





















the lettered lots will be used for landscape areas and some will also be used as water quality basins. Lettered Lots will be maintained by the Homeowner's Association

The development will not be a gated community, and the interior streets are designed to meet the County's standard plans so that they can be dedicated as public streets. The Project includes well-proportioned landscaping along interior streets, and a 6-foot high block wall surrounding the proposed residential community that serves as a decorative security perimeter wall, while also providing sound attenuation.

### **CITY OF REDLANDS COMMENTS:**

The Project proposes to obtain water and sewer service from the City. However, because the site is designated light industrial in City's General Plan, the City will need to approve an amendment to the City's General Plan in order to provide water and sewer service to the Project. The applicant has previously filed the GPA application with the City. The City's staff has expressed support for the Project; however, efforts to approve the GPA have not been completed, as the City Council has decided to not take final action until after the County has approved the Project. Approval of a GPA by the City is required in order for the Project to move forward.

The County prepared an Initial Study for the Project and comments were submitted from the City. The City stated concerns related to Hydrology/Water Quality, Aesthetics, Transportation/ Traffic, and Utilities/Service Systems. The County has augmented the initial study to address the concerns expressed by the City, but the revisions consist of additional information and clarification that do not affect conclusions of the document or the mitigation measures. Revisions included the following: 1) The requirement for existing utilities to be placed underground; 2) additional hydrology information addressing the reduction in 100-year volumes and flow; and 3) the addition of a traffic signal at the intersection of Opal Avenue and Colton Avenue, which was proposed by the applicant. The City also inquired about the need for storm drains and bike lanes. There are no bike lanes adjacent to the Project; therefore there is no requirement for bike lanes to be striped at this time. However the ultimate right of way will accommodate bike lanes to be striped on Colton Avenue in the future. Storms drains are not required for the Project as the site is not adjacent to the Comprehensive Storm Drain Plan lines.

### **TRAFFIC SIGNAL:**

The Traffic Study prepared for the Project indicated that while the intersection of Opal Avenue/Colton Avenue currently operates at an acceptable level of service (LOS) without the Project, the Project would cause the intersection to deteriorate to an unacceptable LOS. However, it was noted that the LOS would only deteriorate during the morning peak traffic hour because of traffic generated by Redlands East Valley High School (School), located on the southeast corner of Opal Avenue/Colton Avenue. Therefore the County did not require the intersection to be signalized as the study did

not conclude that a signal was warranted. However, after the review of the City's comments, the applicant has agreed to install the traffic signal at the intersection.

**CALTRANS COMMENTS:**

The Traffic Study prepared for the Project indicated that the intersection of Opal Avenue/SR-38 operates at an unacceptable LOS without the proposed Project and approval of the Project would contribute to the existing deficiency. The California Department of Transportation (Caltrans) commented on the Initial Study and recommended that a signal be installed at the Opal Avenue/SR 38 intersection. The County's Traffic Division determined that the Project's Impact on the intersection did not warrant the installation of a signal at this location, as the Project's fair share percentage of anticipated traffic was calculated at only 4% of total traffic at the Opal Avenue/SR 38 intersection. Therefore the conditions of approval only require a fair share monetary contribution in an amount of 4% of the estimated cost for future improvements to this intersection.

**PUBLIC INPUT:**

The Planning Division also received correspondence from the public expressing concerns with the following: additional homes, a lack of Project amenities, traffic, elimination of industrial uses/jobs, construction impacts and, drainage.

Staff finds that given the existing land use pattern in the area, a residential use would be more appropriate than the industrial land use that currently exists. The Project would eliminate a source of diesel emission adjacent to both the School and the existing residential homes located to the east. The GPA also will appropriately adjust the border between the IC and RS Land Use Zoning Districts to the centerline of Opal Avenue, creating an easily-identifiable demarcation between the two land use districts. The additional homes are seen by staff as an enhancement to the area, and a more appropriate land use to be located next to the School.

As discussed above, a Traffic Study was submitted for the Project and all anticipated impacts have been mitigated. In addition to the mitigation discussed above, the Project has been conditioned to contribute to the Regional Transportation Fee Plan to be paid per residence. The estimated Regional Transportation Fees are \$925,253 (131 units x \$7,063 per unit). With regards to drainage, The Project also proposes two retention basins along Opal Avenue. The combined volume of these 2 basins is approximately 9000 cubic feet, and will ensure that post-construction runoff will be less than the existing runoff volume.

**CEQA COMPLIANCE:**

An independent Initial Study has been completed for the Project in compliance with the California Environmental Quality Act (CEQA) and staff determined that the proposal will not have any adverse impacts that will remain potentially significant, with implementation of the proposed mitigation measures. In addition to the items discussed above, the mitigation measures will ensure that construction impacts will not have a significant impact on the environment. The County exercised its independent judgment in making this determination. Therefore, a Mitigated Negative Declaration is recommended along with approval of the Project.

