated nonattainment for O_3-8 hour standard and $PM_{2.5}$ emissions. The 2017 Emissions Factor Model (EMFAC2017) was used to determine construction and operational air pollutant emissions from the proposed Project.

Construction activities associated with the proposed Project would result in emissions of volatile organic compounds (VOCs), nitrogen oxide (NOx), sulfur oxide (SOx), carbon monoxide (CO), particulate matter less than 10 microns in diameter (PM_{10}), and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$). Construction-related emissions are expected from the following construction activities: demolition, site preparation, grading, building construction, paving, and architectural coating. **Table 2: Overall Construction Emissions Summary – Without Mitigation** shows the amount of emissions that will be generated by construction of the proposed Project.

Table 2: Overall Construction Emissions Summary – Without Mitigation

Year	Emissions (lbs/day)					
	VOC	**NOx**	**CO**	**SOx**	**PM_{10}**	**$PM_{2.5}$**
Summer						
2021	5.43	60.84	37.12	0.12	10.31	6.41
2022	65.58	32.26	35.32	0.11	6.40	2.34
Winter						
2021	5.43	60.85	34.62	0.11	10.31	6.41
2022	65.59	32.15	33.02	0.11	6.40	2.34
Maximum Daily Emissions	**65.59**	**60.85**	**37.12**	**0.12**	**10.31**	**6.41**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Urban Crossroads, *First Industrial Warehouse Air Quality Impact Analysis*, Table 3-4: Overall Construction Emissions Summary-Without Mitigation, page 41, January 7, 2021.

Table 2 indicates that Project construction would generate air quality emissions that would not exceed SCAQMD thresholds.

Operational activities associated with the proposed Project would result in emissions of VOCs, NOx, SOx, CO, PM_{10}, and $PM_{2.5}$. Operational emissions are expected to occur from the following primary sources: area source emissions, energy source emissions, mobile source emissions, and on-site cargo handling equipment emissions. The proposed Project is expected to generate a total of 842 two-way vehicular trips per day (421 inbound and 421 outbound), which includes 92 two-way truck trips per day (46 inbound and 46 outbound). **Table 3: Summary of Peak Operational Emissions** shows the Project's peak operational emissions during winter and summer scenarios.

Table 3: Summary of Peak Operational Emissions

	Emissions (lbs/day)					
	VOC	**NOx**	**CO**	**SOx**	**PM_{10}**	**$PM_{2.5}$**
Operational Activities – Summer Scenario						
Area Source	10.51	8.90E-04	0.10	0.00	3.50E-04	3.50E-04
Mobile Source (Passenger Cars)	20.3	1.85	30.62	0.09	9.46	2.54
Mobile Source (Trucks)	0.68	21.03	5.88	0.09	3.48	1.12
On-Site Equipment	0.24	2.54	1.52	6.34E-03	0.09	0.08
Total Maximum Daily Emissions	**13.46**	**25.42**	**38.12**	**0.19**	**13.03**	**3.74**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**
Operational Activities – Winter Scenario						
Area Source	10.51	8.90E-04	0.10	0.00	3.50E-04	3.50E-04
Mobile Source (Passenger Cars)	1.90	1.96	25.84	0.08	9.46	2.54
Mobile Source (Trucks)	0.63	21.52	4.24	0.09	3.46	1.11
On-Site Equipment	0.24	2.54	1.52	6.34E-03	0.09	0.08
Total Maximum Daily Emissions	**13.28**	**26.02**	**31.70**	**0.18**	**13.01**	**3.73**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Urban Crossroads, *First Industrial Warehouse Air Quality Impact Analysis*, Table 3-7: Summary of Peak Operational Emissions, page 44, January 7, 2021.

Table 3 indicates that Project operation would generate air pollutant emissions that would not exceed SCAQMD thresholds.

Overall, implementation of the proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant that is State or federally in nonattainment in the region. Impacts would be **less than significant** and no mitigation is required.

c) Less than Significant Impact. The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the federal and/or State ambient air quality standards. Collectively, these are referred to as LSTs. LSTs were developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. To address the issue of localized significance, the SCAQMD adopted LSTs that show whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects.

Sensitive receptors in the Project study area include warehouse uses, residential uses, and schools. These nine sensitive receptors are described below and mapped in the *Air Quality Impact Analysis* in Exhibit 3-A.

- **Receptor 1 (R1):** Location R1 represents an unnamed warehouse, approximately 176 feet north of the Project site.
- **Receptor 2 (R2):** The location of R2 represents an unnamed warehouse, approximately 217 feet northeast of the Project site.
- **Receptor 3 (R3):** The location of R3 represents the football field of the Citrus Valley High School approximately 2,488 feet east of the Project site.
- **Receptor 4 (R4):** The location of R4 represents an existing residential unit at 1909 Crystal Court in the City of Redlands, approximately 4,552 feet east of the Project site.
- **Receptor 5 (R5):** The location of R5 represents an unnamed warehouse, approximately 150 feet east of the Project site.
- **Receptor 6 (R6):** The location of R6 represents an unnamed warehouse, approximately 390 feet southeast of the Project site.
- **Receptor 7 (R7):** The location of R7 represents an unnamed warehouse, approximately 140 feet south of the Project site.
- **Receptor 8 (R8):** The location of R8 represents an unnamed warehouse, approximately 374 feet southwest of the Project site.
- **Receptor 9 (R9):** The location of R9 represents Packinghouse Christian Academy School, approximately 1,456 feet southwest of the Project site.

Table 4: Localized Significance Summary of Construction – Without Mitigation shows the emissions that the Project would generate during construction and the potential for such emissions to cause impacts on a localized significance level. **Table 4** shows that the proposed Project, during construction activities, would not exceed SCAQMD localized thresholds.

Table 5: Localized Significance Summary of Operations – Without Mitigation shows the emissions that the Project would generate during operation and the potential for such emissions to cause impacts on a localized level.

Table 5 shows that the proposed Project, during operational activities, would not exceed SCAQMD localized thresholds.

Table 4: Localized Significance Summary of Construction – Without Mitigation

On-Site Emissions	Emissions (lbs/day)			
	NOx	CO	PM_{10}	$PM_{2.5}$
Demolition				
Maximum Daily Emissions	**31.4**	**21.6**	**1.7**	**1.5**
SCAQMD Localized Threshold	872	8,855	861	673
Threshold Exceeded?	**No**	**No**	**No**	**No**
Site Preparation				
Maximum Daily Emissions	68.4	30.9	10.6	6.8
SCAQMD Localized Threshold	872	8,855	861	673
Threshold Exceeded?	**No**	**No**	**No**	**No**
Grading				
Maximum Daily Emissions	**60.3**	**35.7**	**9.0**	**4.0**
SCAQMD Localized Threshold	872	8,855	861	673
Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: Urban Crossroads, *First Industrial Warehouse Air Quality Impact Analysis*, Table 3-9: Localized Significance Summary of Construction-Without Mitigation, page 51, October 12, 2020.

Table 5: Localized Significance Summary of Operations – Without Mitigation

On-Site Emissions	Emissions (lbs/day)			
	NOx	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	**0.25**	**1.30**	**0.35**	**0.10**
SCAQMD Localized Threshold	872	8,855	197	168
Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: Urban Crossroads, *First Industrial Warehouse Air Quality Impact Analysis*, Table 3-11: Localized Significance Summary of Operations-Without Mitigation, page 53, January 7, 2021.

The proposed Project was also analyzed based on its CO "Hot Spot" contribution to the region. Based on the SCAQMD's 2003 *Air Quality Management Plan* (2003 AQMP) and the 1992 *Federal Attainment Plan for Carbon Monoxide* (1992 CO Plan), peak CO concentrations in the Basin were a result of unusual meteorological and topographical conditions and not a result of traffic volumes and congestion at a particular intersection. As evidence of this, for example, 9.3 parts per million (ppm) 8-hour CO concentration measured at the Long Beach Boulevard and Imperial Highway intersection (highest CO generating intersection within this "hot spot" analysis), only 0.7 ppm was attributable to the traffic volumes and congestion at this intersection; the remaining 8.6 ppm were due to the ambient air measurements at the time the 2003 AQMP was prepared. In contrast, the ambient 8-hour CO concentration within the Project study area is estimated at 1.1 ppm to 1.3 ppm. Therefore, even if the traffic volumes for the Project were double or even triple of the traffic volumes generated at the Long Beach Boulevard and Imperial Highway intersection, coupled with the ongoing improvements in ambient air quality, the Project would not be capable of resulting in a CO "hot spot" at any study area intersections.

Similar considerations are also employed by other Air Districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District (BAAQMD) concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour (vph)—or 24,000 vph where vertical and/or horizontal air does not mix—in order to generate a significant CO impact. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue in Los Angeles, which has a daily traffic volume of approximately 100,000 vph and a.m./p.m. traffic volumes of 8,062 vph and 7,719 vph, respectively. The 2003 AQMP estimated that the 1-hour concentration for this intersection was 4.6 ppm; this indicates that, should the daily traffic volume increase four times to 400,000 vehicles per day, CO concentrations (4.6 ppm × 4= 18.4 ppm) would still not likely exceed the most stringent 1-hour CO standard (20.0 ppm). At buildout of the Project, the highest daily traffic volumes generated at the roadways within the vicinity of the Project are expected to generate less than the highest daily traffic volumes generated at the busiest intersection in the CO "hot spot" analysis. As such, the Project would not likely exceed the most stringent 1-hour CO standard. The proposed Project would not produce the volume of traffic required to generate a CO "hot spot" either in the context of the 2003 Los Angeles hot spot study or based on representative BAAQMD CO threshold considerations. Therefore, CO "hot spots" are not an environmental impact of concern for the proposed Project.

The SCAQMD identifies that if a project is expected to generate/attract heavy-duty diesel trucks, which emit Diesel Particulate Matter (DPM), a Health Risk Assessment (HRA) for nearby sensitive receptors should be prepared. As the proposed Project includes a warehouse use that will include heavy-duty diesel trucks providing services to the site, the *First Industrial Warehouse Mobile Source Health Risk Assessment* has been prepared. Three scenarios were analyzed in the Project-specific HRA: an individual exposure scenario, a worker exposure scenario, and a schoolchildren exposure scenario.

- **Individual Exposure Scenario.** The nearest residential unit (and residents) that could be exposed to Project-generated DPM is located at 1909 Crystal Cove Court, approximately 4,552 feet east of the Project site. At the maximally exposed individual receptor, the maximum incremental cancer risk attributable to DPM generated by the Project is estimated at 0.03 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same sensitive receptor, non-cancer risks were estimated to be less than 0.01, which would not exceed applicable SCAQMD threshold of 1.0. As all other modeled residential sensitive receptors are farther away than the single-family residential unit at 1909 Crystal Cove Court, they would be exposed to lesser concentrations of DPM generated by the Project. As such, the Project will not cause a significant human health or cancer risk to nearby residents.
- **Worker Exposure Scenario.** Warehouse and industrial land uses with employees are located in close vicinity to the Project site. The closest employee-sensitive receptor is a warehouse located approximately 150 feet east of the Project site. At the maximally exposed individual worker, the maximum incremental cancer risk exposure is estimated at 0.07 in one million, which is less than the SCAQMD's threshold to 10 in one million. Maximum non-cancer risks at this same location were estimated to be less than 0.01, which would not exceed applicable SCAQMD's threshold of 1.0. As all other modeled worker sensitive receptors are farther away than the warehouse 150 feet to the east of the Project site, they would be exposed to lesser concentrations of DPM generated by the

Project. As such, the Project will not cause a significant human health or cancer risk to nearby workers.

- **School Child Exposure Scenario.** Packinghouse Christian Academy, located approximately 1,456 feet southwest of the Project site, represents the closest educational facility that could be exposed to Project generated DPM. At the maximally exposed individual school child (MEISC), the maximum incremental cancer risk impact attributable to the Project at this location is calculated to be an estimated 0.06 in one million, which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the Project were calculated to be <0.01, which would not exceed the applicable significance threshold of 1.0. Any other schools near the Project site are located farther away and would be exposed to fewer emissions and consequently lesser impacts than what is disclosed for the MEISC. As such, the Project will not cause a significant human health or cancer risk to nearby As such, the Project will not cause a significant human health or cancer risk to nearby schoolchildren.

Overall, implementation of the proposed Project would not expose sensitive receptors to substantial pollutant concentrations. Impacts would be **less than significant** and no mitigation measures are required.

d) Less than Significant Impact. Land uses that generally generate odors include agricultural uses (livestock and farming), wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities. The proposed Project would not contain land uses typically associated with emitting objectionable odors. Potential odor sources generated by the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste associated with the Project's long-term operational uses. Standard construction requirements (including but not limited to compliance with SCAQMD Rule 402), which would be implemented as part of the conditions of Project approval, would minimize odor impacts from construction. The construction odor emissions generated would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction. It is expected that Project-generated solid waste would be stored in covered containers and removed at regular intervals in compliance with the County's solid waste regulations. Overall, implementation of the proposed Project would not result in other emissions such as those leading to odors that would adversely affect a substantial number of people. Impacts would be **less than significant** and no mitigation is required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*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 Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
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 Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☒
c)	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
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?	☐	☒	☐	☐
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☐	☒

SUBSTANTIATION:	*(Check if project is located in the Biological Resources Overlay or contains habitat for any species listed in the California Natural Diversity Database ☐):*
***San Bernardino Countywide Plan 2020*; San Bernardino County, San Bernardino Countywide Plan Draft Program Environmental Impact Report (PEIR), June 2019; *Submitted Project Materials; Blue Consulting Group, Biological Assessment Report*, May 25, 2020.**	

The information and analysis in this section is based on the *Biological Assessment Report* prepared by BLUE Consulting Group on May 25, 2020.

a) Less than Significant with Mitigation Incorporated. The Project site is currently occupied by active farming (citrus orchards), a graded and maintained irrigation flue, irrigation ditches, various sheds and outbuildings, and disked grassland that appears to be unused. On-site surveys were conducted on the Project site on September 5, 2019. Two vegetation community/land cover types were observed on the Project site: Agricultural/Disturbed is the dominant habitat with the balance comprising industrial use, residential development, and paved areas. No native plant species were located on the Project site; however, the following plant species were observed during field surveys: red-stem erodium (*Erodium cicutarium*), prickly lettuce (*Lacturca serriola*), tree tobacco (*Nicotiana glauca*), and Russian thistle (*Salsola tragus*).

Overall, the Project site provides a very low value habitat for wildlife species. No active bird nests were observed on the Project site during field surveys and wildlife in the area consisted of common species and species associated with open, disturbed habitats.

Birds: Native and non-native vegetation communities provide habitat for numerous species of resident and migratory birds. A number of common avian species breed within sage scrub and chaparral habitats, and forage among the leaf litter in the vegetative understory. Rocky outcrops, particularly on undisturbed slopes or peaks can provide significant perching or roosting sites for raptors; and grasslands and agricultural lands located adjacent to woodland areas provide significant foraging habitat for resident, wintering and migrant raptors. Avian diversity and abundance is substantial within riparian and oak woodland habitats. These habitats comprise several horizontal niches including canopy, shrub, herb, and ground, which provide a network of valuable roosting, foraging and breeding areas for birds. Quality avian habitat within the area is concentrated where the vegetation is less disturbed and provides habitat connectivity; however, the various creeks and tributaries within the Project vicinity also provide some measure of habitat connectivity, and potential avian breeding and foraging areas. Bird species observed on site are typical for areas lacking habitat and surrounded by development. The following three bird species were observed on the Project site: house finch (*Carpodacus mexicanus*), common crow (*Corvus brachyrhynchos*) and mourning dove (*Zenaida macroura*).

Mammals: Small mammal species typically occur in sage scrub, chaparral, grasslands and agricultural/disturbed areas, and several of these species will intermittently use riparian and woodland habitats for foraging and cover. Various species of bats will also forage in grasslands and woodland habitats. Larger mammals often require greater blocks of connected habitat for hunting and travel within their range. Quality habitat for small mammal species is not present on the Project site. Despite the extensive urban development within the Project vicinity, several regionally common mammals still reside within open space and other now often isolated pockets

of remaining native vegetation within the vicinity of the site. Rabbit (*Sylvilagus* sp.) droppings were observed on site. No burrows were observed. Due to the use, maintenance, and condition of the Project site, no sensitive mammal species were observed or are expected to occur.

Reptiles: Quality reptilian habitat, primarily consisting of sage scrub, rocky outcrops, chaparral and oak woodland, is not present on site or within the Project site area. No reptiles were observed on the Project site during field surveys. Due to the use, maintenance, and condition of the Project site, no sensitive reptile species were observed or are expected to occur.

Amphibians: Amphibians typically occur in riparian habitats with peripheral upland vegetation. Riparian ecosystems often provide temporary ponding water used as breeding habitat by various amphibious species, as well as abundant vegetation for cover and foraging. Amphibians will also create burrows in adjacent upland habitats, such as sage scrub and non-native grasslands, where they will aestivate (or spend time in a dormant state, similar to hibernation). No amphibians were observed and due to a lack of habitat, are not expected to occur on the Project site. Due to the use, maintenance, and condition of the Project site, no sensitive amphibian species were observed or are expected to occur on the Project site.

Invertebrates: Limited cohesive information is available to provide a thorough description of the many invertebrate fauna found within the City and region. Butterfly species occur in a wide range of habitats, including sage scrub and chaparral, open areas devoid of substantial shrub cover such as non-native grasslands and agricultural/disturbed land, as well as more densely vegetated areas such as riparian habitat and oak woodlands. These habitats provide various host-specific plants suitable for larval development, adult nectar resources; as well as topographical features, such as hilltops or open ground that aid in courtship and mating. In contrast, vernal pool branchiopods are strongly restricted to vernal pool habitat, and consequently, many of these species are sensitive. No vernal pools or invertebrate-specific habitat (e.g., fairy shrimp) was observed on site and as a result, no sensitive or rare species of invertebrates are expected to occur on site.

Sensitive Plant Communities/Narrow Endemic and Sensitive Plant Species: No sensitive plant community or habit was observed on the proposed Project site. No plant listed as sensitive (rare, sensitive, narrow endemic, etc.) was observed on site or within the 100-foot buffer area of the Project site. Due to the developed/highly disturbed condition of the Project site, none are expected to occur.

Sensitive Wildlife: No special-status wildlife species were observed on the project site during the site surveys, and there are no historic site records for any special status wildlife species on site. Based on a review of the California Natural Diversity Database, published literature and field surveys and assessments, a number of special-status wildlife species were identified as potentially occurring on the Project site, including some species with historic records from the Project vicinity. These are species, which typically occur in native habitats that historically occurred in the Project vicinity prior to agricultural and development. Besides the species listed above, two additional sensitive species have some potential to occur on the Project site: Burrowing owls (*Athene cunicularia*) and San Bernardino kangaroo rat (*Dipodomys merriami parvus*).

Burrowing owls occur in shortgrass prairies, grasslands, lowland scrub, agricultural lands (particularly rangelands), prairies, coastal dunes, desert floors, and some artificial, open areas as a yearlong resident. They require large open expanses of sparsely vegetated areas on gently rolling or level terrain with an

abundance of active small mammal burrows. As a critical habitat feature, they require the use of rodent or other burrows for roosting and nesting cover. They can also use pipes, culverts, and nest boxes. No burrowing owls were detected during the Project site visit and there was no evidence that burrowing owls were present on the Project site. Burrowing owls do occur nearby, at the San Bernardino International Airport. Burrowing owl is assumed absent from the Project area as the site does not support suitable habitat and/or nesting burrows. However, there is some potential that burrowing owl could take up residence on the Project site between the writing of this environmental document and commencement of Project construction. To reduce potential impacts to burrowing owl, **Mitigation Measure BIO-1,** described below would be implemented.

San Bernardino kangaroo rat is confined to primary and secondary alluvial fan scrub habitats, with sandy soils deposited by water rather than wind processes. Burrows are dug in loose soil, usually near or beneath shrubs. The Project site is located outside and just south of the San Bernardino kangaroo rat critical habitat area, Unit 1: Santa Ana River and Wash. San Bernardino kangaroo rat is likely absent from the Project site due to past and current site disturbances, which do not support suitable/appropriate habitat.

Mitigation Measure

BIO-1: Burrowing Owl Surveys. Pre-construction surveys for burrowing owl shall be conducted by a qualified biologist (retained by the Project applicant) at least 30 days prior to any ground disturbance on the Project site. The results of the burrowing owl surveys shall be submitted by the Project applicant to the San Bernardino County Planning Department for review and approval. If burrowing owls are active on the Project site during the burrowing owl surveys, a plan for avoidance or passive exclusion shall be prepared and implemented in coordination with the California Department of Fish and Wildlife (CDFW). If the survey results in negative findings, the construction activities of the proposed Project shall proceed without further restrictions related to burrowing owls.

Implementation of **Mitigation Measure BIO-1** would reduce potential impacts to burrowing owls that are found on the Project site prior to commencement of construction activities. The proposed Project would therefore not 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 CDFW or U.S. Fish and Wildlife Service (USFWS). Impacts would be **less than significant with mitigation incorporated.**

b) No Impact. The Project site was surveyed by biologists in September 2019 to determine the extent of habitat that could support biological resources. The survey resulted in the finding that the site is occupied by two vegetation community/land cover types: Agricultural/Disturbed and Developed land cover types. Riparian habitat and sensitive natural communities were not found on the Project site during the September 2019 field survey. As such, implementation of the proposed Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations by CDFW and USFWS. **No impact** would occur and no mitigation measures are required.

c) No Impact. The Project site was surveyed by a qualified biologist (a United States Army Corps of Engineers [USACE] Protocol Wetland Assessment Specialist) to determine if State or federally protected wetlands (marsh, vernal pool, coastal) were located on site. Although a formal wetland delineation was not conducted, field surveys conducted in 2019 indicated that the site was absent of streambeds,

definable channels, wetland and riparian vegetation and hydric soils. Based on the field surveys, implementation of the proposed Project would not have a substantial adverse effect on State or federally protected wetlands through direct removal, filling, hydrological interruption, or other means. **No impact** would occur and no mitigation measures are required.

d) Less than Significant with Mitigation Incorporated. Habitat fragmentation occurs when a single, contiguous habitat area is divided into two or more areas, or where an action isolates the two or more new areas from each other. Isolation of habitat occurs when wildlife cannot move freely from one portion of the habitat to another or to/from one habitat type to another. Habitat fragmentation may occur when a portion of one or more habitats is converted into another habitat, as when scrub habitats are converted into annual grassland habitat because of frequent burning. Wildlife movement includes seasonal migration along corridors, as well as daily movements for foraging. Examples of migration corridors may include areas of unobstructed movement for deer, riparian corridors providing cover for migrating birds, routes between breeding waters and upland habitat for amphibians, and between roosting and feeding areas for birds.

The Project site is not identified as a regionally important dispersal or seasonal migration corridor. There would be no effects to downstream waters because there is no hydrological connection. The Project would not restrict or eliminate wildlife movement because it is already limited by surrounding development. Additionally, the Project site contains no critical habitat and is already occupied by an orchard and single-family residential unit. Due to the surrounding urban land uses, any potential surrounding habitat is already fragmented. The Project site is not directly or indirectly connected to natural habitats and does not provide resources necessary to support local or regional wildlife movement and migration. As detailed in response to Checklist Questions IVa and IVb, above, the Project site does not contribute habitat for the long-term conversation of wildlife. However, although no riparian habitat or other natural vegetation communities occur on site, citrus trees associated with the orchard occupying the Project site may provide nesting habitat for migratory birds. Therefore, with implementation of **Mitigation Measure BIO-2** for the protection of birds pursuant to the Migratory Bird Treaty Act (MBTA), the proposed Project would have a **less than significant impact with implementation of mitigation** on the movement of native resident or migratory fish or wildlife species, native or migratory wildlife corridors, or native wildlife nursery sites.

Mitigation Measure

BIO-2: Pre-Construction Nesting Bird Survey. If construction or other Project activities are scheduled to occur during the bird breeding season (February through August for raptors and March through August for most migratory bird species), a pre-construction nesting bird survey shall be conducted by a qualified biologist (retained by the Project Applicant and approved by County staff) to ensure that active bird nests will not be disturbed or destroyed. The survey shall be completed no more than three days prior to initial ground disturbance on the Project site. The nesting bird survey shall include the Project area and adjacent areas where proposed Project activities have the potential to affect active nests, either directly or indirectly due to construction activity or noise. If an active nest is identified, the qualified biologist shall establish an appropriate disturbance limit buffer around the nest using flagging or staking. Construction activities shall not occur within any disturbance limit buffer zones until the nest is deemed inactive by the qualified biologist. If during pre-construction surveys, active nesting sites are not found, construction activities can commence once the survey is completed and the results are approved by County staff.

e) No Impact. The San Bernardino Development Code Section 88.01.050(a)(1) Native Tree or Plant Removal Permits requires land use application or development permits to include a Tree or Plant Removal Permit based on the removal of regulated trees on a site. Section 88.01.040 Regulated Trees and Plants and General Permit as well as Section 88.01.070(b) defines regulated trees as:

- *Native Trees:* A living, native tree with a 6-inch or greater stem diameter or 19 inches in circumference measured 4.5 feet above natural grade level.
- *Palm Trees:* Three of more palm trees in linear plantings, which are 50 feet or greater in length within established windrows or parkway plantings, shall be considered to be heritage trees and shall be subject to the provisions of this chapter regarding native trees.

The biological resources survey that was conducted on the Project site in September 2019 concluded that no native trees or palm trees were located on the site. The Project site is occupied by an orchard with citrus trees, and non-crop plant species that includes red-stem erodium, prickly lettuce, tree tobacco, and Russian thistle. The plant species currently occupying the Project site would not be protected under San Bernardino Development Code Section 88.01.05(a)(1) and a tree or plant removal permit would not be required as part of the development application for the proposed Project. Implementation of the proposed Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. **No impact** would occur and no mitigation measures are required.

f) No Impact. The Project site is located in an urbanized unincorporated area of San Bernardino County and is surrounded by warehouse industrial uses. According to the San Bernardino Countywide Plan Draft PEIR, the Valley region of San Bernardino County only has one conservation plan under consideration. The Upper Santa Ana River Habitat Conservation Plan (Upper SAR HCP) (as of the writing of this environmental document) has not been approved. The Upper SAR HCP will specify how species and their habitats will be protected and managed in the future and will provide the incidental take permits needed by the water resource agencies under the federal and State endangered species acts to maintain, operate, and improve their water resource infrastructure. The Project site is located within the boundary of the proposed Upper SAR HCP; however, since the Upper SAR HCP has not been approved, the proposed Project would not be subject to the plan. Implementation of the proposed Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. **No impact** would occur and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
V.	**CULTURAL RESOURCES** - Would the project:				
a)	Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☒	☐	☐
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☒	☐	☐
c)	Disturb any human remains, including those outside of formal cemeteries?	☐	☒	☐	☐

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

***San Bernardino Countywide Plan 2020; Cultural Historical Resources Information System (CHRIS), South Central Coast Information Center, California State University, Fullerton;* San Bernardino County, San Bernardino Countywide Plan Draft Program Environmental Impact Report (PEIR), June 2019; *Submitted Project Materials*; Brian F. Smith and Associates, Inc. *Cultural Resources Study for the Pioneer Redlands Project*, January 8 2020.**

The information and analysis in this section is based on the *Cultural Resources Study for the Pioneer Redlands Project* prepared by Brian F. Smith and Associates, Inc. on January 8, 2020.

a), b), and c) Less than Significant with Mitigation Incorporated. Pursuant to §15064.5, the term "historical resource" is defined as:

(1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources [California Register] (Pub. Res. Code §5024.1, Title 14 California Code of Regulations [CCR], Section 4850 et seq.).

(2) A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals

of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code, § 5024.1, Title 14 CCR, Section 4852) including the following:

A. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

B. Is associated with the lives of persons important in our past.

C. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possess high artistic values.

D. Has yielded, or may be likely to yield, information important in prehistory or history.

A "substantial adverse change" to a historical resource, according to Public Resources Code (PRC) §5020.1(q), "means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired."

A project-specific cultural resources assessment and historical resources evaluation was conducted for the Project site and included archaeological and historical records searches, an intensive pedestrian survey of the Project site, Sacred Lands File search, and Native American tribal scoping. The records search indicated that no previously recorded resources are located within the Project site. Furthermore, only one archaeological resource, a single prehistoric isolate, has been recorded within a one-mile radius of the Project site. Native American Heritage Commission search was positive for results within the vicinity of the Project, but did not indicate that sites or Tribal Cultural Resources have been located directly within the Project site. The field survey, conducted on the Project site on December 9, 2019, resulted in the discovery of two unrecorded historic buildings at 27358 West Pioneer Avenue. An irrigation feature was also identified within what remains of the orange grove, which includes the abandoned remnants of standpipes and small foundations that once supported either windmills or electrical pumps that transported water through the system. The entire irrigation system has been replaced by modern drip irrigation and the few irrigation features that do remain have been altered, disconnected from their source, and impacted as result of the steady removal of the orange grove. The buildings were recorded as a single historic resource along with what remains of the former citrus grove and irrigation features with the South Central Coast Information Center (SCCIC) as Site Temp-1.

CEQA Guidelines (Section 15064.5) addresses archaeological and historic resources, noting that physical changes that would demolish or materially alter in an adverse manner those characteristics that convey the historic significance of the resource and justify its listing in inventories of historic resources are typically considered significant impacts. Because demolition of the 27358 West Pioneer Avenue buildings would require approval from the County of San Bernardino as part of the proposed Project, CEQA eligibility criteria was used to evaluate the residence and ancillary shed located within the Project site as potentially historic resources.

As what remains of the orange grove and standpipe irrigation system have been significantly impacted and would not individually qualify as eligible for the California Register of Historic

Resources (CRHR), the significance evaluation focused on the 27358 West Pioneer Avenue structures. When evaluating historic structures, integrity is the authenticity of the resource's physical identity clearly indicated by the retention of characteristics that existed during its period of construction. It is important to note that integrity is not the same as condition. Integrity directly relates to the presence or absence of historic materials and character-defining features, while condition relates to the relative state of physical deterioration of the resource. In most instances, integrity is more relevant to the significance of a resource than condition; however, if a resource is in such poor condition that original materials and features may no longer be salvageable, then the resource's integrity may be adversely impacted. In order to determine the on-site buildings eligibility for listing, the integrity of the structures followed by the CRHR eligibility criteria have been analyzed below.

1. **Integrity of Location: Refers to the place where the historic property was constructed or the place where the historic event occurred.**

   Integrity of location was assessed by reviewing historical records and aerial photographs in order to determine if the buildings had always existed at their present locations or if they had been moved, rebuilt, or their footprints significantly altered. Historical research indicates the 27358 West Pioneer Avenue buildings were constructed in their current locations during the mid-1940s. Therefore, the buildings retain integrity of location.

2. **Integrity of Design: Refers to the combination of elements that create the form, plan, space, structure, and style of a property.**

   Integrity of design was assessed by evaluating the spatial arrangement of the buildings and any architectural features present. No major modifications to the 27358 West Pioneer Avenue residence were noted beyond the replacement of the windows. Further, the ancillary shed appears also to have only been minimally altered by the possible addition of the two large wooden doors on the eastern façade. Therefore, the buildings retain integrity of design.

3. **Integrity of Setting: Refers to the physical environment of a historic property. Setting includes elements such as topographic features, open space, viewshed, landscape, vegetation, and artificial features.**

   Integrity of setting was assessed by inspecting the elements of the property, which include topographic features, open space, views, landscape, vegetation, man-made features, and relationships between buildings and other features. The 27358 West Pioneer Avenue residence and ancillary shed were constructed during the mid-1940s. During this time, the surrounding area consisted of small, rural ranches. Aerial photographs indicate that the surrounding neighborhood began to change circa the 1990s and late 2000s, when many of the neighboring groves, including those to the south, east, and north, began to be developed into commercial and industrial warehouse properties. Further, the structures traditionally were located along Pioneer Avenue, which was realigned between 2014 and 2016. In addition, the aerial photographs indicate that an older building, demolished in the mid-1980s, originally was located on the property west of the 27358 West Pioneer Avenue residence. Also, the associated orange grove has been severely diminished, with many of the trees having been removed along with the original older cobblestone and cement-lined irrigation flume. Because the property no longer retains the same open space, viewshed, landscape, vegetation, or general built environment, the buildings do not retain integrity of setting.

4. **Integrity of Materials: Refers to the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.**

   Integrity of materials was assessed by determining the presence or absence of original building materials, as well as the possible introduction of materials that may have altered the architectural design of the buildings. Since its original construction, all but one of the residence's windows and doors have been replaced. However, few other alterations to the exterior are visible. The ancillary structure has been minimally altered as well, with the two large wooden doors either having been replaced or representing a new addition to the structure. Due to the minimal changes to the structures, the buildings appear to retain integrity of materials.

5. **Integrity of Workmanship: Refers to the physical evidence of the labor and skill of a particular culture or people during any given period in history.**

   Integrity of workmanship was assessed by evaluating the quality of the architectural features present in the buildings. The original workmanship demonstrated by the construction of the 27358 West Pioneer Avenue buildings appears to have been average and representative of common vernacular architecture. Therefore, although the 27358 West Pioneer Avenue residence and ancillary shed have not been significantly modified, neither building is reflective of the physical evidence of the labor and skill of a particular culture of people during any given period in history. Therefore, the buildings have never possessed integrity of workmanship.