**RECOMMENDATION:** That the Planning Commission **RECOMMEND** that the Board of Supervisors consider and act upon the following:

- A) **ADOPT** a Mitigated Negative Declaration.
- B) **ADOPT** a General Plan Amendment from Community Industrial (IC) to Single Residential (RS) on 35.33 acres.
- C) **APPROVE** Tentative Tract Map 18952 to create 131 lots on 35.12 acres.
- D) **ADOPT** the Findings as contained in the Staff Report.
- E) **FILE** a Notice of Determination.

**ATTACHMENTS:**

- Exhibit A: Findings
- Exhibit B: Tentative Tract Conditions of Approval
- Exhibit C: Initial Study
- Exhibit D: Correspondence

## **EXHIBIT A**

### **Findings**

**FINDINGS - GENERAL PLAN AMENDMENT (COMMUNITY INDUSTRIAL TO SINGLE RESIDENTIAL)**

[SBCC 86.12.060]

1. **The proposed amendment is internally consistent with all other provisions of the respective plan, the General Plan** as it is consistent with the following goals and policies of the County General Plan:

**Policy LU 9.1 – Encourage infill development in unincorporated areas and sphere of influence areas.**

Policy Implementation: The proposed General Plan Amendment will allow the extension of residential development which occurs north and east of the proposed Project.

**Goal LU 2.1 – Promote varied approaches to residential development to foster a variety of housing types and densities and more efficient use of the land.**

Goal Implementation: The Project is a varied approach to residential development as it will establish a residential community with a lower density than the existing residential neighborhoods east of the Project site.

2. **The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the County**, because the amendment facilitates a Project that has incorporated appropriate conditions of approval and mitigation measures to protect and enhance public health and safety, while providing a logical and orderly expansion of existing adjacent single residential land uses.
3. **The proposed land use zoning district change is in the public interest, there will be a community benefit, and other existing and allowed uses will not be compromised**, because the proposed amendment represents a continuation of the existing residential land use patterns and zoning in the surrounding areas. The amendment does not compromise existing or other planned uses and a community benefit will be derived from the creation of new single residential lots that will provide for new housing development and generate local construction jobs and retail/construction material sales.

4. **The proposed land use zoning district change will provide a reasonable and logical extension of the existing land use pattern in the surrounding area,** because the proposed amendment will extend residential development, and allow the development of single-family homes adjacent to existing single-family homes.
5. **The proposed land use zoning district change does not conflict with provisions of the Development Code,** because the Project site conforms to the size and location criteria specified for the Single Residential land use district and all future construction will be required to conform to the development standards and other applicable land use regulations.
6. **The proposed land use zoning district change will not have a substantial adverse effect on surrounding property,** because development standards within the Single Residential district are similar to the surrounding land use patterns and represent a continuation of the existing land use pattern and zoning in the surrounding area.
7. **The affected site is physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public and emergency vehicle (e.g., fire and medical) access and public services and utilities (e.g., fire protection, police protection, potable water, schools, solid waste collection and disposal, storm drainage, wastewater collection, treatment, and disposal, etc.), to ensure that the proposed or anticipated uses and/or development will not endanger, jeopardize, or otherwise constitute a hazard to the property or improvements in the vicinity in which the property is located.** The site has been conditioned to obtain water service and sewer service. Fire and police protection will also be provided by the County Fire Department and the Sheriff's Department. The Project will have sufficient permitted solid waste storage and landfill capacity to accommodate the Project's solid waste disposal needs. The County has evaluated drainage associated with the Project and determined that impacts will be less than significant with the implementation of specified conditions of approval.
8. **The Environmental Initial Study has been prepared in compliance with the California Environmental Quality Act (CEQA) and represents the independent judgment of the County acting as lead agency for the Project.** The Project will not have a significant adverse impact on the environment with the implementation of all the required conditions of approval and mitigation measures.

**FINDINGS: TENTATIVE TRACT MAP 18582 [SBCC 87.02.060]**

1. **The proposed map, subdivision design, and improvements are consistent with the General Plan, any applicable community plan, and any applicable specific plan**, because the Project allows for orderly residential development, consistent with the following goal of the County General Plan:

**Goal LU 1.2 The design and sitting of new development will meet locational and development standards to ensure compatibility of the new development with adjacent land uses and community character.**

Goal Implementation: The subdivision will allow a residential development as an extension of residential uses north and east of the Project site.