6. **Integrity of Feeling: Refers to a property's expression of the aesthetic or historic sense of a particular period of time.**

   Integrity of feeling was assessed by evaluating whether or not the resources' features, in combination with their setting, conveyed a historic sense of the property during the period of construction. As noted previously, the integrity of setting for the buildings has been lost. In addition, the modifications to the surrounding landscape, the current state of the orange grove, and the removal of so many associated structures and features have negatively impacted the appearance of the parcel since the structures were constructed. Therefore, the buildings do not retain integrity of feeling.

7. **Integrity of Association: Refers to the direct link between an important historic event or person and a historic property.**

   Integrity of association was assessed by evaluating the resources' data or information and their ability to answer any research questions relevant to the history of the County of San Bernardino, Redlands area, or the State of California. Historical research indicates that despite being located on a lot established as a citrus grove by Charles Lombard, the structures still present within the project are not associated with him or the early events that led to the region's early 20th century citrus industry. Rather, the residence and ancillary structure are tied to the mid-20th century corporate ownership of the parcel and are not associated with any significant persons or events. As such, none of the individuals who owned or lived at the 27358 West Pioneer Avenue residence were found to be significant and no known important events occurred there. Therefore, the buildings have never possessed integrity of association.

As discussed above, the 27358 West Pioneer Avenue structures do not exhibit integrity of setting, feeling, workmanship, or association. In contrast, the structures do retain integrity of location, design, and materials. As such, the integrity analysis indicates that the individual structures have been modified very little since their mid-1940s construction; however, as they postdate the development of the early 20th century citrus industry, they are not associated with any significant event or individuals and the Project site, along with neighboring parcels, has been drastically altered.

For a historic resource to be eligible for listing in the CRHR, the resource must be found significant at the local, State, or national level, under one or more of the following criteria:

CRHR Criterion 1: It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

Despite being located within a parcel that was established as an orange grove in the early 20th century, the historical research indicates the remaining 27358 West Pioneer Avenue residence and ancillary structure were constructed during the mid-1940s after the property was purchased by Western Fruit Growers, Inc. As such, the buildings are not associated with events that led to the region's early 20th century citrus industry. In addition, the removal of most of the orange grove and historic irrigation system has further dissociated the structures from the citrus history of the parcel. Therefore, as the 27358 West Pioneer Avenue buildings could not be associated with any specific historic event, they are not eligible for designation under CRHR Criterion 1.

CRHR Criterion 2: It is associated with the lives of persons important in our past.

Historical research revealed that the 27358 West Pioneer Avenue buildings are not associated with any persons important in our past. While the original owner of the western lot, Charles Lombard, Sr., was an important individual to the region and the citrus industry, he is not recorded as ever residing at the property and the present structures were constructed after his ownership of the parcel. Likewise, the Sliger family can only be tied to the eastern half of the project which no longer contains any standing structures. Therefore, the 27358 West Pioneer Avenue buildings are not eligible for designation under CRHR Criterion 2.

CRHR Criterion 3: It embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of an important creative individual; or possesses high artistic values.

The 27358 West Pioneer Avenue residence was constructed in a vernacular early Ranch style home devoid of any distinctive architectural characteristics. The residence and ancillary structure were designed to be utilitarian to facilitate the mid-to late 20th century maintenance of the orange grove. Further, the many alterations and removal of associated structures, orange grove, and most irrigation features within the project parcel; the realignment of Pioneer Avenue; and the development of the surrounding parcels has impacted the overall integrity of the structures. In addition, neither the 27358 West Pioneer Avenue residence nor ancillary structure possesses high artistic values. Therefore, the 27358 West Pioneer Avenue buildings are not eligible for designation under CRHR Criterion 3.

CRHR Criterion 4: It has yielded, or may be likely to yield, information important in prehistory or history.

The research conducted for this study revealed that, because the 27358 West Pioneer Avenue buildings are not associated with any significant persons or events and were not constructed using unique or innovative methods of construction, they likely cannot yield any additional information about the history of San Bernardino County or the State of California. Therefore, the 27358 West Pioneer Avenue buildings are not eligible for designation under CRHR Criterion 4.

Based on the above analysis, the 27358 West Pioneer Avenue buildings are evaluated as not historically or architecturally significant under any CEQA criteria due to a lack of association with any significant persons or events and extensive modifications to the surrounding area, which have impacted their original integrity. However, the potential does still exist that historic deposits and features may be present on the Project site that are related to the agricultural history of this location since the late 19th century. **Mitigation Measure CUL-1** would be implemented to reduce potential impacts to unrecorded cultural deposits that may be discovered on the Project site during construction activities.

Mitigation Measure

CUL-1: During construction activities (specifically grading/excavations/trenching) an archaeological monitor retained by the Project applicant and approved by County staff shall be present on site. The following measure shall be implemented:

- The archaeological monitor shall be present full-time during all soil-disturbing and grading/ excavation/trenching activities that could result in impacts to archaeological resources.

- The principal investigator (PI) may submit a detailed letter to County of San Bernardino staff during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered that may reduce or increase the potential for resources to be present.

- In the event of an archaeological discovery, either historic or prehistoric, the archaeological monitor shall direct the contractor to temporarily divert all soil-disturbing activities, including but not limited to, digging, trenching, excavating, or grading activities in the area of discovery and in the area reasonably suspected to overlay adjacent resources and immediately notify the Native American monitor and applicant, as appropriate.

- The monitor shall immediately notify the PI (unless the monitor is the PI) of the discovery.

- In determining the significance of any find, the PI shall immediately notify the County of San Bernardino to discuss the significance determination and shall also submit a letter indicating whether additional mitigation is required.

- If the resource discovered is significant, the PI shall submit an Archaeological Data Recovery Program (ADRP) that has also been reviewed by the Native American consultant/monitor and obtain written approval from the County of San Bernardino to implement that program. Impacts to significant resources must be mitigated before ground-disturbing activities in the area of discovery will be allowed to resume.

- If the resource is not significant, the PI shall submit a letter to the County of San Bernardino indicating that artifacts will be collected, curated, and documented in the final monitoring report. The letter shall also indicate that that no further work is required.

- If human remains are discovered, work shall halt in that area until a determination can be made regarding the provenance of the human remains; and the following procedures as set forth in CEQA Section 15064.5(e), the California PRC (Section 5097.98), and the State Health and Safety Code (Section 7050.5) shall be undertaken:

    - The archaeological monitor shall notify the PI, if the monitor is not qualified as a PI. The PI shall notify the medical examiner after consultation with the County of San Bernardino, either in person or via telephone.

    - Work shall be directed away from the location of the discovery any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the medical examiner in consultation with the PI concerning the provenance of the remains.

    - The medical examiner, in consultation with the PI, will determine the need for a field examination to determine the provenance.

    - If a field examination is not warranted, the medical examiner will determine, with input from the PI, if the remains are or are most likely to be of Native American origin.

- If human remains are determined to be Native American, the following actions should be taken:

    - The medical examiner will notify the Native American Heritage Commission (NAHC) within 24 hours. By law, ONLY the medical examiner can make this call.

    - The NAHC will immediately identify the person or persons determined to be the Most Likely Descendant (MLD) and provide contact information.

    - The MLD will contact the PI within 24 hours or sooner after the medical examiner has completed coordination to begin the consultation process in accordance with *CEQA Guidelines* Section 15064.5(e), the California PRC, and the State Health and Safety Code.

    - The MLD will have 48 hours to make recommendations to the property owner or representative for the treatment or disposition with proper dignity of the human remains and associated grave goods.

    - Disposition of Native American human remains will be determined between the MLD and the PI, and, if:

        - The NAHC is unable to identify the MLD; or

- The MLD failed to make a recommendation within 48 hours after being notified by the NAHC; or

- The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94(k) by the NAHC fails to provide measures acceptable to the landowner; then

- Upon the discovery of multiple Native American human remains during a ground-disturbing land development activity, the landowner may agree that additional conferral with descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing cultural and archaeological standards. Where the parties are unable to agree on the appropriate treatment measures, the human remains and grave goods buried with the Native American human remains shall be reinterred with appropriate dignity.

- If human remains are not Native American the following actions shall occur:

  - The PI shall contact the medical examiner and notify them of the historic-era context of the burial.

  - The medical examiner will determine the appropriate course of action with the PI and County staff (PRC 5097.98).

  - If the remains are of historic origin, they shall be appropriately removed and conveyed to the County of San Bernardino. The decision for internment of the human remains shall be made in consultation with City, the applicant/landowner, and any known descendant group.

- Once the construction of the Project is complete, the following actions shall be taken (if warranted):

  - The PI shall submit to the County of San Bernardino a draft monitoring report (even if negative) prepared in accordance with the agency guidelines, which describes the results, analysis, and conclusions of all phases of the archaeological monitoring program (with appropriate graphics).

    - For significant archaeological resources encountered during monitoring, the ADRP shall be included in the draft monitoring report.

    - Recording sites with the State of California DPR shall be the responsibility of the PI, including the recording (on the appropriate forms-DPR 523 A/B) any significant or potentially significant resources encountered during the archaeological monitoring program.

  - The PI shall submit a revised draft monitoring report to the County of San Bernardino for approval, including any changes or clarifications requested by the County.

- The PI shall be responsible for ensuring that all cultural remains collected are cleaned and cataloged.

- The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate.

- The cost for curation is the responsibility of the property owner.

- The curation of the artifacts shall be determined through coordination with the County of San Bernardino.

- The PI shall submit the approved final monitoring report to the County of San Bernardino and any interested parties.

With implementation of **Mitigation Measure CUL-1** the proposed Project would have a **less than significant impact with implementation of mitigation** on historical and archaeological resources pursuant to § 15064.5 and human remains, including those outside of formal cemeteries.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
VI.	**ENERGY** – Would the project:				
a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b)	Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

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a) Less than Significant Impact. The Project's consumption of energy during construction and operation was calculated using the CalEEMod results that were part of the *Air Quality Impact Analysis* prepared for the Project by Urban Crossroads in October 2020.

Construction: Based on CalEEMod defaults, the anticipated construction schedule assumes that the proposed Project would be built in approximately 11 months. The proposed Project would require demolition, site preparation, grading, building construction, paving, and architectural coating activities during construction. Construction of the proposed Project would require energy for the manufacture and transportation of construction materials, preparation of the site for grading and building activities, and construction of the building. All or most of this energy would be derived from non-renewable resources. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. However, construction activities are not anticipated to result in an inefficient use of energy as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the Project. Energy (i.e., fuel) usage on the Project site during construction would be temporary in nature and would be relatively small in comparison to the State's available energy sources. Construction of the proposed Project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources and construction-related would be **less than significant**. No mitigation is required.

Construction of the Project would not involve the consumption of natural gas. The construction-related equipment would not be powered by natural gas and no natural gas demand is anticipated during construction.

Transportation energy represents the largest energy use during construction and would occur from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction worker vehicles that would use petroleum fuels (e.g., diesel fuel and/or gasoline). Therefore, the analysis of energy use during construction focuses on fuel consumption. The use of energy resources would fluctuate according to the phase of construction. The majority of construction equipment during grading would be gasoline-powered or diesel-powered, and the later construction phases would be electricity powered. Construction trucks and vendor trucks

hauling materials to and from the Project site would be anticipated to use diesel fuel, whereas construction workers traveling to and from the project site would be anticipated to use gasoline-powered vehicles. Fuel consumption from transportation uses depends on the type and number of trips, vehicles miles traveled, fuel efficiency of vehicles, and travel modes.

Diesel fuel usage from construction off-road equipment was calculated using the CalEEMod assumptions used in the *Air Quality Impact Analysis*. The CalEEMod utilized the construction equipment shown in **Table 6: Construction Off-Road Equipment**. Average brake-specific fuel consumption and diesel fuel properties (heating value and density) from the EPA AP-42 were used to obtain a fuel per horsepower-hour factor. These factors and other calculations are shown in **Table 7: Off-Road Construction Equipment Diesel Fuel Usage**, which shows total fuel usage from construction off road equipment is estimated to be 59,102 gallons, the consumption of which would occur over the 11 months of construction. As also shown in **Table 7**, the greatest amount of fuel (38,206 gallons) would be consumed by off-road equipment during the building construction.

Table 6: Construction Off-Road Equipment

Phase	Off-road Equipment Type	Amount	Usage Hour/Day	Total Usage Days	Total Usage Hours/Equipment
Demolition	Excavators	3	8	20	480
	Concrete/Industrial Saw	1	8	20	160
	Rubber-Tired Dozers	2	8	20	320
Site Preparation	Rubber-Tired Dozers	3	8	10	240
	Crawler Tractors	4	8	10	320
Grading	Excavators	2	8	35	560
	Graders	1	8	35	280
	Rubber-Tired Dozers	1	8	35	280
	Crawler Tractors	2	8	35	560
	Scrapers	2	8	35	560
Building Construction	Cranes	1	8	300	2,400
	Forklifts	3	8	300	7,200
	Generator Sets	1	8	300	2,400
	Tractors/Loaders/ Backhoes	3	8	300	7,200
	Welders	1	8	300	2,400
Paving	Pavers	2	8	20	320
	Paving Equipment	2	8	20	320
	Rollers	2	8	20	320
Architectural Coating	Air Compressors	1	8	35	280

Source: *CalEEMod Model compiled by Urban Crossroads.* October 2020.

Table 7: Off-Road Construction Equipment Diesel Fuel Usage

Phase	Off-road Equipment Type	Horsepower[1]	Load Factor[1]	Total Usage Hours/ Equipment	Horsepower-Hour[2]	Fuel Usage (gallons)[3]
Demolition	Excavators	158	0.38	480	28,819	1,476
	Concrete/ Industrial Saw	81	0.73	160	9,461	484
	Rubber-Tired Dozers	247	0.40	320	31,616	1,619
Total Fuel Use: Demolition (gallons)						3,579
Site Prep	Rubber-Tired Dozers	247	0.40	240	23,712	1,214
	Crawler Tractors	212	0.43	320	29,171	1,494
Total Fuel Use: Site Prep (gallons)						2,708
Grading	Excavators	158	0.38	560	33,622	1,721
	Graders	187	0.41	280	21,468	1,099
	Rubber-Tired Dozers	247	0.40	280	27,664	1,416
	Crawler Tractors	212	0.43	560	51,050	2,614
	Scrapers	367	0.48	560	98,650	5,051
Total Fuel Use: Grading (gallons)						11,902
Building Construction	Cranes	231	0.29	2,400	160,776	8,232
	Forklifts	89	0.20	7,200	128,160	6,562
	Generator Sets	84	0.74	2,400	149,184	7,638
	Tractors/ Loaders/ Backhoes	97	0.37	7,200	258,408	13,230
	Welders	46	0.45	2,400	49,680	2,544
Total Fuel Use: Building Construction (gallons)						38,206
Paving	Pavers	130	0.42	320	17,472	895
	Paving Equipment	132	0.36	320	15,206	779
	Rollers	80	0.38	320	9,728	498
Total Fuel Use: Paving (gallons)						2,171
Architectural Coating	Air Compressors	78	0.48	280	10,483	537
Total Fuel Use: Building Construction and Architectural Coating (gallons)						**537**
Total Fuel Usage (gallons)						**59,102**

Source: *CalEEMod Model compiled by Urban Crossroads.* October 2020.

1 Load factor and horsepower are CalEEMod defaults for the equipment type and were obtained from the *Air Quality Impact Analysis.*

2 Horsepower-Hour is the basis for the fuel calculation. HP-Hour is calculated using the following formula: HP-Hour = Total Hours × LF × HP.

3 Off-road mobile source fuel usage is calculated using a fuel usage rate of 0.0512 gallons of diesel per horsepower (HP)-hour. This is calculated based on diesel.

Total fuel consumption in San Bernardino County totaled 2.19 billion gallons in 2018. Vehicle consumption accounts for the majority of the total fuel consumption in California. In 2018, 1,241 million gallons of diesel fuel and 94.9 million gallons of gasoline were consumed from vehicle trips in San Bernardino based on EMFAC2017. Compared to the annual fuel consumption from vehicle trips in San Bernardino County, the peak annual fuel consumption of 59,102 gallons from off-road construction equipment during Project construction would be small fraction of the annual fuel consumption in San Bernardino County.

Fuel use from construction trucks and construction worker vehicles traveling to the Project site was based on the estimated number of trips that Project construction would generate and the average trip distance using the CalEEMod assumptions in the *Air Quality and GHG Analysis*. It should be noted that calculating the fuel efficiency of vehicles for the year 2021 is a conservative approach because fuel efficiency is expected to continue to increase and improve during construction as new fuel economy standards are established. Construction on-road vehicle fuel consumption calculations are shown in **Table 8: Construction Truck Fuel Use (Diesel Fuel Use)** for construction trucks and construction worker vehicles.

Table 8: Construction Truck Fuel Use (Diesel Fuel Use)

Phase	Total Trips	Total Days	Trip Length (miles)	Total Vehicle Miles Traveled (VMT)	Diesel Fuel Efficiency (miles/gallon)[2]	Fuel Usage (gallons/ year)
Demolition	34	20	20.00	13,600	6.21	2,190
Building Construction	157	300	6.90	324,990	6.21	47,100
					Total Diesel Fuel Usage	**49,290**

Source: CalEEMod 2016.3.2 and EMFAC2017 (CARB 2020)
1 Assumes HHDT vehicles, consistent with assumptions in CalEEMod for hauling trucks.
2 As generated by EMFAC2017, an aggregated fuel economy of HHDTs ranging from model year 1974 to model years 2021 is estimated to have a fuel efficiency of 6.21 miles per gallon (mpg).
3 The fuel efficiency was calculated by dividing the VMT (miles/year) by the fuel consumption (mpg).
HHDT = Heavy Heavy Duty Trucks VMT = vehicle miles traveled

As shown in **Table 8,** total diesel fuel consumption would be 49,290 gallons from construction truck trips. As shown in **Table 9: Construction Worker Vehicle Gasoline Fuel Use,** total gasoline consumption would be 57,917 gallons from construction worker vehicle trips. In 2018, 1,241 million gallons of diesel fuel and 94.9 million gallons of gasoline were consumed from vehicle trips in San Bernardino County based on EMFAC2017. Therefore, peak annual gasoline demand generated by on-road trips during construction would be less than 0.001 percent of the total annual gasoline and diesel fuel consumption in San Bernardino County. Impacts related to energy use during construction would be temporary and would be relatively small in comparison to the San Bernardino County's overall usage and the State's available energy sources. For these reasons, project construction would not result in the wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be **less than significant** and no mitigation is required.

Table 9: Construction Worker Vehicle Gasoline Fuel Use

Phase	Total One-Way Trips/Day	Total Days	Trip Length (miles)	Total Vehicle Miles Traveled (VMT)	Gasoline Fuel Efficiency (miles/gallon)[1]	Fuel Usage (gallons/ year)
Demolition	15	20	14.70	4,410	31.62	139
Site Prep	18	10	14.70	2,646	31.62	84
Grading	20	35	14.70	10,290	31.62	325
Building Construction	401	300	14.70	1,768,410	31.62	55,927
Paving	15	20	14.70	4,410	31.62	139
Architectural Coating	80	35	14.70	41,160	31.62	1,302
					Total Gasoline Fuel Usage	**57,917**

Sources: CalEEMod 2016.3.2 and EMFAC2017 (CARB 2020)
Note: [1] As generated by EMFAC2017, an aggregated fuel economy of LDAs ranging from model year 1974 to model year 2021 is estimated to have fuel efficiency of 31.62 miles per gallon (mpg).

Operation: Energy consumed by the proposed Project would be associated with electricity consumption, and fuel used for vehicle trips associated with the Project. Energy consumption was estimated for the Project using the CalEEMod results in the *Air Quality Impact Analysis* prepared for the proposed Project. Natural gas would not be used during Project operation. The proposed building would be constructed to CALGreen standards, which were included in CalEEMod inputs. Electricity and gasoline usage estimates associated with the operation of the proposed Project are shown in **Table 10: Estimated Annual Energy Use of Proposed Project**.

Table 10: Estimated Annual Energy Use of Proposed Project

Land Use	Electricity Use (kWh/year)	Diesel/Gasoline Vehicles (gallons/year)
Warehouse/Industrial	1,209,786	293,993

Source: California Emissions Estimator Model (CalEEMod). Compiled by Urban Crossroads. October 2020.
Note: For gasoline-powered automobiles, the fuel efficiency was calculated by dividing the VMT (3,101,563 miles/year) by the fuel consumption (31.62 gallons/mile). For diesel-powered trucks, the fuel efficiency was calculated by dividing the VMT (1,216,562 miles/year) by the fuel consumption (6.21 mpg).
kWh/year = kilowatt hours per year

As shown in **Table 10**, the use on the site would generate the need for 1,209,786 kilowatt-hours (kWh) of electricity per year. In addition, the Project would result in energy usage associated with motor vehicle gasoline to fuel project-related trips. Using the 2015 fuel economy estimate of 22 mpg, the proposed Project would result in the consumption of approximately 293,993 gallons of diesel/gasoline per year.

Electricity is provided in the State through a complex grid of power plants and transmission lines. In 2018, California's in-state electric generation totaled 194,842 gigawatt-hours (GWh); the State's total system electric generation, which includes imported electricity, totaled 285,488

GWh.[3] Population growth is the primary source of increased energy consumption in the State; population projections show annual electricity use is anticipated to increase by approximately 1 percent per year through 2027.[4] The Project's net electricity usage would total less than 0.01 percent[5] of electricity generated in the State in 2018, which would not represent a substantial demand on available electricity resources.

The average fuel economy for light-duty vehicles (autos, pickups, vans, and SUVs) in the United States has steadily increased from about 14.9 mpg in 1980 to 22.0 mpg in 2015.[6] Federal fuel economy standards have changed substantially since the Energy Independence and Security Act was passed in 2007, which originally mandated a national fuel economy standard of 35 mpg by the year 2020, and would be applicable to cars and light trucks of Model Years 2011 through 2020.[7] In early August 2018, the EPA and Department of Transportation issued a new ruling, Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule, which would freeze the fuel economy goals to the 2021 target of 37 mpg for model years 2021 through 2026.[8]

As stated previously, implementation of the proposed Project would increase the project-related annual gasoline demand by 293,993 gallons. However, new automobiles purchased by employees driving to and from the Project site would be subject to fuel economy and efficiency standards applied throughout the State. As such, the fuel efficiency of vehicles associated with the Project site would increase throughout the life of the Project. Therefore, implementation of the proposed Project would not result in a substantial increase in transportation-related energy uses.

In summary, construction and operation of the proposed Project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. Consumption of energy resources as a result of implementation of the proposed Project would be comparable to other industrial warehouse uses in San Bernardino County. Impacts would be **less than significant** and no mitigation would be required.

b) Less than Significant Impact. In 2002, the State Legislature passed Senate Bill (SB) 1389, which required the CEC to develop an integrated energy plan every two years for electricity, natural gas, and transportation fuels, for the California Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero-emission

[3] California Energy Commission. Total System Electric Generation. https://www.energy.ca.gov/almanac/electricity_data/total_system_power.html, accessed November 2020.

[4] California Energy Commission. California Energy Demand 2018-2030 Revised Forecast. https://efiling.energy.ca.gov/URLRedirectPage.aspx? TN=TN222287_20180120T141708_The_California_Energy_Demand_20182030_Revised_Forecast.pdf, accessed November 2020.

[5] Calculation: 1.21 GWh (project) ÷ 194,842 GWh = <0.01 percent.

[6] U.S. Department of Transportation. "Table 4-23: Average Fuel Efficiency of U.S. Light Duty Vehicles." https://www.bts.gov/archive/publications/national_transportation_statistics/table_04_23/, accessed November 18, 2020.

[7] U.S. Department of Energy. "Energy Independence & Security Act of 2007." https://www.afdc.energy.gov/laws/eisa, accessed November 2020.

[8] U.S. Department of Transportation. Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule. https://www.nhtsa.gov/corporateaverage-fuel-economy/safe.

vehicles and their infrastructure needs, and encouragement of urban designs that reduce VMT and accommodate pedestrian and bicycle access.

The CEC recently adopted the 2017 Integrated Energy Policy Report.[9] The 2017 Integrated Energy Policy Report provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining energy reliability and controlling costs. The 2017 Integrated Energy Policy Report covers a broad range of topics, including implementation of SB 350, integrated resource planning, distributed energy resources, transportation electrification, solutions to increase resiliency in the electricity sector, energy efficiency, transportation electrification, barriers faced by disadvantaged communities, demand response, transmission and landscape-scale planning, the California Energy Demand Preliminary Forecast, the preliminary transportation energy demand forecast, renewable gas (in response to SB 1383), updates on Southern California electricity reliability, the natural gas outlook, and climate adaptation and resiliency.

As indicated above, energy usage on the Project site during construction would be temporary in nature. In addition, energy usage associated with operation of the proposed Project would be relatively small in comparison to the State's available energy sources, and energy impacts would be negligible at the regional level. Because California's energy conservation planning actions are conducted at a regional level, and because the Project's total impact on regional energy supplies would be minor, the proposed Project would not conflict with or obstruct California's energy conservation plans as described in the CEC's 2017 Integrated Energy Policy Report.

The proposed Project would be required to comply with the California Building Code (CBC) and California Green Building Standards Code (CALGreen Code) pertaining to energy and water conservation standards in effect at the time of construction. Therefore, the proposed Project would be consistent with applicable plans related to renewable energy and energy efficiency. Impacts would be **less than significant** and no mitigation is required.

[9] California Energy Commission. 2017. *2017 Integrated Energy Policy Report.* Publication Number: CEC-100-2017-001-CMF.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
VII.	**GEOLOGY AND SOILS** - Would the project:				
a)	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
	ii. Strong seismic ground shaking?	☐	☐	☒	☐
	iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
	iv. Landslides?	☐	☐	☐	☒
b)	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

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

***San Bernardino Countywide Plan 2020; Submitted Project Materials;* San Bernardino County, San Bernardino Countywide Plan Draft Program Environmental Impact Report (PEIR), June 2019; Southern California Geotechnical, *Geotechnical Investigation Proposed Warehouse*, December 13, 2019; *Paleontological Assessment for the Pioneer Redlands Project*, prepared by Brian F. Smith and Associates, Inc., January 3, 2020.**

The information and analysis in this section is based on the *Geotechnical Investigation Proposed Warehouse* prepared by Southern California Geotechnical on December 13, 2019, and the *Paleontological Assessment for the Pioneer Redlands Project*, prepared by Brian F. Smith and Associates, Inc., January 3, 2020.

a.i) No Impact. The Alquist-Priolo Earthquake Fault Zoning Act passed in 1972 and was implemented to mitigate the hazard of surface faulting to structures used for human occupancy. The Act was designed to ensure that construction of habitable buildings are not constructed on top of traces of active faults. Figure 5.6-1 of the San Bernardino Countywide Plan Environmental Impact Report shows the Project site is not located on or in the vicinity of an Alquist-Priolo Fault Zone. Furthermore, the Project-specific Geotechnical Investigation prepared by Southern California Geotechnical in December 2019 also indicates that the proposed Project is not located on an Alquist-Priolo Fault Zone. In the absence of any on-site active faults, **no impact** related to fault rupture would occur on the Project site and no mitigation is required.

a.ii) Less than Significant Impact. The Project site is within a seismically active area, where earthquakes have the potential to subject the Project to very strong seismically related ground shaking. Figure 5.6-2 of the San Bernardino Countywide Plan Environmental Impact Report shows that the Project site is in an area subject to high hazards from earthquake seismic shaking. The closest active fault (and fault zone) is the San Bernardino Mountains Section of the San Andreas Fault Zone approximately 4.2 miles north of the Project site.

The extent of ground shaking associated with an earthquake is dependent upon the size of the earthquake and the geologic material of the underlying area. All future construction and development within the Project site would be required to comply with applicable provisions of the 2019 California Building Code (CBC) and the County's building regulations. Proper engineering design and construction in conformance with the 2019 CBC and Project-specific *Geotechnical Investigation* recommendations would ensure that impacts to the Project from seismic ground shaking would be reduced. No mitigation is required; however, the following Standard Condition is a regulatory requirement that would be implemented to ensure impacts related to seismic activity remain less than significant.

Standard Condition

GEO-1: Compliance with applicable California Building Code and Project-specific Geotechnical Recommendations. Prior to the approval of grading and/or issuance of building permits, the Project Applicant shall provide evidence to County staff, for review and approval, that the on-site structure will be designed and will be constructed in conformance with applicable provisions of the 2019 California Building Code (or the current CBC at the time of County review) and the recommendations cited in the *Geotechnical Investigation Proposed Warehouse,* prepared by Southern California Geotechnical, dated December 13, 2019. This measure shall be implemented to the satisfaction of the San Bernardino County Building and Safety Division or designee.

Adherence to the measures identified in the geotechnical investigation, as well as the 2019 CBC (or current CBC at the time of County review) and other requirements identified and required by the County, would ensure ground shaking hazards are reduced. Impacts would be **less than significant** and no mitigation is required.

a.iii) Less than Significant Impact. Liquefaction is the loss of strength in generally cohesionless, saturated soils when the pore-water pressure induced in the soil by a seismic event becomes equal to or exceeds the overburden pressure. The primary factors that influence the potential for liquefaction include groundwater table elevation, soil type and plasticity characteristics, relative density of the soil, initial confining pressure, and intensity and duration of ground shaking. The depth within which the occurrence of liquefaction may impact surface improvements is generally identified as the upper 50 feet below the existing ground surface. Liquefaction potential is greater in saturated, loose, poorly graded fine sands with a mean grain size in the range of 0.075 to 0.2 millimeters.

Figure 5.6-3 of San Bernardino Countywide Plan Environmental Impact Report shows that the Project site is not located in an area of liquefaction susceptibility; however, there is an area of high liquefaction susceptibility just north of the Project site. However, based on the subsurface conditions encountered at boring locations on the Project site and the lack of a high groundwater table, liquefaction is not considered to be a design concern for the proposed Project. As such, impacts would be **less than significant** and no mitigation measures are required.

a.iv) No impact. The Project site ranges from 1,224 feet in elevation in the northwest corner of the site, to 1,251 feet in elevation in the east-central area of the site. The site topography generally slopes to the west at a gradient of 3 percent. There are no slopes in close proximity of the Project site and parcels adjacent to the site are topographically level. Figure 5.6-3 of San Bernardino Countywide Plan Environmental Impact Report shows that the Project site is not located in an area of landslide susceptibility. For these reasons, implementation of the proposed Project would not directly or indirectly cause potential substantial adverse effects, risk of loss, injury or death involving landslides. **No impact** would occur and no mitigation measures are required.

b) Less than Significant Impact. Mapped soils on the Project site include Hanford Sandy loam, 0 to 2 percent slopes (HbA).[10] Construction at the proposed Project site would disturb surface soils and make them susceptible to erosion from wind and water. In order to address the potential for erosion, the Project is required to implement Best Management Practices (BMPs) during the construction phase that would reduce erosion in accordance with National Pollutant Discharge Elimination System (NPDES) regulations. These BMPs would be selected as part of the Storm Water Pollution Prevention Plan (SWPPP), which is required to address erosion and discharge impacts associated with the proposed on-site grading.

The Project must also comply with the County's grading permit requirements, which would ensure that construction practices include measures to protect exposed soils such as limiting work to dry seasons, covering stockpiled soils, and use of straw bales and silt fences to minimize off-site sedimentation. In addition, the Project site would be covered with asphalt, concrete, a warehouse building and landscaping materials during operations; therefore, soil erosion would be none to

[10] *Web Soil Survey, San Bernardino Southwestern Part, California (CA677).* United States Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS). https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx (accessed May 13, 2020).

minimal. Compliance with State and federal requirements, as well as with County grading permit requirements, would ensure that the proposed Project would have a **less than significant impact** related to soil erosion or loss of topsoil. No mitigation is required.

c) Less than Significant Impact. The Project site ranges from 1,224 feet in elevation in the northwest corner of the site, to 1,251 feet in elevation in the east-central area of the site. The site topography generally slopes to the west at a gradient of 3 percent. There are no slopes in close proximity of the Project site and parcels adjacent to the site are topographically level. Figure 5.6-3 of San Bernardino Countywide Plan Environmental Impact Report shows that the Project site is not located in an area of landslide susceptibility.

Water was not encountered during any of the borings that occurred on the Project site during the geotechnical survey. Based on the lack of any water within the borings and the moisture contents of the recovered soil samples, groundwater is estimated to be at a depth greater than 25 feet below ground surface. Figure 5.6-3 of San Bernardino Countywide Plan Environmental Impact Report shows that the Project site is not located in an area of liquefaction susceptibility; however, there is an area of high liquefaction susceptibility just north of the Project site. However, based on the subsurface conditions encountered at boring locations on the Project site and the lack of a high groundwater table, liquefaction is not considered to be a design concern for the proposed Project.

Figure 5.6-4 of San Bernardino Countywide Plan Environmental Impact Report shows that the Project site is located in an area of medium to low susceptibility for subsidence. The *Geotechnical Investigation* concluded that minor ground subsidence would occur at the Project site and is estimated to be 0.1 to 0.15 feet. Design standards will be implemented through **Standard Condition GEO-1** to reduce potential subsidence from occurring at the Project site as the uses on the site are being developed.

Laboratory testing of the near surface soils on the Project site indicates that there is potential for collapse when exposed to moisture infiltration. Some of these soils also possess a potential for consolidation when exposed to load increases in the range of those that will be exerted by the foundations of the warehouse on the Project site. The recommended remedial grading, through implementation of **Standard Condition GEO-1**, will remove most of these soils from within the footprint of the new foundation for the building. The native alluvium that will remain in place below the recommended depth of over excavation will not be significantly influenced by the foundation loads of the new structure. Provided that the recommended remedial grading is completed, the post-construction settlements of the Project would not exceed limits.

Through incorporation of **Standard Condition GEO-1** implementation of the proposed Project would not be susceptible to on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse. Impacts would be **less than significant** and no mitigation measures are required.

d) No Impact. Mapped soils on the Project site include Hanford Sandy loam, 0 to 2 percent slopes (HbA). The near-surface soils generally consist of sands silty sands with no appreciable clay content. According to the *Geotechnical Investigation*, these materials have been visually classified as non-expansive. Therefore, no design considerations related to expansive soils are not warranted for the Project site. The proposed Project would not be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) and therefore would not create

substantial risks to life or property. **No impact** would occur and no mitigation measures are required.

e) No Impact. The proposed Project would be connected to existing wastewater collection and conveyance facilities owned and operated by the City of Redlands. Existing collection sewer lines are located beneath Palmetto Avenue, Alabama Street, and Pioneer Avenue, where the Project can connect. Therefore, septic tanks or alternative wastewater disposal systems would not be required for the proposed Project. **No impact** would occur and no mitigation measures are required.

f) Less than Significant Impact with Mitigation Incorporated. Paleontological resources are remains of prehistoric life that have been preserved in geologic strata. These remains are called fossils and include bones, shells, teeth, and plant remains (including their impressions, casts, and molds) in the sedimentary matrix, as well as trace fossils such as footprints and burrows. Fossils are older than 5,000 years of age, but may include younger remains (subfossils) when viewed in the context of local extinction of the organism or habitat. Fossils are considered a nonrenewable resource under California and San Bernardino County guidelines. The degree of paleontological sensitivity of any particular area is based on a number of factors, including the documented presence of fossiliferous resources on a site or in nearby areas, the presence of documented fossils within a particular geologic formation or lithostratigraphic unit, and whether or not the original depositional environment of the sediments is one that might have been conducive to the accumulation of organic remains that might have become fossilized over time. Late Quaternary (Holocene, or “modern”) alluvium is generally considered to be geologically too young to contain significant nonrenewable paleontological resources (i.e., fossils) and is therefore typically assigned a low paleontological sensitivity. Older, Pleistocene (>11,000 year old), alluvial and alluvial fan deposits in the Inland Empire, however, often yield important Ice Age terrestrial vertebrate fossils, such as extinct mammoths, mastodons, giant ground sloths, extinct species of horse, bison, and camel, saber-toothed cats, and others. Pleistocene sediments are therefore designated as High paleontological resource sensitivity.

The proposed Project is located within the broad, fault-bounded alluvial valley of the Santa Ana Wash between the San Bernardino Mountains to the north and the San Timoteo Badlands to the south. The San Andreas Fault lies at the foot of the San Bernardino Mountains and the San Jacinto Fault is located approximately two miles south-southwest of the Project site. Holocene Young axial-valley deposits, Unit 3 (Qya3) underlie the Project site and these sedimentary deposits are characterized as fine to coarse-grained sands and pebbly sands that coarsen eastward. Based on borings on the Project site and terrace wall exposures in the San Ana Wash, the underlying deposits are 33 to 49 feet thick.

A paleontological literature review and collections and records search was performed at the San Bernardino County Museum for a project southeast of the Project site across Pioneer Avenue in 2007. The report did not identify any previously recorded fossil localities within a one-mile radius of the project that was previously analyzed. The Project site is within this one-mile radius. The previous search also indicated that the vicinity of the Project site (which includes the Project site itself) overlies middle Holocene Young axial-valley deposits, which have a low paleontological resource potential and this geologic unit is underlain by older Pleistocene sediments, which are designated as High Paleontological Resources Sensitivity. For these reasons, the proposed Project would implement **Mitigation Measure GEO-1** to reduce potential impacts to paleontological resources that may be discovered on the Project site.

Mitigation Measure

GEO-1: Due to the lack of any known fossil specimens or fossil localities from within a several-mile radius encompassing the Project site, paleontological monitoring would not be required during surficial grading activities during Project construction. However, if fossils of any sort are discovered during grading/earthmoving activities, all construction activities shall stop and the construction contractor shall notify County staff. The Project Applicant shall then retain a certified paleontologist (approved by the County) and the paleontologist shall develop a Paleontological Mitigation Monitoring and Reporting Program (PMMRP), consistent with the provisions of CEQA, those of the County of San Bernardino, and guidelines of the Society of Vertebrate Paleontology *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources*. Once the PMMRP is approved and implemented, construction activities could continue on the Project site.

With implementation of **Mitigation Measure GEO-1,** the proposed Project would have a **less than significant impact with implementation of mitigation** on paleontological resources.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
VIII.	**GREENHOUSE GAS EMISSIONS –** Would the project:				
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b)	Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

SUBSTANTIATION:
San Bernardino Countywide Plan 2020; Submitted Project Materials; San Bernardino County, San Bernardino Countywide Plan Draft Program Environmental Impact Report (PEIR), June 2019; Urban Crossroads, Greenhouse Gas Analysis, October 12, 2020.

The information and analysis in this section is based on the *First Industrial Warehouse Greenhouse Gas Analysis* prepared by Urban Crossroads, October 12, 2020.

Global Climate Change Background

Global climate change (GCC) is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. Scientific evidence suggests that GCC is the result of increased concentrations of GHGs in the earth's atmosphere, including carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and fluorinated gases. GCC refers to the change in average meteorological conditions on the earth with respect to temperature, wind patterns, precipitation and storms. Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, CO_2, N_2O, CH_4, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). These particular gases are important due to their residence time (duration they stay) in the atmosphere, which ranges from 10 years to more than 100 years. These gases allow solar radiation into the earth's atmosphere, but prevent radioactive heat from escaping, thus warming the earth's atmosphere. GCC can occur naturally as it has in the past with the previous ice ages.

California has significantly slowed the rate of growth of GHG emissions due to the implementation of energy efficiency programs as well as adoption of strict emission controls, but is still a substantial contributor to the U.S. emissions inventory total. The California Air Resource Board (CARB) compiles GHG inventories for the State of California. Based upon the 2019 GHG inventory data (i.e., the latest year for which data are available) for the 2000–2017 GHG emissions period, California emitted an average 424.1 million metric tons of CO_2e per year (MMT CO_2e/yr).

In November 2017, CARB released the *2017 Scoping Plan Update*, which identifies the State's post-2020 reduction strategy. The 2017 Scoping Plan Update reflects the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Key programs that the proposed Second Update builds upon include the Cap-and-Trade Regulation, the Low Carbon Fuel Standards (LCFS), and much cleaner cars, trucks and freight movement, utilizing cleaner, renewable energy, and strategies to reduce CH_4 emissions from agricultural and other wastes. The *2017 Scoping Plan Update* establishes a new emissions limit of 260 MMT CO_2e

for the year 2030, which corresponds to a 40 percent decrease in 1990 levels by 2030. California's climate strategy will require contributions from all sectors of the economy, including the land base, and will include enhanced focus on zero- and near-zero-emission (ZE/NZE) vehicle technologies; continued investment in renewables, including solar roofs, wind, and other distributed generation; greater use of low carbon fuels; integrated land conservation and development strategies; coordinated efforts to reduce emissions of short-lived climate pollutants (CH_4, black carbon, and fluorinated gases); and an increased focus on integrated land use planning to support livable, transit-connected communities and conservation of agricultural and other lands. Requirements for direct GHG reductions at refineries will further support air quality co-benefits in neighborhoods, including in disadvantaged communities historically located adjacent to these large stationary sources, as well as efforts with California's local air pollution control and air quality management districts (air districts) to tighten emission limits on a broad spectrum of industrial sources. Major elements of the *2017 Scoping Plan Update* framework include:

- Implementing and/or increasing the standards of the Mobile Source Strategy, which include increasing zero-emission vehicle buses and trucks.
- LCFS, with an increased stringency (18 percent by 2030).
- Implementing SB 350, which expands the Renewables Portfolio Standard (RPS) to 50 percent RPS and doubles energy efficiency savings by 2030.
- California Sustainable Freight Action Plan, which improves freight system efficiency, utilizes near zero emissions technology, and deployment of zero-emission trucks.
- Implementing the proposed Short-Lived Climate Pollutant Strategy, which focuses on reducing CH_4 and hydrofluorocarbon emissions by 40 percent and anthropogenic black carbon emissions by 50 percent by year 2030.
- Continued implementation of SB 375.
- Post-2020 Cap-and-Trade Program that includes declining caps.
- 20 percent reduction in GHG emissions from refineries by 2030.
- Development of a Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.

In addition to the statewide strategies listed above, the 2017 Scoping Plan Update also identifies local governments as essential partners in achieving the State's long-term GHG reduction goals and identifies local actions to reduce GHG emissions. As part of the recommended actions, CARB recommends that local governments achieve a community-wide goal to achieve emissions of no more than 6 metric tons of CO_2e (MT CO_2e) or less per capita by 2030 and 2 MT CO_2e or less per capita by 2050. For CEQA projects, CARB states that lead agencies may develop evidenced-based bright-line numeric thresholds—consistent with the Scoping Plan and the State's long-term GHG goals—and projects with emissions over that amount may be required to incorporate on-site design features and mitigation measures that avoid or minimize project emissions to the degree feasible or a performance-based metric using a CAP or other plan to reduce GHG emissions is appropriate.

According to research conducted by the Lawrence Berkeley National Laboratory (LBNL) and supported by CARB, California, under its existing and proposed GHG reduction policies, is on track to meet the 2020 reduction targets under Assembly Bill (AB) 32 and could achieve the 2030 goals under SB 32. The research utilized a new, validated model known as the California LBNL GHG Analysis of Policies Spreadsheet (CALGAPS), which simulates GHG and criteria pollutant emissions in California from 2010 to 2050 in accordance to existing and future GHG-reducing policies. The CALGAPS model showed that GHG emissions through 2020 could range from 317 to 415 MT CO_2e per year (MT CO_2e/yr), "indicating that existing state policies will likely allow California to meet its target [of 2020 levels under AB 32]." CALGAPS also showed that by 2030, emissions could range from 211 to 428 MT CO_2e/yr, indicating that "even if all modeled policies are not implemented, reductions could be sufficient to reduce emissions 40 percent below the 1990 level [of SB 32]." CALGAPS analyzed emissions through 2050 even though it did not generally account for policies that might be put in place after 2030. Although the research indicated that the emissions would not meet the State's 80 percent reduction goal by 2050, various combinations of policies could allow California's cumulative emissions to remain very low through 2050.

The County of San Bernardino adopted the *San Bernardino County GHG Reduction Plan* (GHG Plan) in September 2011. The County's GHG Plan was implemented to provide greater specificity on how the County will attain the various goals and policies of the General Plan. The County includes a GHG Development Review Process (DRP) that specifies a two-step approach in quantifying GHG emissions. First, a screening threshold of 3,000 MT CO_2e per year is used to determine if additional analysis is required. Projects that exceed the 3,000 MT CO_2e per year will be required to either achieve a minimum 100 points per the GHG Plan Screening Tables or a 31 percent reduction over 2007 emissions levels.

a) Less than Significant Impact. The proposed Project has been evaluated to determine if it would result in a significant impact to GHG emissions under construction and operational scenarios. GHG emissions associated with Project construction would occur over the short term from construction activities and would consist primarily of emissions from equipment exhaust. Long-term regional emissions would also be associated with Project-related new vehicular trips and stationary-source emissions (e.g., natural gas used for heating and electricity usage for lighting). The calculations presented below includes construction emissions in terms of CO_2 and annual CO_2e GHG emissions from increased energy consumption, water usage, solid waste disposal, and estimated GHG emissions from vehicular traffic that would result from implementation of the proposed Project. The following Project activities were analyzed for their contribution to global CO_2e emissions.

Construction Emissions: Construction activities produce combustion emissions from various sources, such as site grading, utility engines, on-site heavy-duty construction vehicles, equipment hauling materials to and from the site, asphalt paving, and motor vehicles transporting the construction crew. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change. The construction GHG emission estimates were calculated using CalEEMod Version 2016.3.2, which indicates the Project's GHG emissions during the anticipated 7-month construction period between March 2021 and October 2021. As indicated in **Table 11: Amortized Annual Construction Emissions**, Project construction would result in total emissions of 1,725.45 MT of CO_2e, which would be amortized to 57.52 MT of CO_2e over 30 years.

Table 11: Amortized Annual Construction Emissions

Year	Emissions (MT/Year)			
	CO_2	CH_4	N_2O	Total CO_2e
2021	909.19	0.12	0.00	912.31
2022	811.10	0.08	0.00	813.14
Amortized Construction Emissions (MT CO_2e)	**57.34**	**0.01**	**0.00**	**57.52**

Source: Urban Crossroads, *First Industrial Warehouse Greenhous Gas Analysis, Table 3-3: Amortized Annual Construction Emissions, pg. 47, October 12, 2020*.

Operational Emissions: The operational activities associated with the Project will generate emissions of CO_2, CH_4, and N_2O from the following primary sources: area source emissions, energy source emissions, mobile source emissions, on-site cargo handling equipment emissions, water supply/treatment/distribution, and solid waste. **Table 12: Project GHG Emissions Summary – Without Regulatory Requirements and Project Development Features** shows the estimated Project operational GHG emissions without regulatory requirements and Project development features implemented.

Table 12: Project GHG Emissions Summary – Without Regulatory Requirements and Project Design Features

Emission Source	Emissions (MT/Year)			
	CO_2	CH_4	N_2O	Total CO_2e
Annual construction-related emissions amortized over 30 years	57.34	0.01	0.00	57.52
Area Source	0.02	6.00E-05	0.00	0.03
Energy Source	189.72	0.01	0.00	190.72
Mobile Sources (Passenger Cars)	949.08	0.03	0.00	949.72
Mobile Sources (Trucks)	1,487.49	0.10	0.00	1,490.03
On-site Equipment Sources	101.58	0.03	0.00	102.41
Waste	30.76	1.82	0.00	76.19
Water Usage	267.56	2.79	0.07	357.77
Total MT CO_2e (All Sources)	**3,224.38**			

Source: Urban Crossroads, *First Industrial Warehouse Greenhous Gas Analysis, Table 3-6: Project GHG Emissions Summary-Without Regulatory Requirements and Project Design Features, pg. 50, October 12, 2020.*
MT/Year = metric tons per year

Table 12 shows that the proposed Project would exceed the screening threshold of 3,000 MT CO_2e of emissions per year. The County of San Bernardino DRP Screening Tables were then used to determine if the proposed Project would score at least 100 points with implementation of different features that would reduce GHG emissions during Project operation. **Table 13: Screening Table for Implementation of GHG Reduction Measures for Commercial Development** shows the development features the Project would incorporate into the design of the on-site use as a condition of Project approval.

Table 13: Screening Table for Implementation of GHG Reduction Measures for Commercial Development

Feature	Description	Assigned Point Value	Project Points
Reduction Measure R2E7: Commercial/Industrial Energy Efficiency Development			
Building Envelope			
Windows	Greatly Enhanced Window Insulation	12 points	12
Indoor Space Efficiencies			
Heating/Cooling Distribution System	Modest Duct insulation (R-6)	8 points	8
Space Heating/Cooling Equipment	High Efficiency HVAC (EER 15/72% AFUE or 8.5 HSPF)	8 points	8
Water Heaters	Very High Efficiency Water Heater (0.92 Energy Factor)	19 points	19
Daylighting	All peripheral rooms within building have at least one window of skylight.	1 point	1
Artificial lighting	Very High Efficiency Lights (100% of in-unit fixtures are high efficacy)	14 points	14
Appliances	Star Commercial Refrigerator (new) Energy Star Commercial Dish Washer (new)	4 points 4 poitns	4 4
Reduction Measure R2E9 and R2E10: New Commercial/Industrial Renewable Energy			
Photovoltaic	Solar Ready Roofs (sturdy rood and electric hookups)	2 points	2
Reduction Measure R2E7: Warehouse Renewable Energy Incentive Program			
Warehouse Photovoltaic	Solar Ready Roof (sturdy rood and electric hookups)	2 points	2
Reduction Measure R2WC1: R2WC-1: Per Capita Water Use Reduction Commercial/Industrial			
Irrigation and Landscaping			
Water Efficient Landscaping	Only moderate water using plants	3 points	3
Water Efficient Irrigation Systems	Weather based irrigation control systems combined with drip irrigation (demonstrate 20 percent reduce water use)	5 points	5
Recycled Water	Recycled water connection (purple pipe) to irrigation system on site.	5 points	5
Potable Water			
Toilets	Water Efficient Toilets/Urinals (1.5 gpm)	3 points	3
Faucets	Water efficient faucets (1.28 gallons per minute)	3 points	3
Reduction Measure RT25: Renewable Fuel/Low Emissions Vehicles (EV Charging Stations)			
Can/Vanpools	Car/vanpool program with preferred parking/	2 points	2
Employee Bicycle/ Pedestrian Programs	Complete sidewalk to residential within ½ mile.	1 point	1
Reduction Measure R2W5: Construction and Demolition Debris Diversion Program			

Table 13: Screening Table for Implementation of GHG Reduction Measures for Commercial Development

Feature	Description	Assigned Point Value	Project Points
Recycling of Construction/ Demolition Debris	Recycle 15% of debris	5 points	5
Reduction Measure R2W6: 75 Percent Solid Waste Diversion Program			
Recycling	County initiated recycling program diverting 75 percent of waste requires coordination with commercial development to realize this goal. The following recycling features will help the County fulfill this goal: Provide separated recycling bins within each commercial building/floor and provide large external recycling collection bins at central location for collection truck pick-up	2 points	2
Total Points from Commercial/Industrial Project			**103**

Source: Urban Crossroads, *First Industrial Warehouse Greenhous Gas Analysis, Appendix 3.5, Table 2, August 10, 2021.*

Table 14: Screening Table for Implementation of GHG Reduction Measures for Commercial Development

Feature	Description	Assigned Point Value	Project Points
Reduction Measure R2E7: Commercial/Industrial Energy Efficiency Development			
Building Envelope			
Insulation	Modestly Enhanced Insulation (walls R-13; roof/attic R-38)	15 points	15
Windows	Modestly Enhanced Window Insulation (0.4 U-factor, 0.32 SHGC)	7 points	7
Cool Roof	Modest Cool Roof (CRRC Rated 0.15 ages solar reflectance, 0.75 thermal emittance)	12 points	12
Indoor Space Efficiencies			
Artificial lighting	Efficient Lights (25 percent of in-unit fixtures considered high efficacy. High efficacy is defined as 40 lumens/watt for 15 watt or less fixtures; 50 lumens/watt for 15-40 watt fixtures, 60 lumens/watt for fixtures >40 watt)	9 points	9
Reduction Measure R2WC1: R2WC-1: Per Capita Water Use Reduction Commercial/Industrial			
Irrigation and Landscaping			
Water Efficient Landscaping	Only low water using plants	4 points	4
Water Efficient Irrigation Systems	Weather based irrigation control systems combined with drip irrigation (demonstrate 20 percent reduce water use)	5 points	5
Potable Water			

Table 13: Screening Table for Implementation of GHG Reduction Measures for Commercial Development

Feature	Description	Assigned Point Value	Project Points
Toilets	Waterless Urinals (note that commercial buildings having both waterless urinals and high efficiency toilets will have a combined point value of 6 points)	3 points	6
Faucets	Water efficient faucets (1.28 gallons per minute)	3 points	3
Reduction Measure RT25: Renewable Fuel/Low Emissions Vehicles (EV Charging Stations)			
Electric Vehicles	Provide public charging station for use by an electric vehicle (ten points for each charging station within the facility).	10 points	40
Reduction Measure R2W6: 75 Percent Solid Waste Diversion Program			
Recycling	County initiated recycling program diverting 75 percent of waste requires coordination with commercial development to realize this goal. The following recycling features will help the County fulfill this goal: Provide separated recycling bins within each commercial building/floor and provide large external recycling collection bins at central location for collection truck pick-up	2 points	2
Total Points from Commercial/Industrial Project			**103**

Source: Urban Crossroads, *First Industrial Warehouse Greenhous Gas Analysis, Appendix 3.5, Table 2, October 12, 2020.*

Since the proposed Project would incorporate the features as described in **Table 13** as a condition of Project approval (verified by the County) with a score of 103 points using the County of San Bernardino DRP Screening Tables impacts pertaining to Project GHG emissions would be considered in compliance with San Bernardino County requirements. Impacts would be **less than significant** and no mitigation measures are required.

b) Less than Significant Impact. The CARB, a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and State Air Pollution Control and Climate Change Programs within California. In this capacity, the CARB conducts research, sets CAAQS, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. The CARB establishes emissions standards for motor vehicles sold in California, consumer products, and various types of commercial equipment. As shown above under Threshold VIII.a, the proposed Project has been determined to be consistent with the County of San Bernardino GHG Plan. **Table 14: 2017 Scoping Plan Update Consistency Summary** analyzes the Project's consistency with the *2017 Scoping Plan Update*.

Table 15: 2017 Scoping Plan Update Consistency Summary

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency Summary
Electricity and Natural Gas	Renewable Portfolio Standard	SB 100/ Executive Order B-55-18	**Consistent.** The Project would use energy from Southern California Edison (SCE). SCE has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources and obtained 36 percent of its power supply from renewable sources in 2018. The Project would not interfere with or obstruct SCE energy source diversification efforts.
	Energy Efficiency	Title 20 Appliance Efficiency Regulation	**Consistent.** The Project would not conflict with implementation of this measure. The Project would comply with the latest energy efficiency standards.
		Title 24 Part 6 Energy Efficiency Standards for Residential and Non-Residential Building	
		Title 24 Part 11 California Green Building Code	
	Million Solar Roofs Program	SB 350 Clean Energy and Pollution Reduction Act of 2015 (50 percent 2030)	**Consistent.** This measure is to increase solar throughout California, which is being done by various electricity providers and existing solar programs. The program provides incentives that are in place at the time of construction.
Water	Water	Title 24 Part 11 California Green Building Code Standards	The Project would comply with the CalGreen standards, which requires a 20 percent reduction in indoor water use.
		SBX 7-7—The Water Conservation Act of 2009	
		Model Water Efficient Landscape Ordinance	
Industry	Industrial Emissions	2010 CARN Mandatory Reporting Program	**Not applicable.** The Mandatory Reporting Regulation requires facilities and entities with more than 10,000 MT CO_2e of combustion and process emissions, all facilities belonging to certain industries, and all electric power entities to submit an annual GHG emissions data report directly to CARB. As shown

Table 15: 2017 Scoping Plan Update Consistency Summary

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency Summary
			above, total Project GHG emissions would not exceed 10,000 MT CO_2e. Therefore, this regulation would not apply.
Recycling and Waste Management	Recycling and Waste	Title 24 Part 11 California Green Building Code Standards	**Consistent.** The Project would not conflict with implementation of these measures. The Project is required to achieve the recycling mandates via compliance with the CALGreen code. The County has consistently achieved its State recycling mandates.
		AB 341 Statewide 75 Percent Diversion Goal	
High Global Warming Potential	High Global Warming Potential Gases	CARB Refrigerant Management Program CCR 95380	**Not applicable.** The regulations are applicable to refrigerants used by large air conditioning systems and large commercial and industrial refrigerators and cold storage system. The Project would not conflict with the refrigerant management regulations adopted by CARB.
Agriculture	Agriculture	Cap and Trade Offset Projects for Livestock and Rice Cultivation	**Not applicable.** The Project site is designated for urban development. No grazing, feedlot, or other agricultural activities that generate manure occur currently exist on site or are proposed to be implemented by the Project.
Green Buildings	Green Building Strategy	Title 24 Part 11 California Green Building Code	**Consistent.** The Project will be in compliance with all Title 24 standards and will implement green building strategies as specified in the County of San Bernardino Screening Tables.
Transportation	Mobile Source Strategy (Cleaner Technology and Fuels)	Executive Order B-48-18	**Consistent.** This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with Executive Order B-48-18's target of increasing the number of light-duty EV to 1.5 million by 2025 and 5 million by 2030.
	California Light-Duty Vehicle GHG Standards	Pavley I 2005 Regulations to Control GHG Emissions from Motor Vehicles Pavley I 2005 Regulations to	**Consistent.** This measure applies to all new vehicles starting with model year 2012. The Project would not conflict with its implementation as it would apply to all new passenger

Table 15: 2017 Scoping Plan Update Consistency Summary

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency Summary
		Control GHG Emissions from Motor Vehicles	vehicles purchased in California. Passenger vehicles, model year 2012 and later, associated with construction and operation of the Project would be required to comply with the Pavley emissions standards.
		2012 LEV III California GHG and Criteria Pollutant Exhaust and Evaporative Emission Standards	**Consistent.** The LEV III amendments provide reductions from new vehicles sold in California between 2017 and 2025. Passenger vehicles associated with the Project site would comply with LEV III standards.
	Low Carbon Fuel Standard	2009 readopted in 2015. Regulations to Achieve GHG Emission Reductions Subarticle 7. Low Carbon Fuel Standard CCR 95480	**Consistent.** This measure applies to transportation fuels utilized by vehicles in California. The Project would not conflict with implementation of this measure. Motor vehicles associated with construction and operation of the Project would utilize low-carbon transportation fuels as required under this measure.
	Regional Transportation-Related GHG Targets.	SB 375. Cal. Public Resources Code §§ 21155, 21155.1, 21155.2, 21159.28	**Consistent.** The Project would provide development in the region that is consistent with the growth projections in the RTP/SCS.
	Goods Movement	Goods Movement Action Plan January 2007	**Not applicable.** The Project does not propose any changes to maritime, rail, or intermodal facilities or forms of transportation.
	Medium/Heavy-Duty Vehicle	2010 Amendments to the Truck and Bus Regulation	**Consistent.** This measure applies to medium and heavy-duty vehicles that operate in the state. The Project would not conflict with implementation of this measure. Medium and heavy-duty vehicles associated with construction and operation of the Project would be required to comply with the requirements of this regulation.
		Drayage Truck Regulation and the Tractor-Trailer GHG Regulation	
	High Speed Rail	SB 862	**Not applicable.** This is a statewide measure that cannot be implemented by a project applicant or Lead Agency.

Table 15: 2017 Scoping Plan Update Consistency Summary

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency Summary

Source: Urban Crossroads, *First Industrial Warehouse Greenhous Gas Analysis, Table 3.7 2017 Scoping Plan Consistency Summary, pages 51-53, October 12, 2020.*

As shown above in **Table 14**, the proposed Project would not conflict with any of the 2017 Scoping Plan elements as any regulations adopted would apply directly or indirectly to the Project. Additionally, the proposed Project, as described under Threshold Xa would be consistent with the County of San Bernardino GHG Plan. Impacts would be **less than significant** and no mitigation measures would be required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
IX. 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?	☐	☐	☒	☐
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?	☐	☒	☐	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
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?	☐	☐	☐	☒
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 or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

SUBSTANTIATION:

San Bernardino Countywide Plan 2020; Submitted Project Materials; Phase I Environmental Assessment 27358 Pioneer Avenue, Redlands, California*, Advantage Environmental Consultants, LLC. January, 6, 2020; *San Bernardino County, San Bernardino Countywide Plan Draft Program Environmental Impact Report (PEIR), June 2019

The information and analysis in this section is based on the *Phase I Environmental Assessment 27358 Pioneer Avenue, Redlands, California*, Advantage Environmental Consultants, LLC. January 6, 2020.

a) Less than Significant Impact. Construction of the Project has the potential to create a hazard to the public or environment through the routine transportation, use, and disposal of construction-related hazardous materials such as fuels, soils, solvents, and other materials. These materials are typical of materials delivered to construction sites. The United States Department of Transportation regulates the transport of hazardous materials and waste in connection with construction of the Project and would require carriers to register with the Department of Toxic Substances Control (DTSC).

In San Bernardino County, the Business Emergency/Contingency Plan is used to satisfy the contingency plan requirement for hazardous waste generators. Any businesses subject to any of the Certified Unified Program Agency permits is required in San Bernardino County to file a Business Emergency/Contingency Plan using the California Environmental Reporting System. This submission is used as the basis for the permit application. A new business going through the process of obtaining San Bernardino County planning or building approval is required to comply with the Business Emergency/Contingency Plan requirement prior to obtaining final certificate of occupancy and prior to bringing hazardous materials onto a site. The quantities that trigger disclosure are based on the maximum quantity on site at any time excluding materials under active shipping papers or for direct retail sale to the public. The basic quantities are: hazardous materials at or exceeding 55 gallons, 500 pounds, or 200 cubic feet at any time in the course of a year; specified amounts of radioactive, and extremely hazardous substances above the threshold planning quantity.

Once operational, the proposed Project would not handle and/or store substances that may be acutely hazardous. The Project will include the development of a warehouse that is anticipated to store dry goods; as such, the storage and use of hazardous materials will be minimal and will more than likely include small quantities of cleaning products, paints, and landscaping substances/materials. However, the handling of the small quantities of such hazardous materials or emission of hazardous substances would be in accordance the Business Emergency/ Contingency Plan. Compliance with the Business Emergency/Contingency Plan would ensure the Project would have a **less than significant impact** to the public or environment from the routine transportation, use, and disposal of hazardous materials. No mitigation is required.

b) Less than Significant Impact with Mitigation Incorporated. The Project site is occupied by a single-family residential unit, a detached shed, and citrus groves. A *Phase I Environmental Assessment* was prepared for the proposed Project and soil samples were taken on site to determine if agricultural activities on the site have resulted in levels of hazardous materials that would exceed human health thresholds. A total of eight soil samples were taken and analyzed for organochlorine pesticides (OCPs) and total petroleum hydrocarbons (TPHs) (resulting from

smudge pot and agricultural fans that used fuels for operation). OCPs were detected at or above analytical laboratory reporting limits in each of the eight soil samples. The soil samples contained dichlorodiphenyldichloroethane, dichlorodiphenyldichloroethylene, dichlorodiphenyltrichloroethane, dieldrin, endrin and endrin aldehyde. With the exception of two detections of dieldrin, none of the detected OCP concentrations exceeds its respective Department of Toxic Substances Control recommended screening levels (DTSC-SLs) for residential or commercial use soil.

TPH was detected at or above laboratory reporting limits in the two samples that were analyzed for such substances. None of the detected TPH concentrations exceeded their respective residential or commercial screening levels pursuant to Region 2 California Regional Water Quality Control Board thresholds. Based on the results of the on-site soil sampling, construction activities associated with the proposed Project would not release quantities of OCPs or TPHs exceeding human health screening levels.

The *Phase I* also included a review of federal, State, and local standard environmental database to determine if the proposed Project site was listed on any environmental database for hazardous conditions. The Project site was not on any of the databases that were reviewed; however, several off-site properties in close proximity to the Project site were listed on the various regulatory databases. The following describes these off-site properties:

- **Home Depot** USA HD5087 9377 Alabama Street: This site was listed on the Resource Conservation and Recovery Act Generator (RCRA-GEN) and is approximately 0.002 mile northwest of the Project site. The site is referenced as a small-quantity generator of hazardous waste (non-halogenated) with no reported releases or violations. This site was not a recognized environmental condition (REC) to the proposed Project site.

- **Norton Air Force Base** (I-10/U.S. 395): This site was listed on the National Priorities List and Corrective Action Sites (CORRACTS) and is approximately 0.67 mile northwest of the Project site. Historical operations have impacted groundwater and trichloroethylene and carbon tetrachloride. The investigation/remediation is very mature and the facility is currently in the fourth 5-year review period. Groundwater impacts remain north of the Santa Ana River with groundwater flow to the southwest (away from the Project site). The Air Force is the Responsible Party and is actively working with the Regional Water Quality Control Board. This site was not a REC to the proposed Project site.

There are several additional off-site properties mapped between one-eighth and one mile from the Project site that are listed in various regulatory databases. These properties are also not considered to be RECs to the Project site because of the nature of the regulatory database listings, distance of the off-site listed properties from the proposed Project site, orientation of the listed properties relative to the proposed Project site, and interpreted direction of groundwater flow and/or regulatory case status (no further action) information for the various properties as described in the databases.

Databases other than American Society for Testing and Materials (ASTM) regulatory databases were also searched for the proposed Project site. The Project site was not found on any of the non-ASTM regulatory databases; however, several off-site areas were found near the Project site during the non-ASTM regulatory database search. These listings are not considered RECs to the proposed Project site based on the type and nature of the facility listings (hazardous materials business plans), regulatory case status (no releases/spills), distance of the off-site listed

properties from the proposed Project site, the orientation of the listed properties relative to the proposed Project site, and interpreted direction of groundwater flow.