2. **The site is physically suitable for the type and proposed density of development** because the tract map includes adequate setbacks and access roads to accommodate the proposed development.
3. **The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat**, because site does not contain threatened or endangered species and the environment analysis confirms no other significant impacts are anticipated.
4. **The design of the subdivision and type of improvements are not likely to cause serious public health problems**, because the site location, the subdivision design, and the density proposed are such that hazards from flood, fire, noise and other potential public health hazards are minimal with the implementation of the proposed conditions of approval and mitigation measures.
5. **The design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through or use of, property within the proposed subdivision** because the recorded map will require all necessary public rights of easements to be shown. The development will provide two-points of legal and physical access to the site with proper documentation of those access rights. The conditions of approval shall require that any easement conflicts be resolved and that statements of concurrence be provided from utility companies, whose easements may be affected by the proposed development prior to recordation.
6. **The discharge of the sewage from the proposed subdivision into the community sewer system will not result in violation of existing requirements prescribed by the California Regional Water Quality Control Board**, because the



proposed homes will connect to existing sewer facilities, which is in compliance with the Regional Water Quality Control Board requirements.

7. **The design of the subdivision provides, to the extent feasible, passive or natural heating and cooling opportunities;** because the proposed lots will provide adequate building setbacks for the land use. The building setbacks promote optimum spacing of structures to create adequate opportunity for the use of solar technology.
8. **The proposed subdivision, its design, density and type of development and improvements conforms to the regulations of the Development Code and the regulations of any public agency having jurisdiction by law,** because the size and shape of the proposed lots are adequate for the type of residential development proposed, and appropriate agencies (including County Surveyor, County Public Works, County Fire, County Environmental Health Services, County Building and Safety, County Special Districts and LAFCO) have all reviewed and approved the Project design, the proposed conditions and the mitigation measures. The access roads, sewer and water service lines to the site currently exist and any required modifications to these are required to be bonded prior to recordation and to be constructed prior to final inspection of any new construction on the new lots.
9. **The Environmental Initial Study has been prepared in compliance with the California Environmental Quality Act (CEQA) and represents the independent judgment of the County acting as lead agency for the Project.** The Project will not have a significant adverse impact on the environment with the implementation of all the required conditions of approval and mitigation measures.

## **EXHIBIT B**

# **Tentative Tract Conditions of Approval**

# CONDITIONS OF APPROVAL

## TENTATIVE TRACT 18952 OPAL LLC

### GENERAL REQUIREMENTS Conditions of Operation and Procedure

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

1. Project Approval Description. Tentative Tract Map 18952 is approved to be recorded and constructed in compliance with the San Bernardino County Code (SBCC), the conditions of approval stated herein and the approved stamped tentative tract map. This approval includes the requirements of any approved reports (e.g. traffic study, noise study). Tentative Tract 18952 is approved to subdivide 38.34 gross acres into 131 numbered residential lots, and 15 lettered lots for landscaping open space, and drainage improvements. APN: 0298-063-07. Project No: P201400083.
2. “Developer” Defined. The term “developer” as used in these conditions of approval for this project and for any development of this project site, includes all of the following: the applicant, the property owner and any lessee, tenant or sub-tenant, operator and/or any other agent or other interested party of the subject project and/or project site and/or any heir or any other successor in interest in the project site or project land use by sale or by lease of all or of a portion of the project site or project land uses and/or any other right given to conduct any land use in any or all of the project structures or any area on the project site.
3. Concurrent Actions: A General Plan Amendment is concurrently filed with TT18952 to change the Official Land Use Zoning District from Community Industrial to Single Residential.
4. Expiration. This conditional approval shall become null and void unless all conditions have been completed and the Tentative Map has been deemed complete by the County Surveyor for purposes of recordation within thirty–six (36) months following the effective approval date, unless an extension of time is granted.

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

5. Revisions. Any proposed change to the approved Tentative Tract Map and/or the conditions of approval shall require that an additional land use application (e.g. Revision to an Approved Action) be submitted to County Planning for review and approval.

6. Extension of Time. Where circumstances cause delays, which do not permit compliance with the required recordation time limit, the developer may submit for review and approval an application requesting an extension of time. County Planning may grant such requests for extensions of time in compliance with the State Map Act Section 66452.6. An Extension of Time may be granted upon a successful review of an Extension of Time application, which includes a justification of the delay in recordation, a plan of action for completion and submittal of the appropriate fee, not less than 30 days prior to the expiration date. The granting of an extension request is a discretionary action that may be subject to additional or revised conditions of approval.
7. Condition Compliance. Condition compliance confirmation for purposes of the Final Map recordation will be coordinated by the County Surveyor.
8. Indemnification. In compliance with SBCC §81.01.070, the developer shall agree, to defend, indemnify, and hold harmless the County or its “indemnitees” (herein collectively the County’s elected officials, appointed officials (including Planning Commissioners), Zoning Administrator, agents, officers, employees, volunteers, advisory agencies or committees, appeal boards or legislative body) from any claim, action, or proceeding against the County or its indemnitees to attack, set aside, void, or annul an approval of the County by an indemnitee concerning a map or permit or any other action relating to or arising out of County approval, including the acts, errors or omissions of any person and for any costs or expenses incurred by the indemnitees on account of any claim, except where such indemnification is prohibited by law. In the alternative, the developer may agree to relinquish such approval.

Any condition of approval imposed in compliance with the County Development Code or County General Plan shall include a requirement that the County acts reasonably to promptly notify the developer of any claim, action, or proceeding and that the County cooperates fully in the defense. The developer shall reimburse the County and its indemnitees for all expenses resulting from such actions, including any court costs and attorney fees, which the County or its indemnitees may be required by a court to pay as a result of such action.

The County may, at its sole discretion, participate at its own expense in the defense of any such action, but such participation shall not relieve the developer of their obligations under this condition to reimburse the County or its indemnitees for all such expenses.

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

9. Development Impact Fees. Additional fees may be required prior to issuance of development permits. Fees shall be paid as specified in adopted fee ordinances.
10. Project Account. The Job Costing System (JCS) account number is P201400083. This is an actual cost project with a deposit account to which hourly charges are assessed by various county agency staff (e.g. Land Use Services, Public Works and County Counsel). Upon notice, the “developer” shall deposit additional funds to maintain or return the account to a positive balance. The “developer” is responsible for all expenses charged to this account. Processing of the project shall cease, if it is determined that the account has a negative balance and that an additional deposit has not been made in a timely manner. A minimum balance of \$3,000.00 shall be in the project account at the time of project approval and the initiation of the Condition Compliance Review. Sufficient funds shall remain in the account to cover all estimated charges that may be made during each compliance review. All fees required for processing shall be paid in full prior to final inspection, occupancy and/or operation of each approved use in each approved structure or land use activity area. There shall be sufficient funds (\$1000.00) remaining in the account to properly fund file closure and any other required post-occupancy compliance review and inspection requirements (e.g. landscape performance).
11. Underground Utilities Utility lines, including electric, telephone, communications, and street lighting, within or directly serving each subdivision, shall be placed underground. The subdivider is responsible for complying with the requirements of this Subsection without expense to the County, and shall make necessary arrangements with the utility company for the installation of the facilities. Appurtenances and associated equipment (e.g., boxes and meter cabinets) and concealed ducts in an underground system may be placed above ground.
12. Additional Permits. The property owner, developer, and land use operator are all responsible to ascertain and comply with all laws, ordinances, regulations and any other requirements of Federal, State, County and Local agencies as are applicable to the development and operation of the approved land use and project site. These include:
  - a) FEDERAL: N/A
  - b) STATE: Department of Transportation (Caltrans) South Coast Air Quality Management District (AQMD).
  - c) COUNTY: Land Use Services-Building and Safety/Code Enforcement, County Fire; Public Health-Environmental Health Services (DEHS), Public Works, AND
  - d) LOCAL: City of Redlands, Local Agency Formation Commission (LAFCO),
13. Condition Compliance. In order to obtain construction permits for grading, building, final inspection and tenant occupancy for each approved building, the developer shall process a Condition Compliance Release Form (CCRF) for each respective building and/or phase of the development through County Planning in accordance with the directions stated in the Approval letter. County Planning shall release its holds on each phase of development by providing to County Building and Safety the following:

- a) Grading Permits - a copy of the signed CCRF for grading/land disturbance and two “red” stamped and signed approved copies of the grading plans.
- b) Building Permits - a copy of the signed CCRF for building permits and three “red” stamped and signed approved copies of the final approved site plan.
- c) Final Inspection - a copy of the signed CCRF for final inspection of each respective building, after an on-site compliance inspection by County Planning.

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

14. Enforcement. If any County enforcement activities are required to enforce compliance with the conditions of approval, the property owner shall be charged for such enforcement activities in accordance with the County Code Schedule of Fees.
15. Weed Abatement. The applicant shall comply with San Bernardino County weed abatement regulations [SBCC§ 23.031-23.043] and periodically clear the site of all non-complying vegetation. This includes removal of all Russian thistle (tumbleweeds).