The existing single-family residential unit and detached shed on the southern portion of the Project site was developed in the mid-1940s when lead-based paint and asbestos-containing materials were widely used in building construction. The *Phase I* did not analyze the potential for lead-based paint and asbestos-containing materials to be released during removal of the single-family residential unit and detached shed. As such, in order to ensure that on-site demolition activities of these structures does not release lead or asbestos into the air or soil, **Mitigation Measure HAZ-1** would be implemented.

Once operational, the proposed Project would not handle and or store substances that may be acutely hazardous. The Project will include the development of a warehouse that is anticipated to store dry goods; as such, the storage and use of hazardous materials will be minimal and will more than likely include small quantities of cleaning products, paints, and landscaping substances/materials. However, the handling of the small quantities of such hazardous materials or emission of hazardous substances would be in accordance the Business Emergency/ Contingency Plan prepared for the proposed uses on the Project site.

Mitigation Measure

HAZ-1: Prior to the commencement of construction activities on the site, the Project applicant shall retain a lead-based paint/asbestos specialist to conduct a field survey of the single-family residential unit and detached shed. If the specialist determines that the single-family residential unit and detached shed contains lead-based paint and asbestos, the specialist shall prepare a mitigation plan to safely and properly remove the structures from the property and to dispose of the lead-based paint and asbestos-containing portions of the building pursuant to applicable federal, State, and local regulations. The specialist shall submit the report to the County of San Bernardino and shall proceed with demolition of the structures based on report approval. If the specialist determines that the on-site structures are not constructed with lead-based paint or asbestos-containing materials, the results shall be submitted to the County and construction activities can proceed as normal.

Implementation of **Mitigation Measure HAZ-1** would ensure that health impacts associated with lead-based paint and asbestos-containing materials in the existing on-site structures to construction workers and sensitive receptors would be **less than significant with mitigation implemented.** The proposed Project would 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.

c) Less than Significant Impact. The Project site is located 0.47 mile to the west of Citrus Valley High School and 0.32 mile northeast of the Packinghouse Christian Academy (K–12). Soil testing has been conducted on the Project site and it was determined that on-site soils did not have high enough levels of OCPs and TPHs to create a human health hazard during Project construction activities on the site. The Project site was also determined not to be listed in federal, State, and local standard environmental databases for hazardous databases. The Project site, once operational, will be a warehouse storing dry goods and is not anticipated to use large quantities of hazardous materials. Truck deliveries and departures and their potential impacts to surrounding sensitive receptors, including Citrus Valley High School and the Packinghouse Christian

Academy, was determined to not pose a significant health hazard to students and employees at Citrus Valley High School and the Packinghouse Christian Academy, residents in the Project vicinity, and employees in the Project vicinity (see Section III.c of this Initial Study/Mitigated Negative Declaration). Overall, the proposed Project would not generate hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Impacts would be **less than significant** and no mitigation measures would be required.

d) No Impact. Pursuant to Government Code Section 65962.5, two sites (Home Depot USA HD5087 9377 Alabama Street and Norton Air Force Base) in proximity of the Project site are listed environmental database for hazardous conditions. A review of the Federal, State, and local environmental database for hazardous conditions determined the Project site is not listed as a site included as a hazardous material site pursuant to Government Code Section 65962.5. Therefore, **no impact** related to hazardous materials sites pursuant to Government Code Section 65962.5 would occur. No mitigation is required.

e) No Impact. The Project site is located approximately 1.6 miles southeast of San Bernardino International Airport (SBIA) and 3.04 miles west of Redlands Municipal Airport. The Project site is located outside the Airport Influence Area and Airport Compatibility Zones of the San Bernardino International Airport and Redlands Municipal Airport. **No impacts** related to the Project's vicinity to a public airport would occur. No mitigation is required.

f) Less than Significant Impact. The proposed Project would design, construct, and maintain structures and on-site internal circulation patterns in accordance with applicable standards associated with vehicular access and provision of adequate emergency access and evacuation. Construction activities associated with the proposed Project would include minor improvements to Palmetto Avenue, Alabama Street, and Pioneer Avenue. Such minor improvements are not expected to result in road closures; however, temporary lane closures may be required to complete construction activities. As a condition of Project approval, the applicant's construction manager will be required to provide lane closure requirements to the County as well as to local emergency service responders (i.e., ambulance companies, fire department, and police department). The proposed Project will develop five access points onto the site from the surrounding roadway system: two driveways on Palmetto Avenue, two driveways on Alabama Street, and one driveway on Pioneer Avenue. The design of the proposed Project would be submitted and approved by the County of San Bernardino, County of San Bernardino Fire Department, and San Bernardino County Sheriff's Department. Adherence to the emergency access measures required by the County would ensure a **less than significant impact** related to implementation of or physical interference with an adopted emergency response plan or emergency evacuation plan. No mitigation is required.

g) Less than Significant Impact. The Project site is not located in a Local Responsibility Area (LRA) or State Responsibility Area (SRA) Very High Fire Hazard Severity Zone (VHFHSZ) according to CAL FIRE mapping.[11] Similar to adjacent properties, the Project site is relatively flat. Areas surrounding the Project site consist primarily of commercial/warehouse uses and therefore because of the developed nature of the Project vicinity, on-site and adjacent areas have minimal

[11] California Department of Forestry and Fire Protection, Fire Hazard Severity Zones Maps, Website Accessed November 6, 2020: https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/.

capability to support a wildfire. The proposed Project will be designed in accordance with the most current California Fire Code Standards, which include requirements for internal road widths, access points to the Project site, and construction fire suppression techniques. Implementation of the proposed Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. Impacts would be **less than significant** and no mitigation is required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
X.	**HYDROLOGY AND WATER QUALITY -** Would the project:				
a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
	i. Result in substantial erosion or siltation on or off site?	☐	☐	☒	☐
	ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?	☐	☐	☒	☐
	iii. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of runoff?	☐	☐	☐	☒
	iv. Impede or redirect flood flows?	☐	☐	☐	☒
d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

SUBSTANTIATION:

San Bernardino Countywide Plan 2020; Submitted Project Materials; San Bernardino County, San Bernardino Countywide Plan Draft Program Environmental Impact Report (PEIR), June 2019; Thienes Engineering, Inc. Preliminary Water Quality Management Plan, rev March 29, 2021; and, Thienes Engineering, Inc. Preliminary Hydrology and Hydraulic Calculations, revised March 29, 2021.

The information and analysis in this section is based on the *Preliminary Water Quality Management Plan* revised by Thienes Engineering in March 2021 and the *Preliminary Hydrology and Hydraulic Calculations* revised by Thienes Engineering in March 2021.

a) Less than Significant Impact. The County is a co-permittee under the Santa Ana Regional Water Quality Control Board (RWQCB) Order Number R8-2010-0036, NPDES Permit No. CAS618036, also known as the Municipal Separate Storm Sewer System or MS4 permit. The San Bernardino County Water Quality Management Plan (WQMP) was developed to implement compliance with the MS4 permit. The project site-clearing and grading phases would disturb vegetation and surface soils, potentially resulting in erosion and sedimentation. If left exposed and with no vegetative cover, the Project site's bare soil could be subject to additional wind and water erosion. Since the proposed Project involves over one acre of ground disturbance, it is subject to NPDES requirements and must implement a Storm Water Pollution Prevention Plan (SWPPP). Implementation of site-specific best management practices (BMPs), as established by the SWPPP, would ensure all water quality impacts related to erosion and sedimentation from ground disturbance would be **less than significant**.

Under existing conditions, the Project site is 100 percent pervious. The site sheet flows into Alabama Street and Alabama Street drains northerly. There is an existing catch basin on Palmetto that collects the site runoff along with street flows. The 100-year peak flow rate from the existing condition of the Project site is approximately 45.6 cubic feet per second (cfs). Storm water runoff from the majority of the Project site will ultimately be routed to an underground corrugated metal pipe (CMP) retention system for treatment via infiltration. Approximately 1.90 acres of self-treating landscape areas (driveway and a bike trail) along Alabama Street, Pioneer Avenue, and Palmetto Avenue will drain off site without being routed to a Low Impact Development (LID) BMP. Low Impact Development and Hydrologic Conditions of Concern (HCOC) requirements would be managed through the use of hydrologic source control measures, through implementation of two underground retention systems that will be located on the east and west sides of the building.

All runoff is conveyed off site and eventually into Reaches 5, 4, and 3 of the Santa Ana River. The runoff then flows into Reach 2 and Reach 1 of the Santa Ana River and eventually flow into the Pacific Ocean. The receiving bodies are 303(d) listed impairments for the following pollutants: Reaches 2 and 4 Santa Ana River for indicator bacteria and Reach 3 of the Santa Ana River for copper, lead, and pathogens.

To address potential water contaminants, the proposed Project is required to comply with applicable federal, State, and local water quality regulations. Development of the proposed Project would include two drainage management areas (DA-1 DMA A, and DA-1 DMA B) to manage storm water runoff and direct it into the proposed infiltration system. DA-1 DMA A would manage runoff from 431,244 square feet of the Project site and would require a design capture volume of 40,545 cubic feet and DA-1 DMA B would drain approximately 478,804 square feet of the site and would require a design capture volume of 44,640 cubic feet. Imperviousness of each DMA after applying preventive site design practices would be 95 percent.

Proper engineering design and construction in conformance with the requirements of the County, the San Bernardino County Municipal Storm Water Management Program, the intent of the NPDES Permit for San Bernardino County and the incorporated cities of San Bernardino County within the Santa Ana Region (MS4 permit), and Project-specific recommendations outlined in the WQMP (**Standard Condition HYD-1**) would ensure that impacts related to water quality

standards or waste discharge requirements would be **less than significant**. No mitigation is required.

Standard Condition

No mitigation is required; however, the following Standard Condition is a regulatory requirement that would be implemented to ensure impacts related to water quality standards or waste discharge requirements remain less than significant.

Standard Condition HYD-1: Compliance with Project-specific Water Quality Management Plan (WQMP) Recommendations. Prior to the approval of grading and/or building permits, the applicant shall provide evidence to the County for review and approval that Project structures, features, and facilities have been designed and will be constructed in accordance with the recommendations cited in the Project-specific WQMP. WQMP recommendations include an infiltration system that includes catch basins. Project occupancy and operation shall be in accordance with the schedule outlined in the WQMP. This measure shall be implemented to the satisfaction of the San Bernardino County staff.

Adherence to the measures identified in the Project-specific WQMP and other requirements identified and required by the County would ensure that the proposed system would be designed to capture 85,285 cubic feet of storm water runoff, which would exceed the required design capture volume (DCV) of DA-1 DMA A and DA-1 DMA B (a total of 85,158 cubic feet), and would satisfy the estimated volume needed post-development for the proposed Project.

The WQMP would be reviewed and approved as a routine action during the processing of the Project by the County; therefore, it is reasonable that the required measures and features detailed in the WQMP to safeguard water quality would be incorporated into the proposed Project. Given compliance with all applicable federal, State, and local laws regulating surface water quality, as well as implementation of **Standard Condition HYD-1**, the proposed Project as designed is anticipated to result in a **less than significant impact** to any water quality standards or waste discharge. No mitigation is required.

b) Less than Significant Impact. The proposed Project is located within an unincorporated part of San Bernardino County but water service to the site will come from the City of Redlands. The Project site is located in the Upper Santa Ana Valley Groundwater Basin. Recharge within the Upper Santa Ana Valley Basin occurs through infiltration of flow from unlined stream channels, and underflow from saturated alluvium and fractures in surrounding mountain bedrock and hills. As identified in the City's General Plan EIR, development within the City and unincorporated County areas served by the City would not substantially deplete or interfere with groundwater recharge with implementation of water conservation policies designed to reduce demand on water and maximize pervious surfaces to foster infiltration.

Implementation of the proposed Project would convert approximately 939,371.4 square feet of the Project site into impervious surfaces, but it would flow through two DMAs (DA-1 DMA A and DA-2 DMA B) into retention basins and eventually off the Project site. The system would be designed to capture 68,853 cubic feet of storm water runoff, which would exceed the required design capture volume (DCV) of DA-1 DMA A and DA-1 DMA B (a total of 68,651 cubic feet) by 100.003 percent. Therefore, the amount of water percolated on site post-development would be reduced compared to existing conditions. Additional Project design features designed to maximize

groundwater infiltration, such as roof downspouts draining into pervious, landscaped areas and maintenance would further facilitate groundwater recharge.

Water service is provided to the City of Redlands and the Project site by the City's Municipal Utilities Department. The Department is party to the Upper Santa Ana River Watershed Integrated Regional Water Management Plan, which indicates the Integrated Regional Water Management Region is highly dependent on local water supplies. In particular, precipitation stored as groundwater provides approximately 67 percent of supplies during average years and over 70 percent of supplies during drought years.[12] According to the plan, the City has sufficient supplies to meet current and future development within the City and unincorporated County areas consistent with its City's General Plan through the year 2035.[13] Since the proposed Project is consistent with the City's General Plan projections, wherein future water supplies are considered adequate, the proposed Project would not substantially deplete groundwater supplies or interfere with groundwater recharge activities. Impacts associated with this issue are **less than significant** and no mitigation is required.

c.i) Less than Significant Impact. Development of the proposed Project would alter the amount of existing pervious surface area and the amount of generated runoff. Under existing conditions, the Project site is 100 percent pervious and storm water sheet flows into Alabama Street where an existing catch basin on Palmetto Street collects the site runoff along with other street flows from Alabama Street. The proposed Project would collect on-site storm water through an on-site storm water system, which will drain into proposed catch basins. This storm water will then eventually be conveyed to the public catch basin along Palmetto Avenue from the northern portion of the site while storm water from the southern portion of the site will drain to an existing catch basin at Pioneer Avenue.

The proposed Project would convert approximately 95 percent of the Project site into impervious surfaces but it would direct flows through the two DMAs and into the catch basins that will be developed on the site, which will tie into catch basins in Palmetto Street and Pioneer Avenue in accordance with **Standard Condition HYD-1**.

The proposed DMAs were analyzed to determine if their conveyance of storm water runoff would create an HCOC. An HCOC occurs when post-development runoff conditions exceed pre-development runoff conditions, and discharge from the Project site has a flow rate greater than 110 percent of the pre-development two-year peak flow. Generally, projects are exempt from HCOC analysis if (1) they disturb less than one acre; (2) the volume and time of concentration of storm water runoff under post-development conditions are within five percent of pre-development conditions for a two-year return frequency 24-hour storm; or (3) all downstream conveyance channels to an adequate sump (e.g., Santa Ana River or Prado Dam) engineered and regularly maintained to ensure design flow capacity, no sensitive stream habitat areas would be adversely affected, or they are not identified on the Co-Permittees Hydromodification Sensitivity Maps. The proposed Project is greater than one acre; however, storm water runoff under post-development conditions would be 2.2 percent of pre-development conditions, which is below the 5 percent

[12] *Upper Santa Ana River Watershed Integrated Regional Water Management Plan.* Page ES-2. City of Redlands Municipal Utilities and Engineering Department, et al. January 2015.

[13] *Upper Santa Ana River Watershed Integrated Regional Water Management Plan.* Page 3-15 through 3-17. City of Redlands Municipal Utilities and Engineering Department, et al. January 2015.

threshold of pre-development conditions for a two-year return frequency 24-hour storm. Therefore, the proposed Project is not required to conduct an analysis of HCOC.

The proposed basins would be designed to capture 68,853 cubic feet of storm water runoff, in accordance with **Standard Condition HYD-1**, which would exceed the estimated volume of the basins that are needed. With implementation of **Standard Condition HYD-1**, the proposed Project would not substantially alter the existing drainage pattern of the site or area in a manner that would result in substantial erosion or siltation. Impacts would be **less than significant** and no mitigation is required.

c.ii) No impact. No streams, rivers, or other drainage features are located on the Project site. Pursuant to the requirements of the NPDES permit, as discussed previously, excess flows and sediment would be captured by BMPs identified in the SWPPP and WQMP. Since the proposed Project would increase storm water flows by 2.2 percent above existing conditions, no significant flooding impact would occur. **No impact** would occur and no mitigation is required.

c.iii) Less than Significant Impact. The Project is located in an urbanized area for which storm drain features have been previously planned and installed. The nature of the proposed development would not generate flows previously unaccounted for in drainage plans within the area. The Project would incorporate BMPs and on-site drainage and conveyance improvements that would moderate flows into existing storm drain systems in Alabama Street, Palmetto Avenue and Pioneer Avenue. As the proposed Project would maintain drainage patterns and flow rates comparable to the existing condition, impacts would be **less than significant.** No mitigation measures are required.

c.iv) No Impact. The Project area is located in an "Area of Minimal Flood Hazard"[14] and is not located within a 100-year flood zone. The proposed use on the site would not impede or direct flood flows within a 100-year flood zone; therefore, **no impact** would occur and no mitigation is required.

d) No impact. The Project site is not within a 100-year flood zone; as such, inundation of the use at the Project site due to a flood hazard would not occur. The Project site is approximately 50 miles east of the Pacific Ocean and the Santa Ana Mountains are between the Project site and the Pacific Ocean. As such, inundation from a tsunami would not occur at the Project site. Seiches are oscillations in enclosed bodies of water that are caused by a number of factors, most often wind or seismic activity. The nearest major water feature is the Perris Reservoir located approximately 15 miles southeast of the Project site.[15] Therefore, seiche-related flooding is not anticipated to occur on the Project site. In the absence of the potential for inundation, there is little risk for the release of pollutants via inundation of the Project site. **No impact** associated with this issue would occur and no mitigation is required.

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[14] Federal Emergency Management Agency, *FEMA Flood Map Service Center*, Plate 06071C8704H 8/28/2008. Website accessed November 20, 2020: https://msc.fema.gov/portal/search?AddressQuery=Redlands%2C%20CA#searchresultsanchor.

[15] It should be noted that Seven Oaks Dam, located 6.6 miles northeast of the Project site, is located on the San Ana River, and is considered a dry dam that serves mainly for flood protection to Orange, Riverside, and San Bernardino Counties. The dam is also used to impound water for groundwater recharge. If Seven Oaks Dam were to fail, floodwaters would follow the Santa Ana River bed, north of the Project site.

e) Less than Significant Impact. The Federal Clean Water Act delegates authority to the States to issue NPDES permits for discharges of storm water from construction, industrial, and municipal entities to Waters of the United States. The purpose of the MS4 permit meets the State Water Resources Control Board's requirements to mitigate for the negative impact of increases in storm water runoff caused by new development and redevelopment. The project storm water discharge rates cannot exceed the pre-development runoff condition for 2-year, 24-hour storm total or the 85th percentile 24-hour storm runoff event to be in compliance with the MS4 post-construction and site design requirements.

As detailed in response to Checklist Question X.a, the proposed Project would include a conveyance system composed of a detention basin and on-site conveyance infrastructure swales that would help prevent increases in the rate or volume of storm water runoff leaving the Project site above 5 percent of the existing rate. The Project is over one acre in size and is required to have coverage under the State's General Permit for Construction Activities (SWPPP). As stated in the permit, during and after construction, BMPs would be implemented to reduce/eliminate adverse water quality impacts resulting from development. All impacts related to runoff during site preparation and grading would be addressed by the SWPPP.

All runoff from the built Project site would drain into the on-site detention basin prior to discharging to the existing City of Redlands storm drain system in Palmetto Avenue, Alabama Street, and Pioneer Avenue. As detailed in response to Checklist Question X.a, the proposed on-site detention basin would be designed to capture 68,383 cubic feet of storm water runoff, which would exceed the required DCV of DMA A and DMA B by 100.003 percent to satisfy the estimated detention volume needed post-development for the proposed Project per the hydrology calculations detailed in the project-specific WQMP.

The Project is located in an urbanized area for which storm drain features have been previously planned and installed. Any sources of storm water pollution would be addressed through adherence to NPDES permit requirements, and implementation of **Standard Condition HYD-1** would ensure post-development storm water runoff would not exceed pre-development conditions by more than 5 percent. Therefore, the proposed Project would not create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. Impacts would be **less than significant** and no mitigation is required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XI.	**LAND USE AND PLANNING** - Would the project:				
a)	Physically divide an established community?	☐	☐	☐	☒
b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

SUBSTANTIATION:

San Bernardino Countywide Plan 2020; Submitted Project Materials; San Bernardino County, San Bernardino Countywide Plan Draft Program Environmental Impact Report (PEIR), June 2019

a) No Impact. The proposed Project is located in an unincorporated portion of San Bernardino County, within the East Valley Area Plan. The East Valley Area Plan is predominantly composed of land uses and zoning designations that allow for the development of warehouse, industrial, and commercial uses. The Project site is surrounded by land that is occupied by warehouse/industrial uses to the north, east, and south, and vacant and/or citrus orchards to the west. The Project site is currently occupied by a single-family residential unit, a detached shed, and citrus grove. Based on the surrounding uses, land use designations, and zoning designations, leaving the Project site as is would not be consistent with the anticipated warehouse/industrial/commercial growth that is planned for in the East Valley Area Plan of unincorporated San Bernardino County.

The proposed Project would remove the existing uses on the site and would develop the site with a 460,537-square foot building that will house an industrial warehouse use and associated office. This type of development is similar to the type of development to the north, east, and south of the Project site. Implementation of the proposed Project would occur on site and would include minor improvements to Palmetto Avenue, Alabama Street, and Pioneer Avenue. The proposed Project would not include any design features that would physically divide an established community. As such, **no impact** would occur and no mitigation measures are warranted.

b) Less than Significant Impact. The Project site is located in the East Valley Area Plan within the jurisdiction of the County of San Bernardino. The San Bernardino Countywide Plan designates the Project site with a land use designation of General Industrial and the Project site is zoned as Regional Industrial (EVI/R). The EVI/R zoning designation under the East Valley Area Plan permits by right the development of agriculture as a continuation of the existing land use, including orchards, groves, nurseries, field crops, tree crops, berry crops, bush crops, truck gardening, and commercial flower growing, and all associated necessary structures and appurtenances . Warehouse and distribution centers are permitted under the EV/IR zone with a Conditional Use Permit (CUP). As part of the proposed Project, the applicant is requesting a CUP from the County of San Bernardino to develop the Project on the site. With approval of the CUP, the proposed Project would be consistent with the East Valley Area Plan and San Bernardino County Zoning regulations.

Table 15: Regional Industrial (EV/IR) District Development Standards shows the development standards that would be applicable for Project development on the site.

Table 16: Regional Industrial (EV/IR) District Development Standards

Development Standard Description	Development Standard
Maximum Structure Height	50 feet
Minimum Lot Size	20,000 square feet[1]
Maximum lot coverage (building coverage)	50 percent
Maximum Lot Dimensions (width to depth ratio)	Not Applicable
Minimum Lot Dimensions (width/depth)	100 feet/150 feet
Front Yard Setback	25 feet
Side Yard Setback	0 feet[2]
Rear Yard Setbacks	0 feet[2]
Street Side Yard Setbacks	25 feet
Maximum Floor Area Ratio	0.8 of the total lot area

Source: San Bernardino County, San Bernardino County East Valley Area Plan, page EV-16, April 12, 2007.

[1] Minimum lot area shall be 20,000 square feet. The requirement shall not be constructed to prevent condominium-type developments, which have smaller lot sizes, as long as they have a mandatory owners association, and the land area under the jurisdiction of the association meets the minimum lot size requirements.

[2] Minimum building setback lines shall be as follows: (a) Interior side and rear yards: none required except adjacent to residential district; (b) Where district abuts a street designated as Special Landscaped Street in Section EV.0320(g), see Section EV.0320(g) for setback and landscape requirements; (c) Where district abuts a residential district or residential portion of a Planned Development, see Section EV.0330(e)(3) for setback and landscape buffer requirements.

The structure that would be developed on the Project site would be approximately 49 feet tall and would cover 48.1 percent of the 956,760-square foot site. Landscaping associated with the proposed Project would cover approximately 145,034 square feet of the site or 15.2 percent of the site. The proposed Project would include 195 parking stalls, which exceeds the 172-stall requirement by the County. Additionally, the proposed Project will include 141 stalls designed to accommodate trailer parking. The proposed building will be set back at least 30 feet from Alabama Street, 25 feet from Pioneer Avenue, and 25 feet from Palmetto Avenue. The proposed Project would be developed to be consistent with the EV/IR District development standards.

The Project uses are consistent with uses permitted under the San Bernardino Countywide Plan/East Valley Area Plan land use and zoning designation for the Project site and, as detailed throughout this Initial Study, all impacts to the environment resulting from the proposed Project are subject to applicable mitigation and local, State, and/or federal regulations, which would reduce those impacts to less than significant levels. Therefore, impacts related to 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 are **less than significant**. No mitigation is required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XII.	**MINERAL RESOURCES** - Would the project:				
a)	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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

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

San Bernardino Countywide Plan 2020; Submitted Project Materials; San Bernardino County, San Bernardino Countywide Plan Draft Program Environmental Impact Report (PEIR), June 2019

a and b) Less Than Significant Impact. The San Bernardino Countywide Plan indicates that the East Valley Area Plan, where the Project is located, is designated with 1,100 acres of Mineral Resource Zone 2 (MRZ-2) and MRZ-3 land.[16] The Project site and nearby parcels are located in a MRZ-2, which signifies areas where geologic data indicate that significant Portland Cement Concrete aggregate resources are present.[17]

The Project site is currently occupied by an orchard and a single-family residential unit with a detached shed at 27358 West Pioneer Avenue. The site and surrounding parcels have never been used for the extraction of mineral resources, even though the area is located in an MRZ-2. The San Bernardino Countywide Plan and the East Valley Area Plan both recognize that the Project site will be used for development (industrial) in the future based on the existing Regional Industrial (EV/IR) and is not anticipated to be used as a mineral resource extraction site. Once the site is developed with the proposed Project, mineral resource extraction would not occur on the site, and the East Valley Area Plan would lose 1.9 percent of the Mineral Resource Zones designated in the area plan. Even though this loss would occur, other parcels within the East Valley Area Plan are more conducive to mineral extraction activities. As such, impacts resulting in the loss of availability of a known mineral resource or locally important resource will be **less than significant**. No mitigation measures would be required.

[16] County of San Bernardino, *San Bernardino Countywide Plan Draft Environmental Impact Report*, Chapter 5.11 Mineral Resources, pg. 5.11-19, June 2019.

[17] California Department of Conservation, *Updated Mineral Land Classification Map for Portland Cement Concrete-Grade Aggregate in the San Bernardino Production-Consumption (P-C) Region, San Bernardino and Riverside Counties, California*, SR206_Plate 1, 2008.

Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XIII. NOISE - Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or 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?	☐	☐	☒	☐

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 ☐):*

San Bernardino Countywide Plan 2020; Submitted Project Materials; San Bernardino International Airport Authority, Airport Layout Plan Narrative Report for San Bernardino International Airport, September 22, 2010; City of Redlands, Redlands Municipal Airport Land Use Compatibility Plan, May 6, 2003; San Bernardino County, San Bernardino Countywide Plan Draft Program Environmental Impact Report (PEIR), June 2019.

The County of San Bernardino determined that a stand-alone Noise Report is not required for the proposed Project due to the distance sensitive receptors are from the Project site. The following provides an overview of the characteristics of sound and the regulatory framework that applies to noise within the vicinity of the Project site.

Characteristics of Sound

Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, or sleep. Several noise measurement scales exist that are used to describe noise in a particular location. A decibel (dB) is a unit of measurement that indicates the relative intensity of a sound. Sound levels in decibels are calculated on a logarithmic basis. An increase of 10 dB represents a tenfold increase in acoustic energy, while 20 dB is 100 times more intense, and 30 dB is 1,000 times more intense. Each 10 dB increase in sound level is perceived as approximately a doubling of loudness; similarly, each 10 dB decrease in sound level is perceived as half as loud. Sound intensity is normally measured through the A-weighted sound level (dBA). This scale gives

greater weight to the frequencies of sound to which the human ear is most sensitive. The A-weighted sound level is the basis for 24-hour sound measurements, which better represents how humans are more sensitive to sound at night.

As noise spreads from a source, it loses energy; therefore, the farther away the noise receiver is from the noise source, the lower the perceived noise level. Geometric spreading causes the sound level to attenuate or be reduced, resulting in a 6 dB reduction in the noise level for each doubling of distance from a single point source of noise to the noise-sensitive receptor of concern.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. The equivalent continuous sound level (L_{eq}) is the total sound energy of time-varying noise over a sample period. However, the predominant rating scales for human communities in the State of California are the L_{eq}, the community noise equivalent level (CNEL), and the day-night average level (L_{dn}) based on A-weighted decibels. CNEL is the time-varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours), and a 10 dBA weighting factor applied to noises occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale but without the adjustment for events occurring during the evening hours. CNEL and L_{dn} are within 1 dBA of each other and are normally interchangeable. The County uses the CNEL noise scale for long-term noise impact assessment. Other noise rating scales of importance when assessing the annoyance factor include the maximum instantaneous noise level (L_{max}), which is the highest exponential time-averaged sound level that occurs during a stated time period. The noise environments discussed in this analysis for short-term noise impacts are specified in terms of maximum levels denoted by L_{max}, which reflects peak operating conditions and addresses the annoying aspects of intermittent noise.

Noise impacts can be described in three categories. The first category includes audible impacts that refer to increases in noise levels noticeable to humans. Audible increases in noise levels generally refer to a change of 3 dB or greater because this level has been found to be barely perceptible in exterior environments. The second category, potentially audible, refers to a change in the noise level between 1 dB and 3 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category includes changes in noise levels of less than 1 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels (3 dB or greater) are considered potentially significant.

Characteristics of Vibration

Vibration refers to groundborne noise and perceptible motion. Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors where the motion may be discernible. However, without the effects associated with the shaking of a building, there is less adverse reaction. Vibration energy propagates from a source through intervening soil and rock layers to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. Building vibration may be perceived by occupants as motion of building surfaces, the rattling of items on shelves or hanging on walls, or a low-frequency rumbling noise. The rumbling noise is caused by the vibrating walls, floors, and ceilings radiating sound waves. Building damage is not a factor for normal operation and construction activities with the occasional exception of blasting and pile driving during construction.

Typical sources of groundborne vibration are construction activities (e.g., blasting, pile driving, and operating heavy-duty earthmoving equipment), steel-wheeled trains, and occasional traffic on rough roads. Impacts with groundborne vibration and noise from these sources are usually localized to areas within approximately 100 feet of the vibration source, although there are examples of groundborne vibration causing interference out to distances greater than 200 feet. When roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible. For most projects, it is assumed that the roadway surface will be smooth enough that groundborne vibration from street traffic will not exceed the impact criteria; however, construction activities have the potential to result in groundborne vibration that could be perceptible and annoying. Groundborne noise is not likely to be a problem because noise arriving via the normal airborne path usually will be greater than groundborne noise.

Groundborne vibration has the potential to disturb people as well as damage buildings. Although it is very rare for groundborne vibration to cause even cosmetic building damage, it is not uncommon for construction processes such as blasting and pile driving to cause vibration of sufficient amplitudes to damage nearby buildings. Groundborne vibration is usually measured in terms of vibration velocity, either the root-mean-square (RMS) velocity or peak particle velocity (PPV). RMS is best for characterizing human response to building vibration and PPV is used to characterize the potential for damage. Decibel notation acts to compress the range of numbers required to describe vibration. Vibration velocity level in decibels is defined as:

$$LV = 20 \log10 [V/Vref]$$

Where LV is the velocity in decibels (VdB), "V" is the RMS velocity amplitude, and "Vref" is the reference velocity amplitude, or 1×10^{-6} inches per second (inch/sec) used in the United States.

Applicable Noise Standards

The applicable noise standards governing the Project site include the criteria in the County's Countywide Plan and San Bernardino County Code Chapter 83.01, Section 83.01.080 Noise.

County of San Bernardino Noise Standards

Stationary Source Noise: Section 83.01.080 of the County Development Code establishes standards concerning acceptable noise levels for both noise-sensitive land uses and noise-generating land uses. Noise limits are based on the receiving land uses as shown in **Table 16: Noise Standards for Stationary Noise Sources.** Areas are designated "noise impacted" if exposed to existing or projected future exterior noise levels exceeding these standards.

If the noise consists entirely of impact noise or simple tone noise, each of the noise levels in **Table 16** should be reduced by 5 dBA.