COUNTY FIRE – Community Safety (909) 386-8465

16. Jurisdiction. The above referenced project is under the jurisdiction of the San Bernardino County Fire Department herein “Fire Department”. Prior to any construction occurring on any parcel, the applicant shall contact the Fire Department for verification of current fire protection requirements. All new construction shall comply with the current California Fire Code requirements and all applicable statutes, codes, ordinances and standards of the Fire Department.
17. Construction permits, including Fire Condition Letters, shall automatically expire and become invalid unless the work authorized by such permit is commenced within 180 days after its issuance, or if the work authorized by such permit is suspended or abandoned for a period of 180 days after the time the work is commenced. Suspension or abandonment shall mean that no inspection by the Department has occurred within 180 days of any previous inspection. After a construction permit or Fire Condition Letter, becomes invalid and before such previously approved work recommences, a new permit shall be first obtained and the fee to recommence work shall be one-half the fee for the new permit for such work, provided no changes have been made or will be made in the original construction documents for such work, and provided further that such suspension or abandonment has not exceeded one year. A request to extend the Fire Condition Letter or Permit may be made in writing PRIOR TO the expiration date justifying the reason that the Fire Condition Letter should be extended.
18. Fire Fee. Fire Fee for TTM. The required fire fees (currently \$1,138.0) shall be paid to the San Bernardino County Fire Department/Community Safety Division (909) 387-4140.

19. Additional Requirements. In addition to the Fire requirements stated herein, other on site and off site improvements may be required which cannot be determined from tentative plans at this time and would have to be reviewed after more complete improvement plans and profiles have been submitted to this office. [F01A]

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

20. 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.
21. Natural Drainage. The natural drainage courses traversing the site shall not be occupied or obstructed.
22. 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.
23. Continuous BMP Maintenance. The property owner/"developer" is required to provide periodic and continuous maintenance of all Best Management Practices (BMP) devices/facilities listed in the County approved Water Quality Management Plan (WQMP) for the project. This includes but is not limited to, filter material replacement and sediment removal, as required to assure peak performance of all BMPs. Furthermore, such maintenance activity will require compliance with all Local, State, or Federal laws and regulations, including those pertaining to confined space and waste disposal methods in effect at the time such maintenance occurs.
24. BMP Enforcement. In the event the property owner/"developer" (including any successors or assigns) fails to accomplish the necessary BMP maintenance within five (5) days of being given written notice by County Public Works, then the County shall cause any required maintenance to be done. The entire cost and expense of the required maintenance shall be charged to the property owner and/or "developer", including administrative costs, attorney's fees and interest thereon at the rate authorized by the County Code from the date of the original notice to the date the expense is paid in full.

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

25. Mandatory Trash Service. This project falls within a Uniform Handling Service area. If uniform handling is implemented in all or part of a particular franchise area, all owners of a dwelling or a commercial or industrial unit within the uniform handling area who are required to have uniform handling service shall, upon notice thereof, be required to accept uniform handling service from the grantee holding a franchise agreement and pay the rate of such services. This requirement is a stipulation of County Code Title 4, Division 6, Chapter 5 Section 46.0501.



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

The following shall be completed:

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

26. Retaining Wall Plans: Submit plans and obtain separate building permits for any required walls or retaining walls.
27. Geology Report: A geology report shall be submitted to the Building and Safety Division for review and approval by the County Geologist and fees paid for the review.
28. Geotechnical (Soil) Report: A geotechnical (soil) report shall be submitted to the Building and Safety Division for review and approval prior to issuance of grading permits.
29. Grading Plans: Grading plans shall be submitted to Building and Safety for review and approval prior to grading/land disturbance of more than 50 Cu Yards.
30. Demolition Permit: Obtain a demolition permit for any building/s or structures to be demolished. Underground structures must be broken in, back-filled and inspected before covering.
31. Erosion & Sediment Control Plan: An erosion and sediment control plan and permit shall be submitted to and approved by the Building Official prior to any land disturbance.
32. Erosion Control Installation: Erosion control devices must be installed at all perimeter openings and slopes. No sediment is to leave the job site.
33. 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](http://www.swrcb.ca.gov)
34. Regional Board Permit Letter: CONSTRUCTION projects involving one or more acres must be accompanied by a copy of the Regional Board permit letter with the WDID #. Construction activity includes clearing, grading, or excavation that results in the disturbance of at least one (1) acre of land total.

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

35. Construction Waste Management Plan (CWMP) Part 1. The developer shall prepare, submit, and obtain approval from SWMD of a CWMP Part 1 for each phase of the project. The CWMP shall list the types and weights or volumes of solid waste materials expected to be generated from demolition. The CWMP shall include options to divert from landfill disposal, materials for reuse or recycling by a minimum of 50% of total weight or volume. Forms can be found on our website at [www.sbcounty.gov/dpw/solidwaste](http://www.sbcounty.gov/dpw/solidwaste). An approved CIWMP Part 1 is required before a demolition permit can be issued.