Table 17: Noise Standards for Stationary Noise Sources

Affected Land Uses (Receiving Noise)	7:00 AM to 10:00 PM L_{eq}	10:00 PM to 7:00 AM L_{eq}
Residential	55 dBA	45 dBA
Professional Services	55 dBA	55 dBA
Other Commercial	60 dBA	60 dBA
Industrial	70 dBA	70 dBA

Table 17: Noise Standards for Stationary Noise Sources

Source: San Bernardino County, San Bernardino Countywide Plan Draft Program Environmental Impact Report, Section 5.12 Noise, Table 5.12-5, page 5.12-9, June 2019.
Notes: Noise levels at receiving properties may not exceed the standards: 1. For a cumulative period of more than 30 minutes in any hour (equivalent to the L_{50} statistical sound level). 2. Plus 5 dBA for a cumulative period of more than 15 minutes in any hour (equivalent to the L_{25} statistical sound level). 3. Plus 10 dBA for a cumulative period of more than 5 minutes in any hour (equivalent to the L_8 statistical sound level). 4. Plus 15 dBA for a cumulative period of more than 1 minute of any hour (equivalent to the L_2 statistical sound level). 5. Plus 20 dBA for any period of time (equivalent to the L_{max} statistical sound level). If the measured ambient level exceeds any for the first four noise limit categories, the allowable noise exposure standard shall be increase to reflect the ambient noise level. If the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under this category shall be increased to reflect the maximum ambient noise level.

Mobile Source Noise: Table 17: Noise Standards for Adjacent Mobile Noise Sources shows the noise standards by receiving land use type for exposure to mobile noise sources. Areas are designated as "noise impacted" if exposed to existing or projected future exterior noise levels exceeding these standards.

Table 18: Noise Standards for Adjacent Mobile Noise Sources

Categories	Land Uses	L_{dn} (or CNEL) dBA	
		Interior[1]	Exterior[2]
Residential	Single-family and multifamily, duplex, mobile homes	45	60[3]
Commercial	Hotel, motel, transient housing	45	60[3]
	Commercial retail, bank, restaurant	50	N/A
	Office Building, research and development, professional offices	45	65
	Amphitheater, concert hall, auditorium, movie theater	45	N/A
Institutional/Public	Hospital, nursing home, school classroom, religious institution, library	45	65
Open Space	Park	N/A	65

Source: San Bernardino County, San Bernardino Countywide Plan Draft Program Environmental Impact Report, Section 5.12 Noise, Table 5.12-6, page 5.12-10, June 2019.
Notes: CNEL = Community Noise Equivalent Level [1] The indoor environment shall exclude bathrooms, kitchens, toilets, closets, and corridors. [2] The outdoor environment shall be limited to: hospital/office building patios; hotel and motel recreation areas; mobile home parks; multifamily private patios or balconies; park picnic areas; private yard of single-family dwellings; and, school playgrounds. [3] An exterior noise level of up to 65 dBA L_{dn} (or CNEL) shall be allowed provided exterior noise levels have been substantially mitigated through a reasonable application of the best available noise reduction technology, and interior noise exposure does not exceed 45 dB(A) (or CNEL) with windows and doors closed. Requiring that windows and doors remain closed to achieve an acceptable interior noise level shall necessitate the use of air conditioning or mechanical ventilation.

The Development Code also has noise level standards for other uses as shown in **Table 18: Noise Standards for Other Uses.** In addition, the average of the maximum levels of the loudest intrusive sounds during a 24-hour period shall not exceed an interior sound level of 65 dBA.

Table 19: Noise Standards for Other Uses

Typical Uses	12-Hour Equivalent Interior Sound Level (dBA(L_{dn})[1]
Education, Institutions, Libraries, Meeting Facilities, etc.	45 dBA
General Office, Reception, etc.	50 dBA
Retail Stores, Restaurants, etc.	55 dBA
Other Areas for Manufacturing, Assembly, Testing, Warehousing, etc.	65 dBA

Source: San Bernardino County, San Bernardino Countywide Plan Draft Program Environmental Impact Report, Section 5.12 Noise, Table 5.12-7, page 5.12-10, June 2019.
Notes: [1] Note that there is an inherent mismatch between the specified 12-hour sound level and the L_{dn} level, which is, by definition, a 24-hour noise metric.

Exemptions: Under Development Code Section 83.01.080, the County exempts construction activities from 7:00 a.m. to 7:00 p.m., except on Sundays and federal holidays; motor vehicles not under the control of the commercial or industrial use; and emergency equip, vehicles, and devices.

Vibration: Development Code Section 83.01.0 prohibits vibration that can be felt without the aid of instruments or produces a particle velocity greater than or equal to 0.20 inch per second peak particle velocity (in/sec PPV) at or beyond the line of the source. Exceptions are made for temporary construction, maintenance, repair, or demolition activities between 7:00 a.m. and 7:00 p.m., except Sundays and federal holidays, and motor vehicles are not under control of the commercial or industrial use.

Existing Noise Environment

The Project site is located in an unincorporated portion of San Bernardino County where industrial warehouse buildings and commercial buildings are the dominant uses. The ambient noise environment includes vehicle/truck traffic along Palmetto Avenue, Alabama Street, and Pioneer Avenue; heavy truck loading and dock loading operations at adjacent warehouse and commercial uses to the north, east, and south; and agricultural operations at orchards to the west of the Project site. Ambient noise levels in the Project area also include vehicle traffic traveling along I-210 (Foothill Freeway) to the east of the Project site.

Existing noise level measurements were not specifically taken for the proposed Project site; however, recent existing ambient noise levels measurements were taken in the Project vicinity for the San Bernardino Countywide Plan Draft Program Environmental Impact Report. A long-term noise measurement was conducted on Tuesday June 12 through Thursday June 14, 2018, in a commercial office area on Nevada Street south of San Bernardino Avenue in the City of Redlands (approximately 3,100 feet southwest of the Project site). The long-term noise measurement indicated an ambient noise level of 68 dBA L_{dn}. As the area where the long-term noise measurement was taken has the same type of uses in the Project vicinity, it can be assumed that a similar existing ambient noise level occurs at the Project site.

The nearest sensitive noise receptors to the Project site are a single-family residential unit located at 1909 Crystal Cove Court (4,552 feet east of the Project site) and the Packinghouse Christian Academy (K–12) located at 9700 Alabama Street (1,690 feet southwest of the Project site).

Existing Traffic Noise Contours: The guidelines included in the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (1977; FHWA RD-77-108) were used to evaluate traffic-related noise conditions along roadway segments in the project vicinity. This model requires various parameters, including traffic volumes, vehicle mix, vehicle speed, and roadway geometry to compute typical equivalent noise levels during daytime, evening, and nighttime hours. The resultant noise levels are weighted and summed over 24-hour periods to determine the CNEL values. Existing traffic noise contours along modeled roadway segments are shown in **Table 19: Existing Traffic Noise Levels**. These noise levels represent the worst-case scenario, which assumes that no shielding is provided between the traffic and the locations where the noise contours are drawn.

Table 20: Existing Traffic Noise Levels

Roadway Segment	ADT	Centerline to 70 dBA CNEL (feet)	Centerline to 65 dBA CNEL (feet)	Centerline to 60 dBA CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Roadway
Alabama Street-north of Palmetto Avenue	17,400	61	124	264	68.8
Alabama Street, Palmetto Avenue to Project Driveway 1	15,500	63	134	287	70.1
Alabama Street, Project Driveway 1 to Pioneer Avenue	15,500	63	134	287	70.1
Alabama Street, Pioneer Avenue to San Bernardino Avenue	13,100	62	122	258	68.2
Alabama Street, south of San Bernardino Avenue	12,100	< 50	105	211	66.0
Palmetto Avenue, west of Alabama Street	2,200	< 50	< 50	66	61.1
Palmetto Avenue, Alabama Street to Project Driveway 2	340	< 50	< 50	< 50	54.0
Palmetto Avenue, Project Driveway 2 to Project Driveway 3	340	< 50	< 50	< 50	54.0
Pioneer Avenue, West of Alabama Street	2,200	< 50	< 50	73	61.1
Pioneer Avenue, Alabama Street to Project Driveway 4	5,200	< 50	51	108	63.7

Table 20: Existing Traffic Noise Levels

Roadway Segment	ADT	Centerline to 70 dBA CNEL (feet)	Centerline to 65 dBA CNEL (feet)	Centerline to 60 dBA CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Roadway
Pioneer Avenue, East of Project Driveway 4	5,200	< 50	51	108	63.7
San Bernardino Avenue, west of Alabama Street	10,800	< 50	90	193	68.1
San Bernardino Avenue, Alabama Street to I-210 SB Ramps	15,100	68	120	244	66.9
San Bernardino Avenue, I-210 SB Ramps to I-210 NB Ramps	22,200	71	146	312	69.7
San Bernardino Avenue, east of I-210 NB Ramps	18,000	59	126	271	70.1

Source: LSA November 2020.

a) Less than Significant Impact. Noise impacts from the proposed Project would be associated with construction and operational stationary noise. The Project would consist of the construction of a new warehouse building on a site that is currently occupied by a citrus orchard, a single-family residential unit, and an accessory structure.

Short-Term Off-Site Construction Noise Impacts: Shor-term noise impacts would be associated with demolition of the existing single-family residential unit and accessory structure and removal of the citrus orchard, excavation, grading, and construction of the proposed Project. Construction-related short-term noise levels would be higher than existing ambient noise levels in the vicinity of the Project site, but would no longer occur once construction of the proposed Project is completed.

Two types of short-term noise impacts could occur during construction of the proposed Project. First, construction crew commutes and the transport of construction equipment and materials to the Project site would incrementally increase noise levels on roads leading to the site. Although there would be a relatively high single-event noise exposure potential during heavy trucks passing by and causing intermittent noise nuisance (passing trucks at 50 feet would generate up to a maximum of 84 dBA), the effect on longer-term (hourly or daily) ambient noise levels would be small when compared to existing daily traffic volume on Palmetto Avenue, Alabama Street, and Pioneer Avenue. Because construction-related vehicle trips would not approach the daily traffic volumes of the adjacent roadways, traffic noise would not increase by 3 dBA. A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Therefore, short-term, construction-related impacts associated with worker commute and equipment transport to the Project site would be less than significant.

The second type of potential short-term noise impact is related to noise generated during demolition, site preparation, grading, building construction, and paving. Construction is completed in discrete steps, each of which has its own mix of equipment and consequently its own noise characteristics. These various sequential phases would change the character of the noise generated on the site and therefore the noise levels surrounding the site as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase.

The site preparation and grading phase, which includes excavation and grading of the site, tends to generate the highest noise levels because earthmoving equipment is the noisiest construction equipment. Additionally, this phase would be the longest of the phases expected to occur near the project site boundary. The three loudest pieces of equipment during this phase are estimated to include an excavator, grader, and dozer. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full-power operation followed by 3 or 4 minutes at lower power settings.

In addition to the reference maximum noise level, the usage factor is utilized to calculate the hourly noise level impact for each piece of equipment based on the following equation:

$$L_{eq}(equip) = E.L. + 10\log(U.F.) - 20\log\left(\frac{D}{50}\right)$$

Where L_{eq} (equip) = L_{eq} at a receiver resulting from the operation of a single piece of equipment over a specified time period, E.L. equals noise emission level of the particular piece of equipment at a reference distance of 50 feet, U.F. equals usage factor that accounts for the fraction of time that the equipment is in use over the specified period of time, and D equals distance from the receiver to the piece of equipment.

Each piece of construction equipment operates as an individual point source. Utilizing the following equation, a composite noise level can be calculated when multiple sources of noise operate simultaneously:

$$L_{eq}\ (composite) = 10 * \log_{10}\left(\sum_{1}^{n} 10^{\frac{Ln}{10}}\right)$$

Consistent with Federal Transit Administration (FTA) guidance, utilizing the equations from the methodology above, and the reference information in **Table 20: Typical Maximum Construction Equipment Noise Levels (L_{max})**, the composite noise level of the two loudest pieces of equipment during construction, typically the concrete saw and tractor/truck, as required by the FTA criteria, would be 85.5 dBA L_{eq} at a distance of 50 feet from the construction area. Once composite noise levels are calculated, reference noise levels can then be adjusted for distance using the following equation:

$$L_{eq}\ (at\ distance\ X) = L_{eq}\ (at\ 50\ feet) - 20 * \log_{10}\left(\frac{X}{50}\right)$$

In general, this equation shows that doubling the distance would decrease noise levels by 6 dBA, while halving the distance would increase noise levels by 6 dBA.

Table 21: Typical Maximum Construction Equipment Noise Levels (L_{max})

Type of Equipment	Acoustical Usage Factor	Suggested Maximum Sound Levels for Analysis (dBA L_{max} at 50 feet)
Air Compressor	40	80
Backhoe	40	80
Cement Mixer	50	80
Concrete/Industrial Saw	20	90
Crane	16	85
Excavator	40	85
Forklift	40	85
Generator	50	82
Grader	40	85
Loader	40	80
Pile Driver	20	101
Paver	50	85
Roller	20	85
Rubber Tire Dozer	40	85
Scraper	40	85
Tractor	40	84
Truck	40	84
Welder	40	73

Source: FHWA. *Highway Construction Noise Handbook* (August 2006).
dBA = A-weighted decibel(s)
FHWA = Federal Highway Administration
L_{max} = maximum instantaneous noise level

It is expected that the average noise levels during the construction of the project at the nearest noise-sensitive use, the existing single-family residential unit and Packinghouse Christian Academy to the southwest, would be 46.3 dBA L_{eq} and 54.9 dBA L_{eq}, respectively. The noise generated by construction activities on the Project site would be lower than ambient noise levels at these sensitive receptors. Additionally, the County Development Code Section 83.01.080 exempts construction activities from 7:00 a.m. to 7:00 p.m. except on Sundays and federal holidays; as such, construction noise would not be considered an impact unless construction activities occurred outside of this exemption time. Impacts associated with Project construction activities would be **less than significant** and no mitigation measures would be needed.

Long-Term Off-Site Noise Impacts: The proposed Project has the potential to result in noise impacts to off-site surrounding uses from increases in traffic and operations related to parking lot, truck trips, dock loading activities, and heating, ventilation, and air conditioning (HVAC) equipment. The following sections provide further details for these potential impacts and support the determination of less than significant requiring no mitigation.

Traffic Noise Impacts. The FHWA Highway Traffic Noise Prediction Model (FHWA RD-77-108) was used to evaluate traffic-related noise conditions along roadway segments in the Project vicinity. This model requires various parameters, including traffic volumes, vehicle mix, vehicle speed, and roadway geometry, to compute typical equivalent noise levels during daytime, evening, and nighttime hours. The resulting noise levels are weighted and summed over 24-hour periods to determine the CNEL values. The volumes were derived from Cross Roads, the firm that prepared the *Traffic Industrial Warehouse Traffic Analysis*. **Table 21: Existing Plus Project Traffic Noise Levels** shows the Existing (2020) and Existing plus Project traffic noise levels along the studied roadway segments. These noise levels represent the worst-case scenario, which assumes that no shielding is provided between the traffic and the location where the noise contours are drawn. **Table 21** shows that the majority of the project-related noise increases would be below 1 dBA and would not be perceptible to the human ear in an outdoor environment. However, Palmetto Road from Alabama Street to Project Driveway 2 and Palmetto Road from Project Driveway 2 to Project Driveway 3 would have project-related noise increases of 7.0 dBA CNEL and 5.5 dBA CNEL, respectively, resulting in noise levels of 61.0 and 59.5 dBA CNEL 50 feet from the centerline of the outermost lane on Palmetto Avenue. Although the noise increases would be perceptible to the human ear, the noise levels would be below the 65 dBA threshold for warehousing uses pursuant to the San Bernardino County Development Code. The segment of San Bernardino Avenue west of Alabama Street (where the Packinghouse Christian Academy is located) experiences an existing traffic noise level of 68.1 dBA CNEL 50 feet from the outermost lane of San Bernardino Avenue. As such, this school is already exposed to noise levels from San Bernardino Avenue west of Alabama Street that exceed the 65 dBA threshold for schools pursuant to the San Bernardino County Development Code. Under Existing plus Project conditions, the noise level along this segment of San Bernardino Avenue would increase by 0.1 dBA, resulting in noise levels along the roadway segment to be 68.2 dBA CNEL 50 feet from the outermost lane of San Bernardino Avenue. This 0.1 dBA CNEL noise increase is below a 1.0 dBA CNEL increase and would not be perceptible to the human ear. Therefore, off-site traffic noise impacts would be **less than significant**.

Table 22: Existing Plus Project Traffic Noise Levels

Existing Conditions						Existing Plus Project Conditions						
Roadway Segment	**ADT**	**Centerline to 70 CNEL (feet)**	**Centerline to 65 CNEL (feet)**	**Centerline to 60 CNEL (feet)**	**CNEL (dBA) 50 feet from Centerline of Outermost Lane**	**ADT**	**Increase in ADT**	**Centerline to 70 CNEL (feet)**	**Centerline to 65 CNEL (feet)**	**Centerline to 60 CNEL (feet)**	**CNEL (dBA) 50 feet from Centerline of Outermost Lane**	**Increase from Baseline Conditions**
Alabama Street, north of Palmetto Avenue	17,400	61	124	264	68.8	17,600	200	61	125	266	68.8	0.0
Alabama Street, Palmetto Avenue to Project Driveway 1	15,500	63	134	287	70.1	16,800	1,300	66	141	303	70.5	0.4
Alabama Street, Project Driveway 1 to Pioneer Avenue	15,500	63	134	287	70.1	17,500	2,000	68	145	311	70.6	0.5
Alabama Street, Pioneer Avenue to San Bernardino Avenue	13,100	62	122	258	68.2	16,100	3,000	69	139	295	69.1	0.9
Alabama Street, south of San Bernardino Avenue	12,100	< 50	105	211	66.0	12,400	300	< 50	106	214	66.1	0.1
Palmetto Avenue, west of Alabama Street	2,200	< 50	< 50	66	61.1	2,200	0	< 50	< 50	66	61.1	0.0
Palmetto Avenue, Alabama Street to Project Driveway 2	340	< 50	< 50	< 50	54.0	1,700	1,360	< 50	< 50	65	61.0	7.0
Palmetto Avenue, Project Driveway 2 to Project Driveway 3	340	< 50	< 50	< 50	54.0	1,200	860	< 50	< 50	52	59.5	5.5
Pioneer Avenue, west of Alabama Street	2,200	< 50	< 50	73	61.1	2,200	0	< 50	< 50	73	61.1	0.0

Table 22: Existing Plus Project Traffic Noise Levels

Existing Conditions						Existing Plus Project Conditions						
Roadway Segment	**ADT**	**Centerline to 70 CNEL (feet)**	**Centerline to 65 CNEL (feet)**	**Centerline to 60 CNEL (feet)**	**CNEL (dBA) 50 feet from Centerline of Outermost Lane**	**ADT**	**Increase in ADT**	**Centerline to 70 CNEL (feet)**	**Centerline to 65 CNEL (feet)**	**Centerline to 60 CNEL (feet)**	**CNEL (dBA) 50 feet from Centerline of Outermost Lane**	**Increase from Baseline Conditions**
Pioneer Avenue, Alabama Street to Project Driveway 4	5,200	< 50	51	108	63.7	6,200	1,000	< 50	58	122	64.5	0.8
Pioneer Avenue, east of Project Driveway 4	5,200	< 50	51	108	63.7	5,400	200	< 50	53	111	63.9	0.2
San Bernardino Avenue, west of Alabama Street	10,800	< 50	90	193	68.1	11,100	300	< 50	91	196	68.2	0.1
San Bernardino Avenue, Alabama Street to I-210 SB Ramps	15,100	68	120	244	66.9	17,600	2,500	72	131	269	67.6	0.7
San Bernardino Avenue, I-210 SB Ramps to I-210 NB Ramps	22,200	71	146	312	69.7	23,500	1,300	74	152	324	70.0	0.3
San Bernardino Avenue, east of I-210 NB Ramps	18,000	59	126	271	70.1	18,000	0	59	126	271	70.1	0.0

Source: LSA (November 2020) based on data from the *Traffic Analysis Report* prepared by Urban Crossroads, September 2, 2020.

HVAC Equipment. The proposed Project would have 21 rooftop air handlers as part of the building's HVAC system. The units would vary in distance from 1,750 feet to 2,600 feet from the existing Packinghouse Christian Academy building façade to the southwest. To be conservative, it was assumed that all units would be in operation simultaneously at the closest distance to the receptor at 1,750 feet.

Based on reference noise level measurements from manufacturer, Trane, mechanical ventilation equipment is likely to range from 75 to 82 dBA L_{eq} at a distance of 3 feet. Twenty-one units operating together would generate a noise level of 95 dBA L_{eq} at a distance of 3 feet.

Utilizing the equation below, air handler operations would result in a composite level of 39.6 dBA L_{eq} at the nearest building façade at the Packinghouse Christian Academy southwest of the Project site.

$$Leq\ (at\ distance\ X\ feet) = (Number\ of\ Units * 10^{\frac{Leq(at\ 3\ feet)}{10}}) - 20 * \log_{10}\left(\frac{X}{3}\right)$$

With the noise reduction associated with distance, HVAC noise levels will be well below the 65 dBA L_{eq} standard for educational facilities. No mitigation is required.

Truck Delivery and Truck Loading and Unloading Activities. Truck delivery and truck loading/ unloading activities for the proposed Project would be located on the west and east sides of the proposed building. These activities would occur both during daytime and nighttime hours. Noise levels generated from these activities would result in a maximum noise similar to noise readings from truck delivery and truck loading and unloading activities for other projects and surrounding warehouse uses, which would generate a noise level of 75 dBA L_{max} at 50 feet. Although a typical truck-unloading process takes an average of 15–20 minutes, this maximum noise level occurs in a much shorter period of time (less than 5 minutes). Also, it is estimated that there would be approximately 10 delivery trucks per hour and that each truck would generate the maximum noise level for a cumulative period of 5 minutes, which would result in a cumulative period of 35 minutes in any hour. Based on the assumptions above, truck delivery and truck loading and unloading activities would generate a noise level of 72.7 dBA L_{eq} at 50 feet.

The closest sensitive receptor (Packinghouse Christian Academy) to the Project's truck delivery and truck loading/unloading bays is located approximately 1,733 feet to the southwest. Due to the distance between the truck delivery activities and the school, noise levels would be attenuated by 30.8 dBA, and the school would be exposed to an estimated noise level of 41.9 dBA L_{eq}. With the noise reduction associated with distance, truck loading/unloading noise levels will be well below the 65 dBA L_{eq} standard for educational facilities. No mitigation is required.

Parking Lot Activity. The proposed Project would include surface parking on all four sides of the building for employees and delivery trucks. Noise generated from parking lot activities would include noise generated by vehicles traveling at slow speeds, engine start-up noise, car door slams, car horns, car alarms, and tire squeals. Representative parking activities would generate approximately 60 to 70 dBA L_{max} at 50 feet. It is assumed that parking activities would generate the maximum noise level for a cumulative period of 15 minutes in any hour and that parking activities from employees and delivery trucks would generate a noise level of 64.0 dBA L_{eq} at 50 feet.

Packinghouse Christian Academy would be located approximately 1,330 feet southwest of the nearest surface parking lot on the Project site. At a distance of 1,330 feet, noise would be attenuated by 28.5 dBA and therefore noise generated from on-site parking lot activities at this closest sensitive receptor would reach 35.5 dBA L_{eq}. With the noise reduction associated with distance, surface parking lot activity noise levels will be well below the 65 dBA L_{eq} standard for educational facilities. No mitigation is required.

b) Less than Significant Impact. Construction operations can generate varying degrees of groundborne vibration depending on the construction procedures and the construction equipment used. The operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receptor buildings. The results from groundborne vibration can range from no perceptible effects at the lowest groundborne vibration levels to low rumbling sounds and perceptible groundborne vibration at moderate levels, to slight damage at the highest levels. Groundborne vibration from construction activities rarely reaches the levels that damage structures. As described above, the County Development Code Section 83.01.0 prohibits vibration that can be felt without the aid of instruments or procedures greater than or equal to 0.20 in/sec PPV at or beyond the line of the source. **Table 22: Vibration Amplitudes for Construction Equipment** lists the vibration source amplitudes for construction equipment.

Table 23: Vibration Amplitudes for Construction Equipment

Equipment	Reference PPV/L_V at 25 feet	
	PPV (inches per second)	L_V (VdB)[1]
Pile Driver (Impact), Typical	0.644	104
Pile Driver (Sonic), Typical	0.170	93
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large Bulldozer[2]	**0.089**	**87**
Caisson Drilling	0.089	87
Loaded Trucks	**0.076**	**86**
Jackhammer	**0.035**	**79**
Small Bulldozer	**0.003**	**58**

Source: FTA. Transit Noise and Vibration Impact Assessment Manual (2018).

1 RMS vibration velocity in decibels (VdB) is 1 µin/sec.
2 Equipment shown in **bold** is expected to be used on site.

µin/sec = micro-inches per second
FTA = Federal Transit Administration
L_V = velocity in decibels
PPV = peak particle velocity
RMS = root-mean-square
VdB = vibration velocity decibels

Table 22 shows the PPV and VdB values at 25 feet from the construction vibration source. Bulldozers and other heavy-tracked construction equipment (except for pile drivers and vibratory rollers) generate approximately 0.089 inch/sec PPV of groundborne vibration when measured at 25 feet. The greatest levels of vibration are anticipated to occur during the site preparation phase, which is expected to use a bulldozer and a loaded truck. Project construction would not require the use of pile drivers.

All other phases are expected to result in lower vibration levels. The distance to the nearest buildings for vibration impact analysis is measured between the nearest off-site buildings and the Project site boundary (assuming the construction equipment would be used at or near the Project site boundary) because vibration impacts occur normally within the buildings. The formula for vibration transmission is provided below.

$$PPV_{equip} = PPV_{ref} \times (25/D)\ 1.5$$

The closest buildings to the proposed construction activities is the existing warehouse building to the east, approximately 136 feet from the edge of construction. The County Development Code Section 83.01.0 prohibits vibration that can be felt without the aid of instruments or procedures greater than or equal to 0.20 in/sec PPV at or beyond the line of the source. Based on the reference data provided in the **Table 22**, vibration impacts created by heavy construction activities associated with the Project would approach 0.007 PPV inch/sec at a distance of 136 feet and would not exceed 0.2 in/sec PPV across the Project boundary line. This level would not exceed the 0.2 in/sec PPV standard as set forth by the County Development Code Section 83.01.0. Therefore, construction vibration impacts would be **less than significant** and no mitigation is required.

c) Less than Significant Impact. The Project site is located approximately 1.6 miles southeast of San Bernardino International Airport (SBIA) and 3.04 miles west of Redlands Municipal Airport. The proposed Project is not located within either airport's noise contour.[18,19] As a result, the proposed Project would not expose people residing or working in the Project area to excessive noise levels from aircraft. Therefore, no noise related to the Project site's vicinity to a public airport or any airport land use plan would occur. Impacts would be **less than significant** and no mitigation measures are required.

[18] San Bernardino International Airport Authority, *Airport Layout Plan Narrative Report for San Bernardino International Airport*¸ Exhibit 4H Existing and Ultimate Noise Contours, pg. 4-23, September 22, 2010.

[19] City of Redlands, Redlands Municipal Airport Land Use Compatibility Plan, Figure 3B Aircraft Noise Concerns, May 6, 2003.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XIV.	**POPULATION AND HOUSING** - Would the project:				
a)	Induce substantial unplanned 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)?	☐	☐	☒	☐
b)	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

SUBSTANTIATION:

San Bernardino Countywide Plan 2020; Submitted Project Materials; San Bernardino County, San Bernardino Countywide Plan Draft Program Environmental Impact Report (PEIR), June 2019.

a) Less than Significant Impact. The Project site is currently occupied with an orchard and a single-family residential unit with a detached shed. Implementation of the Project would remove these uses from the site and develop the site with a 460,537-square foot building that will be occupied by industrial warehouse and office building space. According to the San Bernardino Countywide Plan, San Bernardino County is housing rich, meaning that more population is located in the area compared to the availability of jobs in the area. Once operational, the proposed Project would employ 385 people, most of whom are anticipated to live and come from areas around the Project site (i.e., City of Redlands, unincorporated San Bernardino County, Loma Linda, Colton, Highland, and City of San Bernardino). This assumption is based on the housing-rich ratio of 0.92 in the "unincorporated Valley" area of San Bernardino County.

It should also be noted that the area surrounding the Project site is in the midst of being developed with warehouse industrial/office uses; as such, the development of the site with similar uses is consistent with the growth of job rich uses in the area. Implementation of the proposed Project would not require the extension of roads or other infrastructure as such facilities already adequately serve the Project site. Implementation of the proposed Project would not directly or indirectly induce substantial unplanned growth in San Bernardino County or the East Valley Area Plan. Impacts would be **less than significant** and no mitigation is required.

b) Less than Significant Impact. The Project site is currently occupied by a single-family residential unit. The Valley portion of San Bernardino County had a 2016 population of 1,407,932 residents. San Bernardino County had a 2016 housing inventory of 711,781 units.[20] Implementation of the proposed Project would require the removal of the single-family residential

[20] County of San Bernardino, *San Bernardino Countywide Plan Draft Environmental Impact Report*, Chapter 5.13 Population and Housing, pgs. 5.13-3 to 5.13-5, June 2019.

unit and an estimated population of 4 residents from the site (3.32 population per household[21]). However, as discussed above in Threshold XIV.a, San Bernardino County is housing rich and it is anticipated that the residents displaced by the proposed Project would be able to relocate in close proximity to the Project site. Overall, compared to the existing population in the Valley portion of San Bernardino County and housing inventory in San Bernardino County, implementation of the proposed Project would not displace substantial numbers of existing population and housing. Impacts would be **less than significant** and no mitigation measures are required.

[21] United States Census Bureau, *San Bernardino County, California Selected Social Characteristics in the United States, American Community Survey, Table DP02*, 2016, Website accessed November 6, 2020: https://data.census.gov/cedsci/table?g=0400000US06_0500000US06071&y=2016&d=ACS%205-Year%20Estimates%20Data%20Profiles&tid=ACSDP5Y2016.DP02

Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XV. 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?	☐	☐	☒	☐
Police Protection?	☐	☐	☒	☐
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☒	☐
Other Public Facilities?	☐	☐	☐	☒

SUBSTANTIATION:

San Bernardino Countywide Plan 2020; Submitted Project Materials; San Bernardino County, San Bernardino Countywide Plan Draft Program Environmental Impact Report (PEIR), June 2019

a) Less than Significant Impact. Fire Protection Service: The San Bernardino County Fire Department provides fire protection services in the area where the proposed Project is located. As of 2016, the County Fire Department covered a 16,500-square mile territory through 75 fire stations and 11 facilities that serve more than 60 unincorporated communities and areas within San Bernardino County. The County Fire Department is organized into six divisions within four service areas: Valley Region – Division 1 (West Valley) and Division 2 (East Valley); Mountain Region – Division 3; North Desert Region – Division 5 (North Desert) and Division 6 (High Desert); and South Desert – Division 4. The proposed Project is located within the jurisdiction of Division 2, which is currently manned by 292 total employees. In the 2016–2017 fiscal year, there were 3,324 calls for service in the Division 1 and Division 6 boundaries of the San Bernardino County Fire Department. The current 2019 response time for San Bernardino County Fire Department in its entirety is 8 minutes and 38 seconds; however, this time is skewed due to the long response distances in outlying areas of the County. The County Fire Department, in urban areas, has a target response time of 7 minutes and 30 seconds. San Bernardino County Fire Station # 231, located at 450 East Vanderbilt Way in San Bernardino (4.6 miles west of the Project site), is the closest fire station that would serve the Project site. Average travel time between the nearest fire station and the Project site is approximately four minutes; however, through compliance with California Vehicle Code 21806(A)(1), which requires all vehicles to yield to emergency vehicles, travel time between the Fire Station 231 and the Project site is expected to be closer to the targeted response time of 7 minutes and 30 seconds. The Project is located in an LRA but is not designated as a High or Very High Fire Hazard Severity Zone.[22]

[22] CAL FIRE, FHSZ Viewer, Website: https://egis.fire.ca.gov/FHSZ/, accessed November 13, 2020.

Project design features incorporated into the structural design and layout of the warehouse use would keep service demand increases to a minimum. For example, the Project would be constructed in accordance with the current California Building Code (at the time of the writing the 2019 CBC), which requires the on-site structure to incorporate construction techniques and materials such as roofs, eaves, exterior walls, vents, appendages, windows, and doors resistant to and/or to perform at high levels against ignition during the exposure to fires. Fire sprinklers would be incorporated into the structure to further reduce fire risk and service demand. There will be five access points to the Project site once operational: two driveways off Palmetto Avenue, two driveways off Alabama Street, and one driveway off Pioneer Avenue. The internal circulation system on the Project site would be developed to County and Fire Code Standards to allow emergency vehicles ease of access and maneuverability. Finally, fire hydrants would be placed within the Project site, at specific distances required by fire service and City requirements.

Based on the proposed Project's location in an LRA Non-Very High Fire Hazard Severity Zone in proximity to existing San Bernardino County Fire Department facilities capable of responding to emergencies at the Project site within the target time of 7 minutes and 30 seconds; the development of the proposed Project would not cause fire staffing, facilities, or equipment to operate at a deficient level of service. The Project itself would not require the construction of new or physically altered fire protection facilities, the construction of which could result in an environmental impact. Impacts associated with the need to expand fire protection services and facilities in order to maintain acceptable levels of service would be **less than significant**. No mitigation is required.

Police Protection Service: Police protection services in the County and at the Project site are provided by the San Bernardino County Sheriff's Department. The Sheriff's Department general law enforcement mission is carried out through the operation of 15 stations and a centralized headquarters and include gangs, narcotics and homicide investigations, a crime laboratory and identification bureau, central records, specialized enforcement detail, technical services division, training division, employee resources division, two dispatch communication centers, and an aviation division for general patrol and search/rescue operations. The County Sheriff's Department serves the following incorporated cities and towns in the Valley Region: Chino Hills, Grand Terrace, Highland, Loma Linda, Rancho Cucamonga, and Yucaipa. There are 3,956 employees working for the San Bernardino County Sheriff's Department with a total of 628 patrol deputies in 2018. It should be noted that, although the City of Redlands is in close proximity to the Project site, its police force would not serve the Project site and San Bernardino County does not contract with the City of Redlands for police services. The San Bernardino County Sheriff's Department serves the Project site through the Central Station located at 655 East 3rd Street in San Bernardino, approximately 5.7 miles northwest of the Project site.

The Project would incorporate Crime Prevention through Environmental Design (CPTED) features to keep service demand increases to a minimum. For example, the Project would implement informal surveillance design such as architecture, landscaping, and lighting designed to minimize visual obstacles and eliminate places of concealment for potential assailants. The warehouse may be protected by a security company, which would also reduce crime on the Project site during non-operational hours. Based on the proposed Project's location in proximity to the Central Station of the San Bernardino County Sheriff's Department, development of the proposed Project would not cause law enforcement staffing, facilities, or equipment to operate at a deficient level of service. The Project itself would not require the construction of new or physically altered law enforcement protection facilities, the construction of which could result in

an environmental impact. Impacts associated with the need to expand law enforcement protection services and facilities in order to maintain acceptable levels of service would be **less than significant**. No mitigation is required.

Schools: The Project site is located within the Redlands Unified School District within the attendance area of Citrus Valley High School, Clement Middle School, and Kingsbury Elementary School.[23] As of the 2019–2020 School Year, Redlands Unified School District had an enrollment of 21,062 students, Citrus Valley High School had an enrollment of 2,091 students, Clement Middle School had an enrollment of 1,008 students, and Kingsbury Elementary School had an enrollment of 473 students.[24]

The proposed Project includes the development of an industrial warehouse use and would not include the development of residential units. As such, the Project in itself would not generate students that would attend school in Redlands Unified School District, Citrus Valley High School, Clement Middle School, or Kingsbury Elementary School. Employees of the proposed Project are anticipated to come from the local area; as such, employees with school-aged children are more than likely already enrolled in the local school district.

The Project itself would not require the construction of new or physically altered educational facilities, the construction of which could result in an environmental impact. The Project applicant would be required to pay the Redlands Unified School District School Facility Fee (SFS) of $0.56 per square foot of commercial industrial construction (effective as of July 2017).[25] Because the proposed Project would be required to pay SFSs to fund future educational services provided by Redlands Unified School District, impacts associated with the need to expand educational services and facilities in order to maintain acceptable levels of service would not occur. **No impact** would occur and no mitigation is required.

Parks: Please see the discussion under Section XVI Recreation, below, for a discussion and analysis of park and recreation impacts based on implementation of the proposed Project. The proposed Project does not include the development of park/recreational uses on site, nor would it generate more population in the area that may use existing park/recreational facilities. Impacts would be **less than significant** and no mitigation is required.

Other Public Facilities: The proposed Project is an industrial warehouse development and would not include housing that would generate additional residents in San Bernardino County. The proposed Project is consistent with the land use and zoning designations of the San Bernardino Countywide Plan, and East Valley Area Plan. As the proposed Project would not generate additional population in the area, implementation of the proposed Project would not result in increased uses of other public facilities such as libraries and County administrative facilities. Existing public facilities would not need to be expanded, nor would new public facilities need to be constructed due to Project implementation **No impact** would occur and no mitigation is required.

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[23] Redlands Unified School District, Schools Boundary Maps, Website: https://www.redlandsusd.net/Page/114. Accessed November 13, 2020.

[24] California Department of Education, Data Quest, Website: https://dq.cde.ca.gov/dataquest/. Accessed November 13, 2020.

[25] Redlands Unified School District, School Facilities Fee, July 12, 2017. Website: https://www.redlandsusd.net/cms/lib/CA01900901/Centricity/Domain/61/FacilityFeesFlyer17-18.pdf. Accessed November 13, 2020.

Overall, implementation of the proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered government 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 fire protection, police protection, schools, park, or other public facilities. Impacts would be **less than significant** and no mitigation is required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XVI.	**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 will occur or be accelerated?	☐	☐	☒	☐
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?	☐	☐	☐	☒

SUBSTANTIATION:

San Bernardino Countywide Plan 2020; Submitted Project Materials; San Bernardino County, San Bernardino Countywide Plan Draft Program Environmental Impact Report (PEIR), June 2019.

a) Less than Significant Impact. There are two parks located near the proposed Project site: Texonia Park in the City of Redlands (1.29 miles southeast of the Project site) and Israel Beal Park (1.39 miles east of the Project site). Both of these facilities are local parks primarily serving residents in neighborhoods around the parks. The proposed Project includes the development of a 460,537-square foot building that will be occupied by warehouse industrial and office uses. The overall floor plan of the proposed building and site plan of the Project does not include the development of park space or recreational uses, which is typical of warehouse industrial/office uses in the vicinity of the site. Employees of the Project, once operational, are anticipated to come from the existing population pool in San Bernardino County and adjacent jurisdictions. There is a low probability that employees of the Project would visit the two nearest parks during operational hours; therefore, such use would not result in substantial physical deterioration of Texonia Park and Israel Beal Park to occur or be accelerated. As such, impacts would be **less than significant** with implementation of the proposed Project and no mitigation measures are required.

b) No Impact. As stated above in Threshold XVI.a, the proposed Project does not include or require the development of recreational facilities on site. Texonia Park and Israel Beal Park are the closest facilities to the Project site and it is anticipated that there is low probability that employees of the proposed Project would use these facilities during working hours. The proposed Project would not include recreational facilities or require the construction or expansion of existing recreational facilities which might have an adverse physical effect on the environment. **No impact** would occur and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XVII.	**TRANSPORTATION** – Would the project:				
a)	Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☒	☐	☐
b)	Would the project conflict or be inconsistent with *CEQA Guidelines* section 15064.3 subdivision (b)?	☐	☐	☒	☐
c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d)	Result in inadequate emergency access?	☐	☐	☐	☒

SUBSTANTIATION:

***San Bernardino Countywide Plan 2020; Submitted Project Materials; First Industrial Warehouse Traffic Analysis* and *First Industrial Warehouse Vehicle Miles Traveled (VMT) Analysis*, both prepared by Urban Crossroads, revised March 25, 2021, and June 8, 2020, respectively.**

The information and analysis in this section is based on the *First Industrial Warehouse Traffic Analysis* (TA) and *First Industrial Warehouse Vehicle Miles Traveled (VMT) Analysis*, both prepared by Urban Crossroads, March 25, 2021, and June 8, 2020, respectively.

The TA and VMT Analysis were prepared for the proposed Project using the County of San Bernardino's Transportation Impact Study Guidelines. The Project Study Area was approved by San Bernardino County Staff and includes nine intersections and eight freeway mainline locations. All of the intersections, except two, are solely located in the County of San Bernardino jurisdiction. Other analysis intersections, within the adjacent cities were not selected for evaluation as the Project was determined to contribute fewer than 50 peak hour trips. Study area freeway mainline analysis locations were selected based on Caltrans TA guidelines, which may require the analysis of State highway facilities. Consistent with recent Caltrans guidance, and because deficiencies to freeway segments tend to dissipate with distance from the point of State Highway System (SHS) entry, quantitative study of freeway segments beyond those immediately adjacent to the point of entry typically is not required. Freeway facilities adjacent to the point of entry to the SHS at the I-210 Freeway and San Bernardino Avenue were evaluated as part of the proposed Project. **Table 23: Intersection and Freeway Mainline/Ramp Junction Study Locations** lists the intersection and freeway mainline/ramp junctions that were analyzed.

Table 24: Intersection and Freeway Mainline/Ramp Junction Study Locations

Intersection and Freeway Facility Study Locations	Jurisdiction
Alabama Street and Palmetto Avenue	San Bernardino County
Alabama Street and Driveway 1	San Bernardino County
Alabama Street and Pioneer Avenue	San Bernardino County
Alabama Street and San Bernardino Avenue	San Bernardino County
Driveway 2 and Palmetto Avenue	San Bernardino County
Driveway 3 and Palmetto Avenue	San Bernardino County
Driveway 4 and Pioneer Avenue	San Bernardino County
I-210 Southbound Ramps and San Bernardino Avenue	Caltrans/San Bernardino County
I-210 Northbound Ramps and San Bernardino Avenue	Caltrans/Redlands
I-210 Freeway Southbound, North of San Bernardino Avenue	Caltrans
I-210 Freeway Southbound, Off-Ramp at San Bernardino Avenue	Caltrans
I-210 Freeway Southbound, On-Ramp at San Bernardino Avenue	Caltrans
I-210 Freeway Southbound, South of San Bernardino Avenue	Caltrans
I-210 Freeway Northbound, South of Sa Bernardino Avenue	Caltrans
I-210 Freeway Northbound, Off-Ramp at San Bernardino Avenue	Caltrans
I-210 Freeway Northbound, On-Ramp at San Bernardino Avenue	Caltrans
I-210 Freeway Northbound, North of San Bernardino Avenue	Caltrans

Source: Urban Crossroads, First Industrial Warehouse Traffic Analysis, Tables 1-1 and 1-2, pg. 6.

Methodology

The following provides the methodologies (Level of Service, Intersection Capacity Analysis, Traffic Signal Warrant Analysis, Freeway Off-Ramp Queuing Analysis, Freeway Mainline Segment Analysis, and Freeway Merge/Diverge Ramp Junction Analysis) that were used to perform the traffic analysis for the proposed Project.

Level of Service: Traffic operations of roadway facilities are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from "LOS A," representing completely free-flowing conditions, to "LOS F," representing breakdown in flow resulting in stop-and-go conditions. The "LOS E" represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow. The definitions of LOS for interrupted traffic flow differ slightly depending on the type of traffic control at intersections that are within the study area.

Per the County of San Bernardino *TA Guidelines*, study area intersections must achieve a peak hour LOS D or better; therefore, any intersection operating at LOS E or F is considered deficient under this analysis.

Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D at its facilities; however, Caltrans has acknowledged that this goal may not be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate LOS target.

If an existing state highway facility is operating at less than this LOS target, the existing LOS is to be maintained. In general, the region-wide goal for an acceptable LOS on all freeways and intersections is LOS D. Consistent with the County of San Bernardino LOS D threshold, LOS D is used as the target LOS for freeway ramps, freeway segments, and freeway merge/diverge ramp junctions in the Project study area.

Signalized Intersections: The County of San Bernardino requires signalized intersection operations analysis based on the methodology described in the *6th Edition Highway Capacity Manual (HCM)*. Intersection LOS operations are based on an intersection's average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections, LOS is directly related to the average delay per vehicle and is correlated to a LOS designations. **Table 24: Signalized Intersection LOS Thresholds** shows the LOS thresholds for signalized intersections that were evaluated in the Project study area.

Table 25: Signalized Intersection LOS Thresholds

Description	Average Control Delay (Seconds) V/C ≤ 1.0	Level of Service, V/C ≤ 1.0	Level of Service, V/C > 1.0
Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00	A	F
Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00	B	F
Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00	C	F
Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.01 to 55.00	D	F
Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00	E	F
Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	80.01 and up	F	F

Source: Urban Crossroads, First Industrial Warehouse Traffic Analysis, Table 2-1: Signalized Intersection LOS Thresholds, pg. 18.

Unsignalized Intersections: The County of San Bernardino also requires the operations of unsignalized intersections be evaluated using the methodology described in the HCM. The LOS rating is based on the weighted average control delay expressed in seconds per vehicle as shown in **Table 25: Unsignalized Intersection LOS Thresholds**.

Table 26: Unsignalized Intersection LOS Thresholds

Description	Average Control Delay (Seconds)	Level of Service, V/C ≤ 1.0	Level of Service, V/C > 1.0
Little or no delays	0 to 10.00	A	F
Short traffic delays	10.01 to 15.00	B	F
Average traffic delays	15.01 to 25.00	C	F
Long traffic delays	25.01 to 35.00	D	F
Very long traffic delays	35.01 to 50.00	E	F
Extreme traffic delays with intersection capacity exceeded	> 50.00	F	F

Source: Urban Crossroads, First Industrial Warehouse Traffic Analysis, Table 2-2: Signalized Intersection LOS Thresholds, pg. 19.

At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left-turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. For all-way stop controlled intersections, LOS is computed for the intersection as a whole. For side-street stop-controlled intersections, LOS is reported for the worst minor turning movement.

Traffic Signal Warrant Analysis: The term "signal warrants" refers to the list of established criteria used by Caltrans and other public agencies to quantitatively justify or ascertain the potential need for installation of a traffic signal at an otherwise unsignalized intersection. The signal warrant criteria for existing study area intersections are based upon several factors, including volume of vehicular and pedestrian traffic, frequency of accidents, and location of school areas. Future intersections that do not currently exist have been assessed regarding the potential need for new traffic signals based on future average daily traffic (ADT) volumes, using the Caltrans planning level ADT-based signal warrant analysis worksheets.

All existing intersections are currently signalized, as such, traffic signal warrant analysis has not been performed under Existing or any Future without Project traffic conditions/scenarios. The traffic signal warrant analyses for future conditions have been considered under Opening Year Cumulative (2022) Traffic conditions and Horizon Year (2040) Traffic Conditions. It is important to note that a signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with LOS. An intersection may satisfy a signal warrant condition and operate at or above acceptable LOS or operate below acceptable LOS and not meet a signal warrant.

Freeway Off-Ramp Queueing Analysis: The study area for Project includes the Interstate 210 (I-210) Freeway at San Bernardino Avenue interchange. Consistent with Caltrans requirements, the 95th percentile queuing of vehicles has been assessed at the off-ramps to determine potential queuing deficiencies at the freeway ramp intersections. Specifically, the queuing analysis is

utilized to identify any potential queuing and "spill back" onto the I-210 mainline from the off-ramps.

A vehicle is considered queued whenever it is traveling at less than 10 feet/second. A vehicle will only become queued when it is either at the stop bar or behind another queued vehicle. The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes during the peak hour and is derived from the average (50th percentile) queue plus 1.65 standard deviations. The queue length reported is for the lane with the highest queue in the lane group. The 95th percentile queue is not necessarily ever observed it is simply based on statistical calculations.

Freeway Mainline Segment Analysis Methodology: Consistent with recent Caltrans guidance, segments where the Project is anticipated to contribute 50 or more peak hour one-way trips on either side of the San Bernardino Avenue interchange were evaluated.

The freeway system in the study area has been broken into segments defined by the freeway-to-arterial interchange locations. The freeway segments have been evaluated based upon peak hour directional volumes. The freeway segment analysis is based on the methodology described in the HCM and performed using Highway Capacity Software (HCS). The performance measure preferred by Caltrans to calculate LOS is density. Density is expressed in terms of passenger cars per mile per lane. **Table 26: Description of Freeway Mainline LOS** illustrates the freeway segment LOS descriptions for each density range utilized for this analysis.

Table 27: Description of Freeway Mainline LOS

Level of Service	Description	Density Range (pc/mi/ln)
A	Free-flow operations in which vehicles are relatively unimpeded in their ability to maneuver within the traffic stream. Effects of incidents are easily absorbed.	0.0-11.0
B	Relative free-flow operations in which vehicle maneuvers within the traffic stream are slightly restricted. Effects of minor incidents are easily absorbed.	11.1-18.0
C	Travel is still at relative free-flow speeds, but freedom to maneuver within the traffic stream is noticeably restricted. Minor incidents may be absorbed, but local deterioration in service will be substantial. Queues begin to form behind significant blockages.	18.1-26.0
D	Speeds begin to decline slightly and flows, and densities begin to increase more quickly. Freedom to maneuver is noticeably limited. Minor incidents can be expected to create queuing as the traffic stream has little space to absorb disruptions.	26.1-35.0
E	Operation at capacity. Vehicles are closely spaced with little room to maneuver. Any disruption in the traffic stream can establish a disruption wave that propagates throughout the upstream traffic flow. Any incident can be expected to produce a serious disruption in traffic flow and extensive queuing.	35.0-45.0
F	Breakdown in vehicle flow.	> 45.0

Source: Urban Crossroads, First Industrial Warehouse Traffic Analysis, Table 2-4: Description of Freeway Mainline LOS, pg. 22.
Notes: pc/mi/ln = passenger cars per mile per lane.

Freeway Merge/Diverge Ramp Junction Analysis Methodology: The freeway system in the Project study area was broken into segments defined by freeway-to-arterial interchange locations resulting in four existing on-ramp and off-ramp locations where the Project is anticipated to contribute 50 or more peak hour trips at the I-210/San Bernardino Avenue interchange. Although the HCM indicates the influence area for a merge/diverge junction is 1,500 feet, the analysis was performed at all ramp locations with respect to the nearest on- or off-ramp at each interchange in an effort to be consistent with Caltrans guidance in the region. **Table 27: Description of Freeway Merge and Diverge LOS** shows the merge/diverge area LOS descriptions for each density ranged utilized in Project analysis.

Table 28: Description of Freeway Merge and Diverge LOS

Level of Service	Density Range (pc/mi/ln)
A	≤10.0
B	10.0-20.0
C	20.0-28.0
D	28.0-35.0
E	> 35.0
F	Demand Exceeds Capacity

Source: Urban Crossroads, First Industrial Warehouse Traffic Analysis, Table 2-5: Description of Freeway Merge and Diverge LOS, pg. 23.
Notes: pc/mi/in = passenger cars per mile per lane.

Existing Conditions

The study area, as described above, consists of nine intersections (six existing intersections and three future intersections with Project implementation) and eight freeway facilities/segments.

Due to the ongoing COVID-19 pandemic, schools and businesses within the study area were closed or operating at less than full capacity at the time analysis for the Project was conducted. As such, historic (2018) traffic counts were utilized in conjunction with a 4.04 percent growth factor to reflect 2020 conditions (2 percent per year, compounded annually). The 2018 weekday a.m. and weekday p.m. peak hour count data is representative of typical weekday peak hour traffic conditions in the study area. There were no observations made in the field that would indicate atypical traffic conditions on the count dates, such as construction activity or detour routes and nearby schools were in session and operating on normal schedules. The traffic counts collected in February, May, and November 2018 include the following vehicle classifications: Passenger Cars, 2-Axle Trucks, 3-Axle Trucks, and 4 or More Axle Trucks. To represent the effects large trucks, buses, and recreational vehicles have on traffic flow; all trucks were converted into passenger car equivalent (PCE). By their size alone, these vehicles occupy the same space as two or more passenger cars. In addition, the time it takes for them to accelerate and decelerate is much longer than for passenger cars and varies depending on the type of vehicle and number of axles. **Table 28: Intersection Analysis for Existing Conditions** shows the existing LOS for each of the nine intersections being studied in the Project study area.

Table 29: Intersection Analysis for Existing Conditions

Intersection	Traffic Control Type[1]	Delay (seconds)[2]		Level of Service	
		AM	PM	AM	PM
1. Alabama Street and Palmetto Avenue	TS	11.8	15.1	B	B
2. Alabama Street and Driveway 1	Future Intersection				
3. Alabama Street and Pioneer Avenue	TS	24.0	19.4	C	B
4. Alabama Street and San Bernardino Avenue	TS	20.3	26.4	C	C
5. Driveway 2 and Palmetto Avenue	Future Intersection				
6. Driveway 3 and Palmetto Avenue	Future Intersection				
7. Driveway 4 and Pioneer Avenue	Future Intersection				
8. I-210 Southbound Ramps and San Bernardino Avenue	TS	36.4	4.18	D	D
9. I-210 Northbound Ramps and San Bernardino Avenue	TS	30.1	**86.9**	C	**F**

Source: Urban Crossroads, First Industrial Warehouse Traffic Analysis, Table 3-1: Intersection Analysis for Existing (2020) Conditions, pg. 37.
Notes: **Bold =** LOS does not meet the applicable jurisdictional requirements. [1] TS = Traffic Signal. [2] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and LOS are shown for intersections with a traffic signal or all way stop control. For intersections with cross-street stop control, the delay and LOS for the worst individual movement (or movements sharing a single lane) are shown.

Table 28 shows that all existing study intersections currently operate at acceptable LOS conditions during the peak hours except for I-210 Northbound Ramps and San Bernardino Avenue, which currently operates and an unacceptable LOS F during the p.m. peak hour.

An existing queuing analysis was performed for the off-ramps at the study area intersections along I-210 to determine vehicle queues for the off-ramps that may potentially result in deficient peak hour operations at the ramp-to-arterial intersections and may potentially "spill back" onto I-210 mainlines. **Table 29: Peak Hour Freeway Off-Ramp Queuing Summary for Existing (2020) Conditions** shows the I-210 peak hour freeway off-ramp queuing under existing conditions.

Table 29 shows there are no existing movements that are experiencing queuing issues during a.m. or p.m. weekday peak 95th percentile traffic flows.

Existing (2020) mainline LOS for segments of I-210 are shown in **Table 30: Freeway Facility Analysis for Existing (2020) Conditions.**

Table 30: Peak Hour Freeway Off-Ramp Queuing Summary for Existing (2020) Conditions

Intersection	Movement (Available Stacking Distance (Feet))	95th Percentile Queue (Feet)		Acceptable?[1]	
		AM	PM	AM	PM
I-210 Southbound Ramps and San Bernardino Avenue	SBL (50) SBT (1,530)	362[2,3] 142	378[2,3] 281	Yes Yes	Yes Yes
I-210 Northbound Ramps and San Bernardino Avenue	SBL (105) SBT/R (1,245)	197[2,3] 52	536[2,3] 70	Yes Yes	Yes Yes

Source: Urban Crossroads, First Industrial Warehouse Traffic Analysis, Table 3-2: Peak Hour Freeway Off-Ramp Queuing Summary for Existing (2020) Conditions pg. 38.
Notes: [1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking, which is assumed to be provided in the transition for turn pockets, is reflected in the stacking distance shown in this table, where applicable. [2] 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles. [3] Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-210 Freeway mainline.

Table 31: Freeway Facility (I-210) Analysis for Existing (2020) Conditions

Ramp or Segment	Lanes on Freeway[1]	AM Peak Hour		PM Peak Hour	
		Density[2]	LOS	Density[2]	LOS
Southbound north of San Bernardino Avenue	2	**35.8**	**E**	27.2	D
Southbound Off-Ramp at San Bernardino Avenue	2	**39.7**	**E**	33.6	D
Southbound On-Ramp at San Bernardino Avenue	2	23.9	C	18.0	B
Southbound south of San Bernardino Avenue	2	17.8	B	13.1	B
Northbound South of San Bernardino Avenue	2	23.9	C	25.3	C
Northbound Off-Ramp at San Bernardino Avenue	2	30.7	D	32.0	D
Northbound On-Ramp at San Bernardino Avenue	2	30.4	D	32.1	D
Northbound north of San Bernardino Avenue	2	27.7	D	31.2	D

Source: Urban Crossroads, First Industrial Warehouse Traffic Analysis, Table 3-3: Freeway Facility Analysis for Existing (2020) Conditions, pg. 41.
Notes: **BOLD** = Unacceptable LOS. [1] Number of lanes are in the specific direction and based on existing conditions. [2] Density is measured by passenger cars per mile per lane.

As shown above in **Table 30**, all of the study area freeway segments and merge/diverge ramp junctions analyzed are currently operating at an acceptable LOS during AM and PM peak hours, except for the following two facilities:

- I-210 Southbound, north of San Bernardino Avenue operating at a LOS E during a.m. peak hours.

- I-210 Southbound, Off-Ramp at San Bernardino Avenue operating at a LOS E during a.m. peak hours.

a) Less than Significant Impact with Mitigation Incorporated. Traffic analysis with and without the proposed Project was considered for the Opening Year Cumulative (2022) Conditions and the Horizon Year (2040) Conditions. According to the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, the proposed Project is categorized as a "High-Cube Fulfillment Center Warehouse Non-Sort" use and therefore was used to determine the trip generation of the proposed Project. The truck percentage was obtained from the ITE's *Trip Generation Manual Supplement*. The vehicle mix varies by peak hour and overall daily: 91.0 percent passenger cars in the a.m. peak hour and 93.0 percent passenger cars in the p.m. peak hour. The ITE does not provide a vehicle mix for weekday daily trips. As such, the weekday daily vehicle mix was estimated to be 89.5 percent passenger cars, based on the trip generation data for High-Cube Fulfillment Center Warehouse. Trip generation for heavy trucks was further broken down by truck type (or axle type). The total truck percentage consists of three different truck types: 2-axle, 3-axle, and 4 or more axle trucks. For the purposes of the proposed Project, the percentage of trucks, by axle type, was obtained from the SCAQMD 2014 Warehouse Truck Trip Study Data Results and Usage recommended truck mix. The SCAQMD performed surveys of operational facilities and compiled the data to provide guidance on the mix of heavy trucks for these types of high-cube warehousing/distribution facilities. Based on this guidance, the following truck fleet mix was utilized for the purposes of estimating the truck trip generation for the proposed Project (without cold storage): 16.7 percent of the total trucks as 2-axle trucks, 20.7 percent of the total trucks as 3-axle trucks, and 62.6 percent of the total trucks as 4 or more axle trucks. Based on this, the Project is estimated to generate a net total of 842 vehicle trips per day with 74 a.m. peak hour trips and 77 p.m. peak hour trips. For purposes of the analysis presented herein, the proposed Project is anticipated to generate a net total of 974 Passenger Car Equivalent (PCE) trips per day, 83 PCE a.m. peak hour trips and 84 PCE p.m. peak hour trips.

Opening Year Cumulative (2022) Analysis

Table 31: Intersection Analysis for Opening Year Cumulative (2022) Conditions shows the LOS of the nine study intersections under Opening Year Cumulative (2022) without Project conditions and Opening Year Cumulative (2022) with Project conditions.

Table 32: Intersection Analysis for Opening Year Cumulative (2022) Conditions

Intersection	Traffic Control Type	2022 Without Project				2022 With Project			
		Delay (seconds)[1]		LOS		Delay (seconds)[1]		LOS	
		AM	PM	AM	PM	AM	PM	AM	PM
1. Alabama Street and Palmetto Avenue	TS	42.4	41.6	D	D	43.1	42.1	D	D
2. Alabama Street and Driveway 1	CSS	Future Intersection				10.9	12.7	B	B

Table 32: Intersection Analysis for Opening Year Cumulative (2022) Conditions

Intersection	Traffic Control Type	2022 Without Project				2022 With Project			
		Delay (seconds)[1]		LOS		Delay (seconds)[1]		LOS	
		AM	PM	AM	PM	AM	PM	AM	PM
3. Alabama Street and Pioneer Avenue	TS	30.3	21.5	C	C	32.4	23.3	C	C
4. Alabama Street and San Bernardino Avenue	TS	25.8	39.1	C	D	27.3	44.5	C	D
5. Driveway 2 and Palmetto Avenue	CSS	Future Intersection				9.1	9.1	A	A
6. Driveway 3 and Palmetto Avenue	CSS	Future Intersection				9.0	9.0	A	A
7. Driveway 4 and Pioneer Avenue	CSS	Future Intersection				10.8	10.0	B	B
8. I-210 Southbound Ramps and San Bernardino Avenue	TS	37.4	53.7	D	D	38.5	54.6	D	D
9. I-210 Northbound Ramps and San Bernardino Avenue	TS	32.2	**111.3**	C	**F**	32.5	**114.4**	C	**F**

Source: Urban Crossroads, First Industrial Warehouse Traffic Analysis, Table 5-1: Intersection Analysis for Opening Year Cumulative (2022) Conditions pg. 59.
Notes: **Bold =** LOS does not meet the applicable jurisdictional requirements. TS = Traffic Signal, CSS = Cross Street Stop Improvement [1] Per the *Highway Capacity Manual* (6th Edition), overall average intersection delay and LOS are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and LOS for the worst individual movement (or movements sharing a single lane) are shown.

Under both Opening Year Cumulative (2022) with Project and without Project Conditions during the p.m. peak hours, the I-210 Northbound Ramps and San Bernardino Avenue intersection would operate at an unacceptable LOS F, as shown above in **Table 31**. In order to reduce the impact to this intersection **Mitigation Measure TRA-1** would be implemented as part of the proposed Project.

No traffic signal warrants were evaluated under Opening Year Cumulative (2022) without Project conditions as all of the existing study intersections are currently signalized. Under the Opening Year Cumulative (2022) with Project conditions, a traffic signal warrant analysis was performed using the planning level traffic signal warrant and daily traffic volumes estimates. None of the future Project driveways under this scenario are anticipated to meet the planning-level warrant; as such, traffic signals would not be required at Alabama Street and Driveway 1, Driveway 2 and Palmetto Avenue, Driveway 3 and Palmetto Avenue, and Driveway 4 and Pioneer Avenue. No mitigation measures are required.

Table 32: Peak Hour Freeway Off-Ramp Queuing for Opening Year Cumulative (2020) Conditions shows the queuing analysis for freeway off-ramps for Opening Year Cumulative (2020) without Project and with Project conditions.

Table 33: Peak Hour Freeway Off-Ramp Queuing for Opening Year Cumulative (2020) Conditions

Intersection	Movement	Available Stacking Distance (feet)	2022 without Project				2022 with Project			
			95th Percentile Queue (feet)		Acceptable?[1]		95th Percentile Queue (feet)		Acceptable?	
			AM	PM	AM	PM	AM	PM	AM	PM
I-210 Southbound Ramps and San Bernardino Avenue	SBL	50	455[2,3]	498[2,3]	Yes	Yes	455[2,3]	498[2,3]	Yes	Yes
	SBT	1,530	173	316	Yes	Yes	187	318	Yes	Yes
I-210 Northbound Ramps and San Bernardino Avenue	SBL	105	213[2,3]	580[2,3]	Yes	Yes	213[2,3]	580[2,3]	Yes	Yes
	SBT/R	1,245	84	190	Yes	Yes	87	197	Yes	Yes

Source: Urban Crossroads, First Industrial Warehouse Traffic Analysis, Table 5-2: Peak Hour Freeway Queuing Summary for Opening Year Cumulative (2022) Conditions pg. 60.
Notes: [1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable. [2] 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles. [3] Although 95th percentile queue is anticipated to exceed the available storage for the turn-lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-210 Freeway mainline.

As shown in **Table 32**, there are no movements that are anticipated to experience queuing issues during the weekday a.m. and p.m. 95th percentile traffic flows under Opening Year Cumulative (2022) without Project and with Project conditions. No mitigation measures would be required.

Freeway facility analysis was conducted for the Opening Year Cumulative (2022) without Project and with Project conditions. **Table 33: Freeway Facility (I-210) Analysis for Opening Year Cumulative (2022) Conditions** shows the Opening Year Cumulative (2022) without Project and with Project conditions for freeway mainline directional volumes and LOS for a.m. and p.m. peak hours.

Table 34: Freeway Facility (I-210) Analysis for Opening Year Cumulative (2022) Conditions

Ramp or Segment	Lanes on Freeway[1]	2022 without Project				2022 with Project			
		AM		PM		AM		PM	
		Density[2]	LOS	Density[2]	LOS	Density[2]	LOS	Density[2]	LOS
1. Southbound north of San Bernardino Avenue	2	**40.3**	**E**	30.3	D	**40.6**	**E**	30.4	D

Table 34: Freeway Facility (I-210) Analysis for Opening Year Cumulative (2022) Conditions

Ramp or Segment	Lanes on Freeway[1]	2022 without Project				2022 with Project			
		AM		PM		AM		PM	
		Density[2]	LOS	Density[2]	LOS	Density[2]	LOS	Density[2]	LOS
2. Southbound Off-Ramp at San Bernardino Avenue	2	**42.0**	**E**	**36.0**	**E**	**42.2**	**E**	**36.1**	**E**
3. Southbound On-Ramp at San Bernardino Avenue	2	25.1	C	18.4	C	25.1	C	18.4	C
4. Southbound south of San Bernardino Avenue	2	18.9	C	14.6	B	19.0	C	14.7	B
5. Northbound south of San Bernardino Avenue	2	26.1	D	27.9	D	26.3	D	28.1	D
6. Northbound Off-Ramp at San Bernardino Avenue	2	32.7	D	34.2	D	32.9	D	34.3	D
7. Northbound On-Ramp at San Bernardino Avenue	2	32.3	D	34.8	D	32.4	D	34.9	D
8. Northbound north of San Bernardino Avenue	2	31.3	D	**36.1**	**E**	31.3	D	**36.4**	**E**

Source: Urban Crossroads, First Industrial Warehouse Traffic Analysis, Table 5-3: Freeway Facility Analysis for Opening Year Cumulative (2022) Conditions, pg. 66.
Notes: **BOLD** = Unacceptable LOS.
[1] Number of lanes are in the specific direction and based on existing conditions.
[2] Density is measured by passenger cars per mile per lane.