Upon completion of demolition, the developer shall complete SWMD's CWMP Part 2 and shall provide documentation of diversion of materials including but not limited to receipts, invoices or letters showing material type(s) and weights or volume from diversion facilities or certification of reuse of materials on site. An approved Part 2 of the CIWMP is required prior to issuing building permits.

LAND USE SERVICES - Planning (909) 387- 8311

36. Nesting Bird Surveys: If construction is scheduled during bird nesting seasons (February 1 to August 31), a qualified biologist shall survey the area within 200 feet (or up to 300 feet depending on topography or other factors and 500 feet for raptors) of the construction activity to determine if construction would disturbing nesting birds. If observed in the Project impact area, occupied nest shall not be disturbed unless a qualified biologist verifies through non-invasive methods that either: (a) the adult birds have not begun egg-laying and incubation; or (b) the juveniles from the occupied nests are foraging independently and are capable of independent survival. If the biologist is not able to verify one of the above conditions, then no disturbance shall occur within 300 feet of non-raptor nests, and within 500 feet of raptor nests, during the breeding season so as to avoid abandonment of the young (CDFW 2012b). This mitigation measure does not apply if construction occurs during the non-nesting season, September 1 through January 31.
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) Any portion of the site to be graded shall be pre-watered to a depth of three feet prior to the onset of grading activities.

- c) 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.
  - d) Any area that will remain undeveloped for a period of more than 30 days shall be stabilized using either chemical stabilizers and/or a desert wildflower mix hydroseed on the affected portion of the site.
  - e) 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.
  - f) Imported fill and exported excess cut shall be adequately watered prior to transport, covered during transport, and watered prior to unloading on the project site.
  - g) Storm water control systems shall be installed to prevent off-site mud deposition.
  - h) All trucks hauling dirt away from the site shall be covered.
  - i) Construction vehicle tires shall be washed, prior to leaving the project site.
  - j) Rumble plates shall be installed at construction exits from dirt driveways.
  - k) Paved access driveways and streets shall be washed and swept daily when there are visible signs of dirt track-out.
  - l) Street sweeping shall be conducted daily when visible soil accumulations occur along site access roadways to remove dirt dropped or tracked-out by construction vehicles. Site access driveways and adjacent streets shall be washed daily, if there are visible signs of any dirt track-out at the conclusion of any workday and after street sweeping.
- [Mitigation Measure III-1] Prior to Grading Permits/Planning

38. AQ - Construction Mitigation. The “developer” shall submit for review and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce vehicle and equipment emissions and other impacts to air quality by implementing the following measures and submitting documentation of compliance: The developer/construction contractors shall do the following:
- a) Provide documentation prior to beginning construction demonstrating that the project will comply with all SCAQMD regulations including 402, 403, 431.1, 431.2, 1113 and 1403.
  - b) Each contractor shall certify to the developer prior to construction-use that all equipment engines are properly maintained and have been tuned-up within last 6 months.
  - c) Each contractor shall minimize the use of diesel-powered vehicles and equipment through the use of electric, gasoline or CNG-powered equipment. All diesel engines shall have aqueous diesel filters and diesel particulate filters.
  - d) All gasoline-powered equipment shall have catalytic converters.
  - e) Provide onsite electrical power to encourage use of electric tools.
  - f) Minimize concurrent use of equipment through equipment phasing.
  - g) Provide traffic control during construction to reduce wait times.









52. Demolition Permit: Obtain a demolition permit for any building/s or structures to be demolished. Underground structures must be broken in, back-filled and inspected before covering.
53. Retaining Wall Plans: Submit plans and obtain separate permits for any required walls, retaining walls or trash enclosures.
54. Grading Plans: Grading plans shall be submitted to Building and Safety for review and approval prior to grading/land disturbance of more than 50 Cu Yards.
55. Erosion & Sediment Control Plan: An erosion and sediment control plan and permit shall be submitted to and approved by the Building Official prior to any land disturbance.”
56. Construction Plans: Any building, sign, or structure to be constructed or located on site, will require professionally prepared plans based on the most current County and California Building Codes, submitted for review and approval by the Building and Safety Division.

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

57. Water Purveyor. The water purveyor shall be the City of Redlands or EHS approved.
58. Water Verification. Applicant shall procure a verification letter from the water agency with jurisdiction. This letter shall state whether or not water connection and service shall be made available to the project by the water agency. This letter shall reference the File Index Number and Assessor’s Parcel Number (on file with EHS).
59. Sewage Disposal. Method of sewage disposal shall be the City of Redlands or EHS approved.
60. Sewer Verification. Applicant shall procure a verification letter from the sewer agency with jurisdiction. This letter shall state whether or not sewer connection and service shall be made available to the project by the sewer agency. The letter shall reference the File Index Number and Assessor’s Parcel Number. (JBWD).
61. Preliminary Acoustic 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 87.0905(b). The purpose is to evaluate potential future on-site and/or adjacent off-site noise sources. If the preliminary information cannot demonstrate compliance to noise standards, a project specific acoustical analysis shall be required. Submit information/analysis to the DEHS for review and approval. For information and acoustical checklist, contact DEHS at (909) 387-4666.