Table 33 indicates that all of the I-210 ramp/segments will operate at acceptable LOS during the a.m. and p.m. peak hours under Opening Year Cumulative (2022) without Project and with Project conditions except for the following:

- I-210 Southbound, North of San Bernardino Avenue: LOS E during a.m. peak hour only (1).

- I-210 Southbound, Off-Ramp at San Bernardino Avenue: LOS E during a.m. and p.m. peak hours (2).

- I-210 Northbound, North of San Bernardino Avenue: LOS E during p.m. peak hour only (8).

When compared to existing conditions and Opening Year Cumulative (2022) Conditions without Project conditions the LOS at ramp/segments 1 and 2 would operate at LOS standards that are not acceptable. Implementation of the proposed Project would not cause these two ramp/ segments of I-210 to degrade to below LOS E conditions (as shown in Table 30 under the Opening Year Cumulative [2022] with Project Conditions). When compared to existing conditions and Opening Year Cumulative (2022) without Project conditions, ramp/segment 8 of I-210 would degrade from LOS D in the a.m. peak hour to LOS E in the a.m. peak hour. This is mainly due to cumulative development/growth occurring in the two-year span that would generate vehicle volume on this portion of I-210. Implementation of the proposed Project would not cause this ramp/segment of I-210 to degrade to below LOS E conditions (as shown in Table 30 under the Opening Year Cumulative [2022] with Project Conditions). As such, the proposed Project would not result in substantial degradation of LOS on this portion of I-210. No mitigation measures would be required.

Horizon Year (2040) Analysis

Table 34: Intersection Analysis for Horizon Year (2040) Conditions show the LOS of the nine study intersections under Horizon Year (2040) without Project conditions and Horizon Year (2040) with Project conditions.

Table 34 shows that the following intersections are anticipated to operate at an unacceptable LOS under Horizon Year (2040) without Project and with Project conditions:

- Alabama Street and San Bernardino Avenue: LOS E during p.m. peak hour only.

- I-210 Southbound Ramps and San Bernardino Avenue: LOS E during am peak hour and LOS F during p.m. peak hour.

- I-210 Northbound Ramps and San Bernardino Avenue: LOS F during a.m. and p.m. peak hours.

In order to reduce the impact to these intersections **Mitigation Measure TRA-1** or **Mitigation Measure TRA-2** would be implemented as part of the proposed Project.

Table 35: Intersection Analysis for Horizon Year (2040) Conditions

Intersection	Traffic Control Type	2040 Without Project				2040 With Project			
		Delay (seconds)[1]		LOS		Delay (seconds)[1]		LOS	
		AM	PM	AM	PM	AM	PM	AM	PM
1. Alabama Street and Palmetto Avenue	TS	31.0	45.6	C	D	31.4	47.0	C	D
2. Alabama Street and Driveway 1	CSS	Not Applicable				11.1	13.1	B	B
3. Alabama Street and Pioneer Avenue	TS	22.1	21.9	C	C	22.9	23.6	C	C
4. Alabama Street and San Bernardino Avenue	TS	27.7	**65.6**	C	**E**	29.2	**76.1**	C	**E**
5. Driveway 2 and Palmetto Avenue	CSS	Not Applicable				9.1	9.1	A	A
6. Driveway 3 and Palmetto Avenue	CSS	Not Applicable				9.0	9.0	A	A
7. Driveway 4 and Pioneer Avenue	CSS	Not Applicable				11.0	10.2	B	B
8. I-210 Southbound Ramps and San Bernardino Avenue	TS	**65.0**	**89.1**	**E**	**F**	**66.4**	**90.3**	**E**	**F**
9. I-210 Northbound Ramps and San Bernardino Avenue	TS	**103.8**	**>200.0**	**F**	**F**	**104.2**	**>200.0**	**F**	**F**

Source: Urban Crossroads, First Industrial Warehouse Traffic Analysis, Table 6-1: Intersection Analysis for Horizon Year (2040) Conditions pg. 73.
Notes: **Bold =** LOS does not meet the applicable jurisdictional requirements. TS = Traffic Signal, CSS = Cross Street Stop Improvement [1] Per the *Highway Capacity Manual* (6th Edition), overall average intersection delay and LOS are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and LOS for the worst individual movement (or movements sharing a single lane) are shown.

No traffic signal warrants were evaluated under Horizon Year (2040) without Project conditions as all of the existing study intersections are currently signalized. Under the Horizon Year (2040) with Project conditions, a traffic signal warrant analysis was performed using the planning level traffic signal warrant and daily traffic volumes estimates. None of the future Project driveways under this scenario are anticipated to meet the planning-level warrant; as such, traffic signals would not be required at Alabama Street and Driveway 1, Driveway 2 and Palmetto Avenue, Driveway 3 and Palmetto Avenue, and Driveway 4 and Pioneer Avenue. No mitigation measures are required.

Table 35: Peak Hour Freeway Off-Ramp Queuing for Horizon Year (2040) Conditions shows the queuing analysis for freeway off-ramps for Horizon Year (2040) without Project and with Project conditions.

Table 36: Peak Hour Freeway Off-Ramp Queuing for Horizon Year (2040) Conditions

Intersection	Movement	Available Stacking Distance (feet)	2040 without Project				2040 with Project			
			95th Percentile Queue (feet)		Acceptable?[1]		95th Percentile Queue (feet)		Acceptable?	
			AM	PM	AM	PM	AM	PM	AM	PM
8. I-210 Southbound Ramps and San Bernardino Avenue	SBL	50	736[2,3]	826[2,3]	Yes	Yes	736[2,3]	826[2,3]	Yes	Yes
	SBT	1,530	255	373	Yes	Yes	268	376	Yes	Yes
	SBT/R	540	255	373	Yes	Yes	268	376	Yes	Yes
9. I-210 Northbound Ramps and San Bernardino Avenue	SBL	105	673[2,3]	1,181[2,3]	Yes	No	673[2,3]	1,181[2,3]	Yes	No
	SBT/R	1,245	58	77	Yes	Yes	61	78	Yes	Yes

Source: Urban Crossroads, First Industrial Warehouse Traffic Analysis, Table 6-2: Peak Hour Freeway Queuing Summary for Horizon Year (2040) Conditions pg. 74.
Notes: [1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable. [2] 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles. [3] Although 95th percentile queue is anticipated to exceed the available storage for the tur- lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-210 Freeway mainline.

As shown in **Table 35**, the southbound left turn movement at the I-210 Northbound Ramps on San Bernardino Avenue is anticipated to experience queuing issues during the weekday p.m. peak 95th percentile traffic flows under Horizon Year (2040) without Project and with Project conditions. In order to reduce the impact to this intersection **Mitigation Measure TRA-1** would be implemented as part of the proposed Project.

A Freeway facility analysis was conducted for the Horizon Year (2040) without Project and with Project conditions. **Table 36: Freeway Facility (I-210) Analysis for Horizon Year (2040) Conditions** shows the Horizon Year (2040) without Project and with Project conditions for freeway mainline directional volumes and LOS for a.m. and p.m. peak hours.

As shown in **Table 36,** at least seven of the I-210 ramp/segments that have been studied would operate at deficient LOS E and F conditions under Horizon Year (2040) without Project and with Project conditions. These ramp/segments are identified below:

- I-210 Southbound, North of San Bernardino Avenue: LOS F a.m. during peak hour only.
- I-210 Southbound, Off-Ramp at San Bernardino Avenue: LOS F during a.m. peak hour and LOS E during p.m. peak hour.
- I-210 Southbound, on-Ramp at San Bernardino Avenue: LOS E during a.m. peak hour only.

- I-210 Northbound, South of San Bernardino Avenue: LOS E during p.m. peak hour only.
- I-210 Northbound, Off-Ramp at San Bernardino Avenue: LOS E during p.m. peak hour only.
- I-210 Northbound, On-Ramp at San Bernardino Avenue: LOS F during p.m. peak hour only.
- I-210 Northbound, North of San Bernardino Avenue: LOS F during p.m. peak hour only.

Table 37: Freeway Facility (I-210) Analysis for Horizon Year (2040) Conditions

Ramp or Segment	Lanes on Freeway[1]	2040 without Project				2040 with Project			
		AM		PM		AM		PM	
		Density[2]	LOS	Density[2]	LOS	Density[2]	LOS	Density[2]	LOS
1. Southbound North of San Bernardino Avenue	2	**45.0**	**F**	32.9	D	**45.0**	**F**	33.0	D
2. Southbound Off-Ramp at San Bernardino Avenue	2	**44.1**	**F**	**37.8**	**E**	**44.1**	**F**	**37.9**	**E**
3. Southbound On-Ramp at San Bernardino Avenue	2	**36.0**	**E**	17.7	B	**35.8**	**E**	17.7	B
4. Southbound South of San Bernardino Avenue	2	19.2	C	15.5	B	19.2	C	15.5	B
5. Northbound South of San Bernardino Avenue	2	26.3	D	39.8	E	26.5	D	**39.9**	**E**
6. Northbound Off-Ramp at San Bernardino Avenue	2	32.9	D	**41.3**	**E**	33.0	D	**41.4**	**E**
7. Northbound On-Ramp at San Bernardino Avenue	2	34.0	D	**36.2**	**F**	34.0	D	**36.2**	**F**
8. Northbound North of San Bernardino Avenue	2	34.5	D	**38.7**	**F**	34.4	D	**38.7**	**F**

Source: Urban Crossroads, First Industrial Warehouse Traffic Analysis, Table 6-3: Freeway Facility Analysis for Horizon Year (2040) Conditions, pg. 80.
Notes: **BOLD** = Unacceptable LOS. [1] Number of lanes are in the specific direction and based on existing conditions. [2] Density is measured by passenger cars per mile per lane.

Coordination with Caltrans District 8 staff has indicated that planned future improvements to the I-210 Freeway will occur and will include the construction of a mixed-flow lane and high occupancy vehicle (HOV) lane in each direction. Caltrans does not have an estimated date of completion for these improvements; however, it is understood that they would be completed under Horizon Year traffic conditions. Caltrans typically assumes a reduction of 14 percent to the freeway mainline through volumes in the study area to account for vehicles that would utilize the new improvements. The reduction to the I-210 Freeway mainline volumes has been applied to account for the proposed HOV lanes and an additional mixed-flow lane (plus auxiliary lanes, where applicable) has been assumed along the I-210 Freeway mainline. **Table 37: Freeway Facility (I-210) Analysis for Horizon Year (2040) Conditions with Caltrans Improvements** shows the I-210 ramps/segments LOS conditions with implementation of the Caltrans improvements that will occur to I-210.

Table 38: Freeway Facility (I-210) Analysis for Horizon Year (2040) Conditions with Caltrans Improvements

Ramp or Segment	Lanes on Freeway[1]	2040 without Project				2040 with Project			
		AM		PM		AM		PM	
		Density[2]	LOS	Density[2]	LOS	Density[2]	LOS	Density[2]	LOS
1. Southbound North of San Bernardino Avenue	4	14.3	B	12.6	B	17.1	B	12.7	B
2. Southbound Off-Ramp at San Bernardino Avenue	4	21.5	C	23.7	C	28.0	C	23.8	C
3. Southbound On-Ramp at San Bernardino Avenue	5	21.1	C	12.2	B	15.6	B	12.2	B
4. Southbound South of San Bernardino Avenue	5	13.6	B	7.7	A	11.5	B	7.7	A
5. Northbound South of San Bernardino Avenue	5	8.5	A	11.1	B	8.5	A	11.1	B
6. Northbound Off-Ramp at San Bernardino Avenue	5	8.3	A	10.9	A	8.4	A	10.9	A
7. Northbound On-Ramp at San Bernardino Avenue	3	22.4	C	27.8	C	22.4	C	27.9	C
8. Northbound North of San Bernardino Avenue	3	17.4	B	22.3	C	17.4	B	22.4	C

Source: Urban Crossroads, First Industrial Warehouse Traffic Analysis, Table 6-6: Freeway Facility Analysis for Horizon Year (2040) Conditions with Improvements, pg. 80.
Notes: [1] Number of lanes are in the specific direction and based on existing conditions. [2] Density is measured by passenger cars per mile per lane.

As shown above, with Caltrans improvements, all of the I-210 ramp/segments within the Project study area would operate at acceptable LOS E. As such, the proposed Project would not be required to contribute to improvements and no mitigation measures would be required.

The proposed Project would implement **Mitigation Measures TRA-1** and **TRA-2** to reduce impacts to the local circulation system. As such, the proposed Project would not conflict with a program plan, ordinance or policy addressing the circulation system in the vicinity of the site. Impacts would be **less than significant with mitigation implemented.**

Bicycle and Pedestrian Facilities

Based on field surveys in the Project area, it was determined that nominal pedestrian and bicycle activity occurs within the Project study area. Pedestrian facilities are currently located along Pioneer Avenue, San Bernardino Avenue, portions of Alabama Street, and portions of Palmetto Avenue. According to the City of Redlands General Plan,[26] proposed bicycle routes will be developed along Alabama Street and Pioneer Avenue in the vicinity of the proposed Project. The proposed Project will include improvements to pedestrian facilities on Alabama Street and Palmetto Avenue along the frontage of the Project site. Implementation of the proposed Project would not conflict with a program plan, ordinance or policy addressing bicycle and pedestrian facilities. As such, impacts would be **less than significant** and no mitigation is required.

Transit Facilities

The proposed Project site is currently served by Omnitrans, a public transit agency serving various jurisdictions within San Bernardino County, with bus service along Alabama Street (south of San Bernardino Avenue) and San Bernardino Avenue via I-210. Omnitrans reviews their service and stop locations periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments, which may lead to either enhanced or reduced service where appropriate. The proposed Project would not include any transit facilities in its design. Once operational, employees would be able to use transit service in the area provided by Omnitrans. Implementation of the proposed Project would not conflict with a program plan, ordinance or policy addressing transit facilities. As such, impacts would be **less than significant** and no mitigation is required.

Mitigation Measures

TRA-1: Prior to the issuance of building permits, the Project applicant shall pay the Project's fair-share amount of $25,630 to the County of San Bernardino for improvements of a third eastbound through lane and second westbound left-turn lane at the intersection of Alabama Street and San Bernardino Avenue. The Project applicant shall also pay, to San Bernardino County, the most current Regional Transportation Development Mitigation Plan fee based on the square footage of the use being developed on site. These fees will go toward improvements of the I-210 Southbound ramps and San Bernardino Avenue intersection (second southbound left-turn lane, third eastbound through lane, second and third westbound through lane, modify the traffic signal to provide right-turn overlap phasing on the westbound right-turn lane) and I-210 Northbound Ramps and San Bernardino Avenue intersection (second southbound left-turn lane, third eastbound through lane, second and third westbound through lane, second southbound left-turn lane, third eastbound through lane, and third westbound through lane).

[26] City of Redlands, *General Plan 2035*, Figure 5-3 Bicycle Facilities, pg. 5-11, December 5, 2017.

TRA-2: The following measures shall be implemented by the Project applicant and completion verified by San Bernardino County prior to Project occupancy:

- With the widening of Alabama Street along the Project's frontage, the Project applicant shall include development of a second northbound through lane and a northbound right-turn lane (trap lane). This will satisfy the requirements for mitigating impacts at the Alabama Street and Palmetto Avenue intersection.

- To accommodate site access and to mitigate impacts at the Alabama Street and Driveway 1 intersection, the Project applicant shall install a stop control on westbound approach and a right-turn lane and construct two northbound through lanes.

- To accommodate site access and to mitigate impacts at the Driveway 2 and Palmetto Avenue intersection, the Project applicant shall install a stop control on the northbound approach and a shared left-turn/through/right-turn lane.

- To accommodate site access and to mitigate impacts at Driveway 3 and Palmetto Avenue, the Project applicant shall install a stop control on the northbound approach and a shared left-turn/right-turn lane.

- To accommodate site access and to mitigate impacts at Driveway 4 and Pioneer Avenue, the Project applicant shall install a stop control on the southbound approach and a shared left-turn/through/right-turn lane.

- To mitigate impacts to Alabama Street, the Project applicant shall construct Alabama Street at its ultimate half-section width as a Major Arterial Highway (120-foot right-of-way) between Palmetto Avenue and Pioneer Avenue. Improvements along the Project's frontage would be those required by final Project conditions of approval and consistent with applicable County of San Bernardino standards.

- Although Pioneer Avenue is built to its ultimate General Plan roadway cross-section, the Project applicant shall make the necessary curb and gutter, sidewalk and landscaping improvements to accommodate the Project's Driveway 4 on Pioneer Avenue.

- The internal circulation on the site shall include signing and striping consistent with provisions set forth by the *California Manual on Uniform Traffic Control Devices* and in conjunction with detailed construction plans for the Project site approved by the County.

- Sight distance at each Project access point shall be reviewed and approved by the County and shall be consistent with Caltrans standards for sight distance standards. This shall be completed at the time review/approval of final grading, landscape, and street improvement plans.

b) Less than Significant Impact. The 2019 *CEQA Guidelines* were updated to remove vehicle delay and level of service from consideration under CEQA pertaining to transportation impacts. With the change in the 2019 *CEQA Guidelines*, transportation impacts are to be evaluated based on a project's effect on VMT. Lead agencies are allowed to opt-in to the revised transportation guidelines at this time, but the new guidelines must be used starting on July 1, 2020. The County of San Bernardino utilizes the San Bernardino County Transportation Authority (SBCTA) VMT

Screening Tool to determine potential impacts associated with VMT. The Screening Tool allows users to input an Assessor's Parcel Number (APN) to determine if a project's location meets one or more of the screening thresholds for land use projects identified in the Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA*.

The Technical Advisory provides details on appropriate "screening thresholds" that can be used to identify when a proposed land use project is anticipated to result in a less than significant impact without conducting a more detailed analysis. Screening thresholds are broken into the following four types:

- Project Type Screening;
- Map Based Screening based on Low VMT Area;
- Transit Priority Area (TPA) Screening; and
- Affordable Residential Development Screening.

A land use project need only to meet one of the above screening thresholds to result in a less than significant impact. Analysis of the screening thresholds is presented below.

- **Project Type Screening.** The Technical Advisory and San Bernardino County Guidelines note projects that are consistent with the current Sustainable Communities Strategy (SCS) or General Plan and that generate or attract fewer than 110 trips per day are assumed to cause a less than significant impact. The proposed Project would generate 842 vehicle trips per day. As such, the proposed Project would not meet this screening threshold.

- **Low VMT Area Screening.** The parcels containing the Project site were selected and the Screening Tool was run for Production/Attraction (PA) Home-Based Work VMT per worker measure of VMT. Based on the Screening Tool results, the Project Traffic Analysis Zone (TAZ) did not return a result. Therefore, using the Screening Tool to determine whether the Project resides in a low VMT generating zone based on Home-Based Work VMT per Worker was not possible. The Low VMT Area screening threshold was not met.

- **Transit Priority Area (TPA) Screening.** Projects located within a TPA (i.e., within ½ mile of an existing "major transit stop" or an existing stop along a "high-quality transit corridor") may be presumed to have a less than significant impact absent substantial evidence to the contrary. Based on the Screening Tool results, the Project site is not located within ½ mile of an existing major transit stop, or along a high-quality transit corridor. As such, the TPA screening threshold was not met.

- **Affordable Residential Development Screening.** The Technical Advisory indicates that adding affordable housing to infill locations generally improves jobs-housing ratios, in turn shortening commutes and reducing VMT. As the proposed Project does not include an affordable housing component, this screening criteria is not applicable. The Affordable Residential Development Screening threshold is therefore not met.

As none of the screening thresholds were met, the proposed Project's VMT was calculated and compared to San Bernardino County VMT. The proposed Project was determined to generate 16.54 VMT per worker whereas the San Bernardino County VMT was calculated at 19.74 VMT per worker. The proposed Project would therefore be 16.2 percent below the existing VMT per worker for unincorporated San Bernardino County, which meets the County's threshold of 4 percent below the existing VMT per person/worker for the unincorporated portion of the County. As such, the Project's would not generate an impact associated with VMT. Impacts would be **less than significant** and no mitigation is required.

c) No Impact. Some improvements would occur on Palmetto Avenue, Alabama Street, and Pioneer Avenue with implementation of the Project. None of the design features of the proposed Project would substantially increase hazards or incompatible uses. Any improvements that would occur on the surrounding streets would be completed with safety factors implemented to avoid hazardous conditions for drivers in the local circulation system. Full road closures are not anticipated; however, partial lane closure may be required and detour/safety signage will be installed to direct drivers around construction activities along Palmetto Avenue, Alabama Street, and Pioneer Avenue. The proposed Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). **No impact** would occur and no mitigation measures are required.

d) No Impact. The proposed Project would include five access points (driveways) onto the site from Palmetto Avenue, Alabama Street, and Pioneer Avenue. Alabama Street and Driveway 1 would be a right-in/right-out access for both passenger cars and trucks; Driveway 2 and Palmetto Avenue will be a full-access driveway for passenger cars only; Driveway 3 and Palmetto Avenue will be a full-access driveway for both passenger cars and trucks; and Driveway 4 and Pioneer Avenue will be a full-access driveway for both passenger cars and trucks. The northerly driveway on Alabama Street will be gated and is proposed for emergency vehicle access only. All of the driveways and the internal circulation system on the Project site will be developed to design standards consistent with San Bernardino County and Fire Code requirements. Implementation of the proposed Project would not result in inadequate emergency access. **No impact** would occur and no mitigations measures would be required.

Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XVIII. TRIBAL CULTURAL RESOURCES				
a) Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☒	☐	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐

SUBSTANTIATION:

San Bernardino Countywide Plan 2020; Cultural Historical Resources Information System (CHRIS), South Central Coast Information Center, California State University, Fullerton; Submitted Project Materials, AB 52 Consultation Record

a) A project-specific cultural resources assessment and historical resources evaluation were conducted for the Project site and included archaeological and historical records searches, an intensive pedestrian survey of the Project site, Sacred Lands File (SLF) search, and Native American tribal scoping. The records search indicated that no previously recorded resources are located within the Project site. Furthermore, only one archaeological resource, a single prehistoric isolate, has been recorded within a one-mile radius of the Project site. The SLF search was positive for results within the vicinity of the Project, but did not indicate that sites or Tribal Cultural Resources have been located directly within the Project site. The field survey, conducted on the Project site on December 9, 2019, resulted in the discovery of two unrecorded historic buildings at 27358 West Pioneer Avenue (refer to Section Va-b).

The San Manuel Band of Mission Indians (SMBMI) stated in its response (December 30, 2020), the project site exists within Serrano ancestral territory and, therefore, is of interest to the SMBMI. However, due to the nature and location of the proposed project, and given the current state of knowledge at this time, the SMBMI does not have any concerns with the project's implementation, as planned.

TCR-1: In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed in TCR-4, regarding any pre-contact and/or historic-era finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regard to significance and treatment.

TCR-2: If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to SMBMI for review and comment, as detailed in TCR-4. The archaeologist shall monitor the remainder of the Project and implement the Plan accordingly.

TCR-3: If human remains or funerary objects are encountered during any activities associated with the Project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the Project.

Implementation of **Mitigation Measures TCR-1** through **TCR-3** would reduce impacts to tribal cultural resources to a **less than significant level.**

b) Chapter 532, Statutes of 2014 (i.e., AB 42), requires Lead Agencies evaluate a project's potential impact to "tribal cultural resources." Such resources include "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources." AB 52 also gives Lead Agencies the discretion to determine, supported by substantial evidence, whether a resource qualifies as a "tribal cultural resource."

Per AB 52 (specifically PRC 21080.3.1), Native American consultation is required upon request by a California Native American tribe that has previously requested that the Lead Agency provide it with notice of such projects. Pursuant to provisions of AB 52, the County contacted (December 12, 2020) the following Native American groups:

- Fort Mojave Indian Tribe;
- Gabrieleno Band of Mission Indians – Kizh Nation;
- Morongo Band of Mission Indians;
- San Gabriel Band of Mission Indians;
- San Manuel Band of Mission Indians; and
- Soboba Band of Luiseño Indians.

With the exception of the San Manuel Band of Mission Indians (SMBMI), no other contacted Native American group responded to the County's request for consultation. The SMBMI stated in its response (December 30, 2020) that the project site exists within Serrano ancestral territory and, therefore, is of interest to the SMBMI. However, due to the nature and location of the proposed project, and given the current state of knowledge at this time, the SMBMI does not have any concerns with the project's implementation, as planned.

The following measures have been identified to address potential impacts related to the inadvertent discovery of previously undetected Native American cultural material.

TCR-4: The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed in **TCR-1**, of any pre-contact and/or historic-era cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regard to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with SMBMI, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents SMBMI for the remainder of the project, should SMBMI elect to place a monitor on site.

TCR-5: Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to SMBMI. The Lead Agency and/or applicant shall, in good faith, consult with SMBMI throughout the life of the project.

Implementation of **Mitigation Measures TCR-4** and **TCR-5** would reduce impacts to tribal cultural resources to a less than significant level by ensuring appropriate notification, protection, and assessment of any tribal cultural material encountered during the course of project construction; therefore, impacts would be reduced to a **less than significant level**.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XIX.	**UTILITIES AND SERVICE SYSTEMS -** Would the project:				
a)	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b)	Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c)	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?	☐	☐	☒	☐
d)	Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e)	Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

SUBSTANTIATION:

San Bernardino Countywide Plan 2020; Submitted Project Materials; San Bernardino County, San Bernardino Countywide Plan Draft Program Environmental Impact Report (PEIR), June 2019.

a) Less than Significant Impact. Local governments and water districts are responsible for complying with federal regulations, both for wastewater plant operation and the collection system (e.g., sanitary sewers) that convey wastewater to the wastewater treatment facility. Proper operation and maintenance is critical for sewage collection and treatment, as impacts from these processes can degrade water resources and affect human health. For these reasons, publicly owned treatment works (POTWs) are subject to Waste Discharge Requirements (WDRs) to ensure that such wastewater facilities operate in compliance with water quality regulations set

forth by the State. WDRs, issued by the State, establish effluent limits on the kinds and quantities of pollutants that POTWs can discharge. These permits also contain pollutant monitoring, recordkeeping, and reporting requirements. Each POTW that intends to discharge into the nation's waters must obtain a WDR prior to initiating its discharge.

The Project applicant has confirmed that the Project would connect to the City of Redlands for wastewater disposal service. All new development connecting to the City of Redlands wastewater disposal service system is required to comply with all provisions of the NPDES program and the City of Redland's MS4, as enforced by the RWQCB.

The proposed Project would result in typical wastewater discharges that would not require new methods or equipment for treatment that are not currently permitted for the Redlands Wastewater Treatment Facility, which would serve the proposed Project. Based on modeled flows for industrial warehouse and office uses, the proposed Project is estimated to generate 6,588 gallons per day of wastewater or 2,404,620 gallons of wastewater per year.[27] The City's wastewater treatment plant, Redlands Wastewater Treatment Facility, currently treats approximately 6 million gallons per day and has the capacity to process up to 9.5 million gallons per day.[28] The proposed Project would contribute approximately 0.11 percent of the current wastewater treatment volume of the Redlands Wastewater Treatment Facility. The proposed Project would connect to existing wastewater infrastructure, which is currently operating within capacity. Compliance with condition or permit requirements established by the City, WDRs outlined by the RWQCB, as well as requirements included in the NPDES permit, SWPPP, WQMP, and wastewater conveyance standards would ensure that wastewater discharges coming from the Project site and treated by the wastewater treatment facility system would not exceed applicable existing capacities. As such, implementation of the proposed Project would not require or result in the relocation or construction of new or expanded wastewater treatment infrastructure.

The proposed Project would include the development of on-site water delivery infrastructure through laterals connecting to the existing water system in the adjacent roadways (i.e., Palmetto Avenue, Alabama Street, and Pioneer Avenue). Since the proposed Project would not require a land use or zoning amendment, the Redlands Waste Water System has already considered the buildout of the Project site within its future projections for potable/non-potable water requirements. As such, implementation of the proposed Project would not require or result in the relocation or construction of new or expanded water supply infrastructure.

Section VI. Energy of this Initial Study/Mitigated Negative Declaration discusses the Project's energy requirements (i.e., electricity and fuel consumption). The proposed Project would consume minimal amounts of electricity and fuel compared to what is currently being generated and consumed within San Bernardino County. The energy supplier would have enough electricity to adequately serve the proposed Project once it is developed and operational. According to the current site plans electrical infrastructure would have to be relocated through the coordination of the service provider during Project construction activities.

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[27] Wastewater Collection System Master Plan. Prepared for the East Valley Water District. Page 3-11, Table 3-6 Land Use Sewer Generation Study Results. Prepared by Black & Veatch. October 18, 2013. (300 gallons per day/per acre × 21.96 acres = 6,588 gallons per day or 2,404,620 gallons of wastewater annually.

[28] *Waste Water Treatment*. City of Redlands Website. https://www.cityofredlands.org/post/wastewater-treatment (accessed May 18, 2020).

Overall, impacts would be **less than significant** and no mitigation measures are required.

b) No Impact. Although the Project site would be located in an unincorporated part of San Bernardino County, water would be provided to the Project site by the City of Redland's Municipal Utilities Department (RMUD). The RMUD is party to the Upper Santa Ana River Watershed Integrated Water Management Plan, which indicates the region is highly dependent on local water supplies. In particular, precipitation stored as groundwater provides approximately 67 percent of supplies during average years and over 70 percent of supplies during drought years.[29] The proposed Project is expected to require approximately 17,568 gallons of water per day or 19.68 acre-feet of water annually.[30]

According to the Redland's General Plan Environmental Impact Report, during normal year water supply, there would be a surplus of 28,383-acre feet of water in 2035. During multiple dry years, there would be a surplus of 23,118 acre-feet of water (third year) and 32,556 acre-feet of water (first year) in the year 2035. Based on the anticipated Project water demand of 19.68-acre feet annually, the proposed Project would demand up to 0.09 percent of the surplus water in 2035 during the third year of a worst-case multiple dry year scenario. Since the RMUD, serving the Project site, has sufficient water supplies to meet current and future development consistent with buildout in the jurisdiction of RMUD. Additional water storage and treatment facilities are not required through buildout within the jurisdiction of RMUD. Impacts would be **less than significant** and no mitigation measures are required.

c) Less than Significant Impact. Please refer to response to Checklist XIX.a above.

d) Less than Significant Impact. Solid waste from the Project site would be disposed of at either Mid-Valley Sanitary Landfill in Rialto or San Timoteo Sanitary Landfill in Redlands. The Mid-Valley Sanitary Landfill has a current remaining capacity of 67,520,000 cubic yards, a maximum daily disposal capacity of 7,500 tons, an average daily disposal of 3,474 tons, and an estimated close date of 2033.[31] San Timoteo Sanitary Landfill has a current remaining capacity of 11,402,000 cubic yards, 2,000 tons maximum daily disposal capacity, an average daily disposal of 928 tons, and an estimated close date of 2043.

Under existing conditions, the single-family residential unit on the site is estimated to be occupied by four people; therefore, based on a solid waste generation rate of 5.9 pounds per person per day, the existing uses on the Project site generate 23.6 pounds of solid waste per day or 8,614 pounds of solid waste annually (4.307 tons annually). Based on a solid waste generation factor of 0.010 pounds per day per square foot of nonresidential use, the proposed Project is anticipated to generate 4,605.37 pounds of solid waste per day (2.3 tons per day) or 1,680,960.05 pounds of

[29] *Upper Santa Ana River Watershed Integrated Regional Water Management Plan.* Page ES-2. City of Redlands Municipal Utilities and Engineering Department, January 2015.

[30] *Wastewater Collection System Master Plan.* Prepared for the East Valley Water District. Page 3-11. Table 3-5 Calculated Sewer Duty Factors Prepared by Black & Veatch. October 18, 2013. Industrial = a water Duty Factor of 800 gallons per day/acre. 800 × 21.96 = 17,568 gallons per day or 6,412,320 gallons of water annually or 19.68 acre-feet of water annually.

[31] San Bernardino County, *San Bernardino Countywide Plan Draft Program Environmental Impact Report*, Section 5.18, Table 5.18-9 Landfill Capacity: Landfills Serving Unincorporated San Bernardino County, June 2019.

solid waste on an annual basis (840.48 tons annually).[32,33] The proposed Project would result in an increase in solid waste needed to be disposed of by 836.17 tons annually when compared to the existing conditions on the Project site. The 2.3 tons of solid waste generated by the proposed Project daily would be 0.031 percent of Mid-Valley Sanitary Landfill's maximum daily disposal capacity of 7,500 tons and would be 0.115 percent of San Timoteo Sanitary Landfill's daily disposal capacity of 2,000 tons. Overall, the proposed Project's solid waste generation contribution to both of these landfills would be minimal and would not exceed the daily permitted capacities of these facilities. Impacts would be **less than significant** and no mitigation measures are warranted.

e) No Impact. All land uses within San Bernardino County that generate solid waste are required to coordinate with a waste hauler to collect solid waste on a common schedule as established in applicable local, regional, and State programs. Additionally, all development within the County, including the proposed Project, is required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991), AB 939 (CalRecyle), and other local, State, and federal solid waste disposal standards. The proposed Project would be required to comply with applicable provisions of AB 1327, AB 939, and AB 341 related to solid waste as a matter of policy. **No impact** would occur and no mitigation is required.