62. Existing Wells. If wells are found onsite then, evidence shall be provided that all wells are (1) properly destroyed under permit from that Country OR (2) constructed to DEHS standards, properly sealed and certified to the County as inactivated OR (3) constructed to DEHS standards and meet the quality standards for the proposed use of the water (industrial and/or domestic). Evidence shall be submitted to DEHS/Water Section for approval. Contact DEHS/Water Section for approval. Contact DEHS/Water Section for more information at 909-387-4666.
63. LAFCO. Submit verification of annexation to EHS for any project that requires water or sewer connection outside a purveyor's jurisdiction. For information, contact LAFCO at (909) 383-9900.
64. Water/Sewer Requirements. The following are the steps that must be completed to meet the requirements for installation and/or finance of the on-site/off-site water system and/or sewer system.
- A. Where the water and/or sewer system is to be installed prior to recordation, it is the developer's responsibility to submit to the TRANSPORTATION/FLOOD CONTROL DEPARTMENT, SURVEYOR DIVISION, a copy of the approved plan and a signed statement from the utility of jurisdiction confirming that the improvement has been installed and accepted.
- B. Where a bond is to be posted in lieu of installation of the improvement, the developer shall submit the approved plans and determined amount or a signed statement from an acceptable governmental entity, that financial arrangements have been completed and submitted to the TRANSPORTATION/FLOOD CONTROL DEPARTMENT, SURVEYOR DIVISION.

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

65. Drainage Improvements. A Registered Civil Engineer 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 manner, which will not adversely affect adjacent or downstream properties. Submit drainage study for review and obtain approval. A \$550 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.
66. Drainage Easements. Adequate San Bernardino County Drainage Easements (minimum fifteen [15] feet wide) shall be provided over the natural drainage courses, drainage facilities/or concentration of runoff from the site. Proof of recordation shall be provided to the Land Development Division.
67. On-site Drainage Easement. On-site flows shall be directed within a drainage easement.

68. Water Treatment Easements. Adequate Water Quality Treatment Easements (minimum fifteen [15] feet wide) shall be provided over the WQMP treatment facilities where surface runoff from the site is treated on private property.
69. FEMA Flood Zone. The Project is located within Flood Zone X Shaded according to FEMA Panel Number 8709H dated 08/28/2008 and will require the first floor to be elevated a minimum 1 foot above natural highest adjacent ground in compliance with SBC regulations. 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.
70. Topo Map. A topographic map shall be provided to facilitate the design and review of necessary drainage facilities.
71. Grading Plans. Grading plans shall be submitted for review and approval obtained if grading occurs prior to Final Map recordation. An \$806 deposit for grading plan 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.
72. On-site Flows. On-site flows need to be directed to drainage facilities unless a drainage acceptance letter is secured from the adjacent property owners and provided to Land Development.
73. 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 Watershed Region. Copies of the WQMP guidance and template can be found at: (<http://www.sbcounty.gov/dpw/land/npdes.asp>)

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

74. 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. These shall be submitted to the Land Use Services Department, located at 385 N. Arrowhead Ave, San Bernardino CA 92415-0187. Phone: (909) 387-8311.

### **Nice Ave (Collector Street – 66')**

- Curb Return Dedication. A 30 foot radius return grant of easement is required at the intersection of Opal Ave and Nice Ave.

### **Internal Roads (Local Streets – 60')**

- Road Dedication. A 60 foot grant of easement is required to provide a full-width right-of-way of 60'.
  - Curb Return Dedication. A 20 foot radius return grant of easement is required at the intersection of all internal roads. A 30 foot radius return grant of easement is required at the intersection of internal roads with Opal Ave and Nice Ave.
  - Street Improvements. Design curb and gutter with match up paving 18 feet from centerline.
  - Sidewalks. Design sidewalks per County Standard 109 Type "B".
  - Sidewalk Ramp. Design sidewalk ramps per County Standard 110.
  - Driveway Approach. Design driveway approach per San Bernardino County Standard 128, and located per San Bernardino County Standard 130.
  - Curb Returns. Curb Returns shall be designed per County Standard 110.
75. 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 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.
76. Street Improvement Plans. The developer shall submit for review and obtain approval of street improvement plans prior to construction. Final plans and profiles shall indicate the location of any existing utility facility or utility pole which would affect construction. Any utility affecting construction shall be relocated as necessary without cost to the County. Street improvement plans shall not be approved until all necessary right-of-way is acquired.
77. Improvement Securities. Any required public road, drainage, WQMP, and/or utility improvements for subdivisions shall be bonded in accordance with County Development code unless constructed and approved prior to recordation. All necessary fees shall be provided in accordance with the latest fee schedule.