[32] San Bernardino County, *San Bernardino Countywide Plan Draft Program Environmental Impact Report*, Table 5.18-11 Estimated Net Increase in Solid Waste Generation by Countywide Plan Buildout, pounds per day, Page 5.18-58, June 2019.

[33] The generation factor for nonresidential land uses, 0.010 pound per day, is averaged from two factors: 0.006 pound per square foot per day for office and retail uses; and 0.0142 pound per square foot per day for warehouse and manufacturing/warehouse uses.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XX. WILDFIRE: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

SUBSTANTIATION:

San Bernardino Countywide Plan 2020; Submitted Project Material; San Bernardino County, San Bernardino Countywide Plan Draft Program Environmental Impact Report (PEIR), June 2019

a) Less than Significant Impact. The Project site is not located in an LRA or SRA VHFHSZ according to CAL FIRE mapping.[34] Evacuation routes within the Valley region of the San Bernardino Countywide Plan include Interstates 10, 15, and 215 and State Routes 60, 66, 71, 330, 83, and 142. The proposed Project site is approximately 1 mile north of Interstate 10, which can be accessed from the site via Alabama Street. Development of the proposed Project will be site specific and some improvements will occur to Palmetto Avenue, Alabama Street, and Pioneer Avenue fronting the Project site. Lane closures may occur along Palmetto Avenue, Alabama Street, and Pioneer Street during Project construction; however, full road closure and detours would not be required for Project development.

The proposed Project will be designed in accordance with the most current California Fire Code Standards, which include requirements for internal road widths, access points to the Project site, and construction fire suppression techniques. The Project site plan indicates that five driveways

[34] California Department of Forestry and Fire Protection, Fire Hazard Severity Zones Maps, Website Accessed November 6, 2020: https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/.

will be developed as part of the Project: two driveways along Palmetto Avenue, two driveways along Alabama Street, and one driveway along Pioneer Avenue. This would exceed the access point requirements for emergency vehicles associated with the proposed Project.

Implementation of the proposed Project would not impair an adopted emergency response plan or emergency evacuation plan due to revisions to the local roadway system and evacuation routes. Impacts would be **less than significant** and no mitigation measures are required.

b) Less than Significant Impact. The Project site is not located in an LRA or SRA VHFHSZ according to CAL FIRE mapping. Similar to adjacent properties, the site is relatively flat. No hillside areas or natural areas prone to wildfires are located in the immediate Project vicinity as this unincorporated area of San Bernardino County is located in a developed area. Land to the west and northwest of the Project site is both vacant and occupied by active orchards; however, the likelihood that wildfires can spread from these parcels to the Project site is low. Winds may push wildfire smoke into the area of the proposed Project; however, these conditions would be temporary and if conditions warrant, the local air quality control district would warn employees and visitors of potential impacts due to wildfire smoke. The proposed Project would be required to adhere to applicable building and fire codes and implement existing programs, such as weed abatement and education under the San Bernardino County Fire Department; all of which would reduce the wildfire risk at the Project site. Due to the nature of the Project vicinity, on-site and adjacent areas have minimal capability to support a wildfire. Impacts related to this issue would be **less than significant**; therefore, no mitigation is required.

c) No Impact. The Project is located in an unincorporated developed portion of San Bernardino County adjacent to the City of Redlands. The site is currently served by existing water and roadway infrastructure and does not require the installation or maintenance of wildfire protection features such as fire roads, fuel breaks, or emergency water sources. In the absence of any need for such features, **no impact** would result from development of the proposed Project. No mitigation is required.

d) No Impact. Similar to adjacent properties, the Project site is flat. No hillside area or natural areas prone to wildfire are located in the immediate Project vicinity. As the Project would not expose persons or structures to post-fire slope instability or post-fire drainage/flooding, **no impact** would occur. In the absence of any impact, no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
XXI.	**MANDATORY FINDINGS OF SIGNIFICANCE:**				
a)	Does the project have the potential to substantially 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, substantially 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?	☐	☒	☐	☐
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.)	☐	☐	☒	☐
c)	Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

a) Less than Significant Impact with Mitigation Incorporated. The proposed Project's impacts to biological resources and cultural resources were analyzed in this Initial Study, and all direct, indirect, and cumulative impacts were determined to have no impact, a less than significant impact, or reduced to a less than significant impact with implementation of mitigation. No endangered or threatened species were identified on the Project site. Development of the proposed Project would not cause fish or wildlife populations to drop below self-sustaining levels or restrict the movement/distribution of a rare or endangered species. The proposed Project would not affect any threatened or endangered species or associated habitat. Potential impacts to burrowing owl and migratory/nesting birds would be mitigated to less than significant levels with implementation of **Mitigation Measures BIO-1** and **BIO-2**.

Development of the proposed Project would not affect known historic, archaeological, or paleontological resources. The existing structures on the Project site were determined not to be historical in nature. There are no known unique ethnic or cultural values associated with the Project site, nor are known religious or sacred uses associated with the Project site. **Mitigation Measure CUL-1** has been identified to confirm the presence or absence of subsurface cultural resources and/or human remains on the Project site. Furthermore, **Mitigation Measures TCR-1**

through **TCR-5** have been identified to address potential impacts if subsurface cultural or paleontological resources would be encountered during construction operations. Additionally, the project applicant is required to comply with CCR Section 15064.5(e), California Health and Safety Code Section 7050.5, and PRC Section 5097.98 as a matter of policy in the event human remains are encountered at any time. Adherence to **Mitigation Measures CUL-1**, **TCR-1, TCR-2**, as well as regulations governing human remains, would reduce potential impacts to cultural and paleontological resources to **less than significant with implementation of mitigation**.

b) Less than Significant Impact. The proposed Project has either no impact, a less than significant impact, or a less than significant impact with mitigation incorporated with respect to all environmental issues pursuant to CEQA. Due to the limited scope of direct physical impacts to the environment associated with the proposed Project, the Project's impacts are primarily project-specific in nature.

The proposed Project site is located within an area has been designated by the County for warehouse uses. The proposed Project would not exceed significance thresholds for air-quality impacts during short-term construction-related activities or for the operational lifetime of the Project. As such, standard conditions and/or mitigation measures to reduce air quality impacts are not warranted. Construction and operational noise would not exceed City thresholds; therefore, no standard conditions or mitigation measures are warranted.

The cumulative effects resulting from buildout of the County's General Plan, Countywide Plan, and East Valley Area Plan were previously identified by the County. The type, scale, and location of the proposed Project is consistent with County land use designations and zoning designation and is compatible with the pattern of development on adjacent properties to the north, east, and south. Because of this consistency, the potential cumulative environmental effects of the proposed Project would fall within the impacts identified in the County's General Plan EIR or Countywide Plan EIR. The proposed Project is subject to required "fair share" development impact fees to be paid by the applicant as applicable. The proposed Project would have a **less than cumulatively considerable impact**.

c) Less than Significant Impact. The South Coast Air Basin is currently designated as a non-attainment area for ozone, PM_{10}, and $PM_{2.5}$. Development of the Project would contribute to air pollutant emissions on a short-term basis. The proposed Project is required to comply with applicable SCAQMD Rules and California Code of Regulations. The proposed Project would not exceed significance thresholds for air quality impacts during short-term construction-related activities or for the operational lifetime of the Project. As such, standard conditions and/or mitigation measures to reduce air quality impacts are not warranted.

Like all of Southern California, the Project site could be subject to strong ground shaking resulting from large earthquakes. Proper engineering design and construction in conformance with the 2019 CBC standards and project-specific geotechnical recommendations (**Standard Condition GEO-1**) would ensure that impacts from strong seismic ground shaking and unstable soils would be **less than significant**.

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Mitigation Monitoring and Reporting Program
Initial Study/Mitigated Negative Declaration
First Industrial Warehouse Project

Prepared by:

County of San Bernardino, Land Use Services Department

385 N. Arrowhead Avenue, 1st Floor

San Bernardino, California 92415-0182

Contact: Steven Valdez, Senior Planner

MARCH 2022

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1 Introduction

The California Environmental Quality Act (CEQA) requires that a public agency adopting a Mitigated Negative Declaration (MND) take affirmative steps to determine that approved mitigation measures are implemented after project approval. The lead or responsible agency must adopt a reporting and monitoring program for the mitigation measures incorporated into a project or included as conditions of approval. The program must be designed to ensure compliance with the MND during project implementation (California Public Resources Code, Section 21081.6(a)(1)).

This Mitigation Monitoring and Reporting Program (MMRP) will be used by the County of San Bernardino (County) to ensure compliance with adopted mitigation measures identified in the MND for the proposed Oft Construction and Storage Yard when construction begins. The County, as the lead agency, will be responsible for ensuring that all mitigation measures are carried out. Implementation of the mitigation measures would reduce impacts to below a level of significance for biological, cultural resources, hydrology and water quality, hazards and hazardous materials, and tribal cultural resources.

The remainder of this MMRP consists of a table that identifies the mitigation measures by resource for each project component. Table 1 identifies the mitigation monitoring and reporting requirements, list of mitigation measures, party responsible for implementing mitigation measures, timing for implementation of mitigation measures, agency responsible for monitoring of implementation, and date of completion. With the MND and related documents, this MMRP will be kept on file at the following location:

County of San Bernardino
385 N. Arrowhead Avenue, First Floor
San Bernardino, California 92415

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2 Mitigation Monitoring and Reporting Program Table

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible For Monitoring	Date of Completion/Notes
Air Quality				
MM-AQ-1: The Project Applicant will be limited to 2 rubber-tired dozers and 2 tractor/loaders/backhoes operating at any given time during the grading phase.	During Land Disturbance/Grading	Project applicant	County of San Bernardino	
Biological Resources				
MM-BIO-1: Burrowing Owl Surveys. The applicant/developer shall conduct pre-construction surveys for burrowing owl by a qualified biologist (retained by the Project applicant) at least 30 days prior to any ground disturbance on the Project site. The results of the burrowing owl surveys shall be submitted by the Project applicant to the San Bernardino County Planning Department for review and approval. If burrowing owls are active on the Project site during the burrowing owl surveys, a plan for avoidance or passive exclusion shall be prepared and implemented in coordination with the California Department of Fish and Wildlife (CDFW). If the survey results in negative findings, the construction activities of the proposed Project shall proceed without further restrictions related to burrowing owls.	Prior to Land Disturbance	Project applicant	County of San Bernardino	
MM-BIO-2: Pre-Construction Nesting Bird Survey. If construction or other Project activities are scheduled to occur during the bird breeding season (February through August for raptors and	Prior to Land Disturbance	Project applicant	County of San Bernardino	

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible For Monitoring	Date of Completion/Notes
March through August for most migratory bird species), a pre-construction nesting bird survey shall be conducted by a qualified biologist (retained by the Project Applicant and approved by County staff) to ensure that active bird nests will not be disturbed or destroyed. The survey shall be completed no more than three days prior to initial ground disturbance on the Project site. The nesting bird survey shall include the Project area and adjacent areas where proposed Project activities have the potential to affect active nests, either directly or indirectly due to construction activity or noise. If an active nest is identified, the qualified biologist shall establish an appropriate disturbance limit buffer around the nest using flagging or staking. Construction activities shall not occur within any disturbance limit buffer zones until the nest is deemed inactive by the qualified biologist. If during pre-construction surveys, active nesting sites are not found, construction activities can commence once the survey is completed and the results are approved by County staff.				
Cultural Resources				
MM-CUL-1: During construction activities (specifically grading/excavations/trenching) an archaeological monitor retained by the Project applicant and approved by County staff shall be present on site. The following measure shall be implemented:	During Grading	Project applicant and their construction contractor	County of San Bernadino	

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible For Monitoring	Date of Completion/Notes
• The archaeological monitor shall be present full-time during all soil-disturbing and grading/ excavation/trenching activities that could result in impacts to archaeological resources. • The principal investigator (PI) may submit a detailed letter to County of San Bernardino staff during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered that may reduce or increase the potential for resources to be present. • In the event of an archaeological discovery, either historic or prehistoric, the archaeological monitor shall direct the contractor to temporarily divert all soil-disturbing activities, including but not limited to, digging, trenching, excavating, or grading activities in the area of discovery and in the area reasonably suspected to overlay adjacent resources and immediately notify the Native American monitor and applicant, as appropriate. • The monitor shall immediately notify the PI (unless the monitor is the PI) of the discovery. • In determining the significance of any find, the PI shall immediately notify the County of San Bernardino to discuss the significance determination and shall also submit a letter indicating whether additional mitigation is required.				

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible For Monitoring	Date of Completion/Notes
• If the resource discovered is significant, the PI shall submit an Archaeological Data Recovery Program (ADRP) that has also been reviewed by the Native American consultant/monitor and obtain written approval from the County of San Bernardino to implement that program. Impacts to significant resources must be mitigated before ground-disturbing activities in the area of discovery will be allowed to resume. • If the resource is not significant, the PI shall submit a letter to the County of San Bernardino indicating that artifacts will be collected, curated, and documented in the final monitoring report. The letter shall also indicate that that no further work is required.				
MM-CR-2: If human remains are discovered, work shall halt in that area until a determination can be made regarding the provenance of the human remains; and the following procedures as set forth in CEQA Section 15064.5(e), the California PRC (Section 5097.98), and the State Health and Safety Code (Section 7050.5) shall be undertaken: •The archaeological monitor shall notify the PI, if the monitor is not qualified as a PI. The PI shall notify the medical examiner after consultation with the County of San Bernardino, either in person or via telephone. • Work shall be directed away from the location of the discovery any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the	During construction	Project applicant and their construction contractor	County of San Bernardino	

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible For Monitoring	Date of Completion/Notes
medical examiner in consultation with the PI concerning the provenance of the remains. • The medical examiner, in consultation with the PI, will determine the need for a field examination to determine the provenance. • If a field examination is not warranted, the medical examiner will determine, with input from the PI, if the remains are or are most likely to be of Native American origin.				
MM-CR-3: If human remains are determined to be Native American, the following actions should be taken: • The medical examiner will notify the Native American Heritage Commission (NAHC) within 24 hours. By law, ONLY the medical examiner can make this call. • The NAHC will immediately identify the person or persons determined to be the Most Likely Descendant (MLD) and provide contact information. • The MLD will contact the PI within 24 hours or sooner after the medical examiner has completed coordination to begin the consultation process in accordance with *CEQA Guidelines* Section 15064.5(e), the California PRC, and the State Health and Safety Code. • The MLD will have 48 hours to make recommendations to the property owner or representative for the treatment or disposition with proper dignity of the human remains and associated grave goods.	During construction	Project applicant and their construction contractor	County of San Bernardino	

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible For Monitoring	Date of Completion/Notes
• Disposition of Native American human remains will be determined between the MLD and the PI, and, if: 1. The NAHC is unable to identify the MLD; or 2. The MLD failed to make a recommendation within 48 hours after being notified by the NAHC; or 3. The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94(k) by the NAHC fails to provide measures acceptable to the landowner; then 4. Upon the discovery of multiple Native American human remains during a ground-disturbing land development activity, the landowner may agree that additional conferral with descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing cultural and archaeological standards. Where the parties are unable to agree on the appropriate treatment measures, the human remains and grave goods buried with the Native American human remains shall be reinterred with appropriate dignity.				
MM-CR-4: If human remains are not Native American the following actions shall occur: • The PI shall contact the medical examiner and notify them of the historic-era context of the burial. • The medical examiner will determine the appropriate course of action with the PI and County staff (PRC 5097.98).				

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible For Monitoring	Date of Completion/Notes
• If the remains are of historic origin, they shall be appropriately removed and conveyed to the County of San Bernardino. The decision for internment of the human remains shall be made in consultation with City, the applicant/landowner, and any known descendant group.				
MM-CR-5: Once the construction of the Project is complete, the following actions shall be taken (if warranted): • The PI shall submit to the County of San Bernardino a draft monitoring report (even if negative) prepared in accordance with the agency guidelines, which describes the results, analysis, and conclusions of all phases of the archaeological monitoring program (with appropriate graphics). 1. For significant archaeological resources encountered during monitoring, the ADRP shall be included in the draft monitoring report. 2. Recording sites with the State of California DPR shall be the responsibility of the PI, including the recording (on the appropriate forms-DPR 523 A/B) any significant or potentially significant resources encountered during the archaeological monitoring program.				
MM-CR-6: The PI shall submit a revised draft monitoring report to the County of San Bernardino for approval, including any changes or clarifications requested by the County.				

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible For Monitoring	Date of Completion/Notes
• The PI shall be responsible for ensuring that all cultural remains collected are cleaned and cataloged. • The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate. • The cost for curation is the responsibility of the property owner. o The curation of the artifacts shall be determined through coordination with the County of San Bernardino. • The PI shall submit the approved final monitoring report to the County of San Bernardino and any interested parties.				
Geology and Soils				
MM-GEO-1: Due to the lack of any known fossil specimens or fossil localities from within a several-mile radius encompassing the Project site, paleontological monitoring would not be required during surficial grading activities during Project construction. However, if fossils of any sort are discovered during grading/earthmoving activities, all construction activities shall stop and the construction contractor shall notify County staff. The Project Applicant shall then retain a certified paleontologist (approved by the County) and the paleontologist shall develop a Paleontological Mitigation Monitoring and Reporting Program (PMMRP), consistent with the provisions of	During Construction	Project applicant	County of San Bernardino / Applicant	

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible For Monitoring	Date of Completion/Notes
CEQA, those of the County of San Bernardino, and guidelines of the Society of Vertebrate Paleontology *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources*. Once the PMMRP is approved and implemented, construction activities could continue on the Project site.				
Greenhouse Gas				
MM-GHG-1: The Project Applicant shall incorporate the following GHG reduction measures from the GHG Reduction Plan Screening Tables into project design. *Commercial/Industrial Energy Efficiency Development:* • Greatly Enhanced Window Insulation (12 points) • Modest Duct insulation (R-6) (8 points) • High Efficiency HVAC (EER 15/72% AFUE or 8.5 HSPF) (8 points) • Very High Efficiency Water Heater (0.92 Energy Factor) (19 points) • All peripheral rooms within building have at least one window of skylight (1 point) • Very High Efficiency Lights (100% of in-unit fixtures are high efficacy) (14 points) Star Commercial Refrigerator (new) (4 points) • Energy Star Commercial Dish Washer (new) (4 points) • Solar Ready Roofs (sturdy rood and electric hookups) (2 points) • Solar Ready Roof (sturdy rood and electric hookups) (2 points) • Only moderate water using plants (3 points) • Weather based irrigation control systems combined with drip irrigation (demonstrate 20 percent reduce water use) (5 points)	Prior to Building Permit Issuance	Project applicant	County of San Bernardino	

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible For Monitoring	Date of Completion/Notes
• Recycled water connection (purple pipe) to irrigation system on site. (5 points) • Water Efficient Toilets/Urinals (1.5 gpm) (3 points) • Water efficient faucets (1.28 gallons per minute) (3 points) • Complete sidewalk to residential within ½ mile. (1 point) • Recycle 15% of debris (5 points) • County initiated recycling program diverting 75 percent of waste requires coordination with commercial development to realize this goal. The following recycling features will help the County fulfill this goal: Provide separated recycling bins within each commercial building/floor and provide large external recycling collection bins at central location for collection truck pick-up (2 points)				
Hazards and Hazardous Materials				
MM-HAZ-1: Prior to the commencement of construction activities on the site, the Project applicant shall retain a lead-based paint/asbestos specialist to conduct a field survey of the single-family residential unit and detached shed. If the specialist determines that the single-family residential unit and detached shed contains lead-based paint and asbestos, the specialist shall prepare a mitigation plan to safely and properly remove the structures from the property and to dispose of the lead-based paint and asbestos-containing portions of the building pursuant to applicable federal, State, and local regulations. The specialist shall submit the report to the County of San Bernardino and shall proceed with demolition of the structures based on report approval. If the specialist determines that the on-site structures are not constructed with lead-based paint or	Prior to Building Permit Issuance	Project applicant	County of San Bernardino	

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible For Monitoring	Date of Completion/Notes
asbestos-containing materials, the results shall be submitted to the County and construction activities can proceed as normal.				
Transportation				
MM-TRA-1: Prior to the issuance of building permits, the Project applicant shall pay the Project's fair share amount of $25,630 to the County of San Bernardino for improvements of a third eastbound through lane and second westbound left-turn lane at the intersection of Alabama Street and San Bernardino Avenue. The Project applicant shall also pay, to San Bernardino County, the most current Regional Transportation Development Mitigation Plan fee based on the square footage of the use being developed on site. These fees will go toward improvements of the I-210 Southbound ramps and San Bernardino Avenue intersection (second southbound left-turn lane, third eastbound through lane, second and third westbound through lane, modify the traffic signal to provide right-turn overlap phasing on the westbound right-turn lane) and I-210 Northbound Ramps and San Bernardino Avenue intersection (second southbound left-turn lane, third eastbound through lane, second and third westbound through lane, second southbound left-turn lane, third eastbound through lane, and third westbound through lane).	Prior to Building Permit Issuance	Project applicant	County of San Bernardino	
MM-TRA-2: The following measures shall be implemented by the Project applicant and completion verified by San Bernardino County prior to Project occupancy:				

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible For Monitoring	Date of Completion/Notes
• With the widening of Alabama Street along the Project's frontage, the Project applicant shall include development of a second northbound through lane and a northbound right-turn lane (trap lane). This will satisfy the requirements for mitigating impacts at the Alabama Street and Palmetto Avenue intersection. • To accommodate site access and to mitigate impacts at the Alabama Street and Driveway 1 intersection, the Project applicant shall install a stop control on westbound approach and a right-turn lane and construct two northbound through lanes. • To accommodate site access and to mitigate impacts at the Driveway 2 and Palmetto Avenue intersection, the Project applicant shall install a stop control on the northbound approach and a shared left-turn/through/right-turn lane. • To accommodate site access and to mitigate impacts at Driveway 3 and Palmetto Avenue, the Project applicant shall install a stop control on the northbound approach and a shared left-turn/right-turn lane. • To accommodate site access and to mitigate impacts at Driveway 4 and Pioneer Avenue, the Project applicant shall install a stop control on the southbound approach and a shared left-turn/through/right-turn lane. • To mitigate impacts to Alabama Street, the Project applicant shall construct Alabama Street at its ultimate half-section width as a Major Arterial Highway (120-foot right-of-way) between Palmetto Avenue and Pioneer Avenue. Improvements along the Project's				

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible For Monitoring	Date of Completion/Notes
frontage would be those required by final Project conditions of approval and consistent with applicable County of San Bernardino standards. • Although Pioneer Avenue is built to its ultimate General Plan roadway cross-section, the Project applicant shall make the necessary curb and gutter, sidewalk and landscaping improvements to accommodate the Project's Driveway 4 on Pioneer Avenue. • The internal circulation on the site shall include signing and striping consistent with provisions set forth by the *California Manual on Uniform Traffic Control Devices* and in conjunction with detailed construction plans for the Project site approved by the County. • Sight distance at each Project access point shall be reviewed and approved by the County and shall be consistent with Caltrans standards for sight distance standards. This shall be completed at the time review/approval of final grading, landscape, and street improvement plans.				
Tribal Cultural Resources				
MM-TCR-1: n the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI)	Prior to grading	Project applicant and their construction contractor	County of San Bernardino	

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible For Monitoring	Date of Completion/Notes
shall be contacted, as detailed in TCR-4, regarding any pre-contact and/or historic-era finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regard to significance and treatment.				
MM-TCR-2: If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to SMBMI for review and comment, as detailed in TCR-4. The archaeologist shall monitor the remainder of the Project and implement the Plan accordingly.	During construction	Project applicant and their construction contractor	County of San Bernardino	
MM-TCR-3: If human remains or funerary objects are encountered during any activities associated with the Project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the Project.	During construction	Project applicant and their construction contractor	County of San Bernardino	

EXHIBIT E

Comment Letter

Main Office - 825 East Third Street, San Bernardino, CA 92415-0835 | Phone: 909.387.7910 Fax: 909.387.7911

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SAN BERNARDINO COUNTY

Department of Public Works

- Flood Control
- Operations
- Solid Waste Management
- Special Districts
- Surveyor
- Transportation

Brendon Biggs, M.S., P.E.
Director

David Doublet, M.S., P.E.
Assistant Director

Trevor Leja
Assistant Director

September 13, 2021 File: 10(ENV)-4.01

County of San Bernardino
Land Use Services Department
Attn: Aron Liang, Senior Planner
385 North Arrowhead Avenue, First Floor
San Bernardino, CA 92415-0187
Email: aron.liang@lus.sbcounty.gov

Transmitted Via Email

RE: CEQA – NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR THE FIRST INDUSTRIAL WAREHOUSE PROJECT

Dear Mr. Liang:

Thank you for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. **We received this request on August 19, 2021** and pursuant to our review, we have the following comments:

Flood Control Planning & Water Resources Division (Michael Fam, Chief, 909-387-8120):

1. We are aware there may be storm drains in and around the site that may be affected by the proposed Project. When planning for or altering existing or future storm drains, be advised that the Project is subject to the District's Comprehensive Storm Drain Plan (CSDP) No. 4, dated February 2013. It is to be used as a guideline for drainage in the area and is available in the County's Flood Control District Offices. Any revision to the drainage should be reviewed and approved by the County Department of Transportation. Should construction of new, or alterations to existing storm drains be necessary as part of the Proposed Project, their impacts and any required mitigation should be discussed within the MND before the document is adopted by the Lead Agency.

Permits/Operations Support Division (Sameh Basta, Chief, 909-387-7995):

1. The Project site is located outside of the District's ROW. Based on the top view plans provided, no Encroachment Permit is anticipated to be required at this time. However, any encroachment on the District's right-of-way or facilities, including but not limited to access, fencing and grading, utility crossings, landscaping, new and/or alteration to drainage connections will require a permit from the SBCFCD prior to start of construction. In the event that permits are necessary, the need for the permits and any impacts associated with them, should be addressed in the MND prior to adoption and certification. If you have any questions regarding this process, please contact the FCD Permit Section at (909) 387-1863

We respectfully request to be included on the circulation list for all project notices, public reviews, or public hearings. In closing, I would like to thank you again for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. Should you have any questions or need additional clarification, please contact the individuals who provided the specific comment, as listed above.

Sincerely,

Michael Perry

MICHAEL R. PERRY
Supervising Planner
Environmental Management

MP:AJ:nl

EXHIBIT F

Findings

CONDITIONAL USE PERMIT FINDINGS: Conditional Use Permit (CUP) to construct a 462,037-square foot industrial high-cube warehouse with 10,000 square feet of office space for a distribution center, on 23.33 acres, in the General Industrial (GI) Land Use Category, and Regional Industrial (EV/IR) Zoning District, in the East Valley Area Plan (Project).

The following are the required findings, per the San Bernardino County Development Code (Development Code) Section 85.06.040, and supporting facts for CUPs:

1. **The site for the proposed use is adequate in terms of shape and size to accommodate the proposed use and all landscaping, open spaces, setbacks, walls and fences, yards, and other required features pertaining to the application**. All setbacks meet the requirements of the Development Code for the proposed land use and the existing zoning. The submitted Project plans shows adequate design, parking, landscaping, circulation, access, and setbacks and the Project is compatible with the existing development in the area.

2. **The site for the proposed use has adequate access, which means that the site design incorporates appropriate street and highway characteristics to serve the proposed use**. Access to the Project site is provided by five commercial/industrial driveways, with two located on Alabama Street, two on Palmetto Avenue, and one on Pioneer Avenue, which will provide legal and physical access to the site and appropriate regional circulation mitigation has been required. On-site circulation drive aisles meet County Fire Department Standards.

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 Project has been designed to use building materials, colors and landscaping including shades of white, and gray, with blue glazing on the windows facing Alabama Street, Palmetto Avenue, and Pioneer Avenue that are complementary to the existing warehouse facilities to the north, east, and south. The Project design includes a 30-foot landscape buffer and screen walls for screening truck, staging, and loading activities that further enhance the overall aesthetic quality of the development. Further, the Project will be developed and conditioned in compliance with Section 82.09.060 of the Development Code and is consistent with the comprehensive land use plan for the San Bernardino International Airport, Airport Layout Plan Narrative Report for San Bernardino International Airport.

4. **The proposed use and manner of development are consistent with the goals, maps, policies, and standards of the Countywide Plan and any applicable Community or Specific Plan**. The proposed CUP site plan, together with the provisions for its design and improvement are consistent with the County General Plan. The Project specifically implements the following goals and policies:

    - **Policy LU-*1.2* Infill Development***:* We prefer new development to take place on existing vacant and underutilized lots where public services and infrastructure are available*.*

Consistency: The proposed Project is located on a vacant lot surrounded by industrial development to the north, east and south, and is located in a well-traveled area along Alabama Street, Palmetto Avenue, and Pioneer Avenue that would provide economic benefit to the community. The Project is appropriately sited, compatible with the surrounding area and is required to construct and install all necessary improvements to serve the Project and maintain service levels in the community.

- **Policy LU-1.3. Fiscal sustainability**. When determining fiscal impacts, we consider initial capital investments, long-term operations and maintenance, desired levels of service for public facilities and services, capital reserves for replacement, and impacts to existing uses in incorporated and unincorporated areas.

  Consistency: The Project proponent is required to construct and install all necessary improvements to serve the Project and maintain service levels in the community. The Project proponent is also required to pay all applicable development impact fees as well as property taxes to ensure long-term operations and maintenance of public facilities and services.

- **Policy LU-2.1. Compatibility with existing uses.** We require that new development is located, scaled, buffered, and designed to minimize negative impacts on existing conforming uses and adjacent neighborhoods.

  Consistency: The Project is located in a corridor with other compatible industrial uses within the General Industrial Land Use Category, which provides sites for commercial/industrial trade, wholesaling and warehousing, contract/construction services, transportation services, open lot services, and similar and compatible uses. Considering features of the site design, the arrangement of land uses within the vicinity, and data included in the supporting studies, the Project is appropriately sited and compatible with the surrounding area.

  The Project is located within the boundary of the East Valley Area Plan. Additionally, Circulation/Site Design and Site Design Standards and Guidelines of the East Valley Area Plan support approval of the Project.

  - All development proposals shall be designed so as to provide for a free flow of vehicles in and out of the site as well as for easy access to the various activity areas within each site. (EV.0320 (E).
  - Adequate provisions shall be made for emergency vehicle access, with a minimum of two (2) points of ingress and egress provided to each site. (EV.0320 (H).
  - No Loading facilities shall be located at the front of the structure; loading facilities shall be permitted only in the rear and interior side yard areas. (EV.0330 – Site Design Standards and Guidelines).
  - Loading facilities shall be adequately screened from the public view by use of walling, landscaping or building design. (EV.0330 – Site Design Standards and Guidelines).
  - Floor Area Ratios (FAR) provide unique design flexibility in determining whether a low building covering most of a lot is beneficial or whether a taller building covering a small portion of the lot is appropriate.

Maximum FAR for any use within the Planning Area shall be established as follows: Industrial buildings: .8 of the total lot area.

The Project will not conflict with any applicable adopted land use plan, policy, or regulation or an agency with jurisdiction over the Project. The Project, a warehouse and logistics center is compatible with the existing General Industrial land use designation and the existing East Valley/Regional Industrial zoning. The Project is compatible with the surrounding area and existing land uses, Countywide Plan land use designation and zoning. Although the Project requires a Conditional Use Permit for construction of a warehouse facility, it will not require a Variance, Zone Change, Policy Plan Amendment or creation of a new Specific Plan. The Project site is accessed by Alabama Street, Palmetto Avenue, and Pioneer Avenue, that are paved County maintained public roads. Alabama Street, which parallels SR-210 to the east, is designated as a major arterial and connects the City of Redlands to the City of Highland as the main arterial access. There are existing utilities onsite, and any new utilities connections proposed would not physically divide the project site from the surrounding community as electrical and natural gas lines would be subterranean. The Project provides additional industrial development opportunities in the East Valley Plan Area consistent with the goals and policies above.

5. **There is supporting infrastructure, existing or available, consistent with the intensity of the development, to accommodate the proposed Project without significantly lowering service levels**. The developer will be required to construct road improvements, as well as contribute to the Regional Transportation Mitigation Facilities Fee Plan to provide other needed improvements in the area. The use will not substantially interfere with the present or future ability to use solar energy systems.

6. **The lawful conditions stated in the approval are deemed reasonable and necessary to protect the overall public health, safety and general welfare.** The Conditions of Approval include measures to reduce air quality and traffic impacts and enforce performance standards of the County Development Code.

7. **The design of the Project 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 with adequate building setbacks and the future ability to construct rooftop solar facilities.

ENVIRONMENTAL FINDINGS:

The environmental findings, in accordance with Chapter 85.03.040 of the Development Code, are as follows:

Pursuant to provisions of the California Environmental Quality Act (CEQA) and the San Bernardino County Environmental Review guidelines, the above referenced Project has been determined to not have a significant adverse impact on the environment with the implementation of all the required mitigation measures. A Mitigated Negative Declaration (MND) will be adopted and a Notice of Determination will be filed with the San Bernardino County Clerk of the Board. The MND represents the independent judgment and analysis of the County acting as lead agency for the Project.