78. Maintenance Bond. Once all required public road, drainage, WQMP, and/or utility improvements have been constructed and approved, a maintenance bond for a period of one year shall be required to insure satisfactory condition of all improvements. Submit necessary fees, per the latest fee schedule, for new securities.
79. Encroachment Permits. Prior to installation of road and drainage improvements, a permit is required from County Public Works, Transportation Operations Division, Permit Section, (909) 387-8046, 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.
80. 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.
81. Open Roads/Cash Deposit. Existing County roads, which will require reconstruction, shall remain open for traffic at all times, with adequate detours, during actual construction. A cash deposit shall be made to cover the cost of grading and paving prior to issuance of road encroachment permit. Upon completion of the road and drainage improvement to the satisfaction of the Department of Public Works, the cash deposit may be refunded.
82. Access Rights. Vehicular access rights shall be restricted on Colton Avenue, Opal Avenue, and Nice Avenue along the rear of double frontage lots.
83. Access Restriction. An approved type wall/barrier shall be required along the rear of double frontage lots and shall be constructed outside of public right-of-way.
84. Street Type Entrance. Street type entrance(s) with curb returns shall be constructed at the entrance(s) to the development.
85. 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.
86. Street Gradients. Road profile grades shall not be less than 0.5% unless the engineer at the time of submittal of the improvement plans provides justification to the satisfaction of County Public Works confirming the adequacy of the grade.

PUBLIC WORKS – Office of Surveyor (909) 387-8148

87. Non-interference Letter. Developer shall present evidence to the County Surveyor's Office that he has tried to obtain a non-interference letter from any utility company that may have rights of easement within the property boundaries.
88. Easements of Record. Easements of record not shown on the tentative map shall be relinquished or relocated. Lots affected by proposed easements or easement of record, which cannot be relinquished or relocated, shall be redesigned.
89. Final Monumentation. Final monumentation, not set prior to recordation, shall be bonded with a cash amount deposited with the office of the county surveyor as established per the county fee schedule 16.0215B (c) (6).
90. Payment of Actual Cost Fees. Prior to approval for recordation, all fees required under actual cost job number P201400083 for Tract 18952 shall be paid in full.

## **PRIOR TO ISSUANCE OF BUILDING PERMITS**

The following shall be completed:

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

91. Construction Plans: Any building, sign, or structure to be constructed or located on site, will require professionally prepared plans based on the most current County and California Building Codes, submitted for review and approval by the Building and Safety Division.

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

92. Landscape and Irrigation Plan. Landscape and Irrigation Plans shall be prepared in conformance with Chapter 83.10, Landscaping Standards, of the County Development Code. Three (3) sets of landscape plans shall be submitted to the Planning Division for review and approval. The landscape and irrigation plans shall include details for the following improvements and features, as applicable:
- a) Pedestrian walkways and bicycle paths, with cross-sections.
  - b) Entry treatment details and project entrances, including monument signs, walls, landscaping and hardscapes.
  - c) Walls and fences, indicating locations, heights and proposed materials.
  - d) Proposed buffer treatment (walls/landscape) for double frontage lots or transition areas, including site-specific measures for screening.
  - e) All signs, pursuant to the standards of the County Development Code. No primary signs will be permitted.
  - f) Proposed site development plan for the Community Center, including building footprints, drives, parking areas, landscaped areas, lot dimensions, setbacks, slopes and their heights.
  - g) Transit improvements, such as bus turnouts and shelters, as recommended by the County Public Works Department and the local transit authority.
93. Individual Lot Landscaping. The Developer shall be responsible for providing landscaping and irrigation in the front and street side yard areas of all single family residential lots. Landscaping of one model home shall consist only of drought tolerant landscaping to give potential homebuyers an option for a low maintenance yard with limited water usage.
94. Model Home Complex TUP. Where model homes or Model Home Complexes are proposed, the Developer shall submit, with appropriate fees, an application for a Temporary Use Permit (TUP). A model home or model home complex may be authorized before the completion of subdivision improvements in compliance with the following standards.
- a) The sales office and any off-street parking shall be converted back to residential use and/or removed before the issuance of the Final Occupancy Permit or within 14 days from the sale of the last parcel in the subdivision, whichever first occurs.

- b) The model home complex shall be used to sell only units within the subdivision within which the complex is located.
- c) Model home permits will be finalized and the model homes will be allowed to be open to the public only after all subdivision improvements are completed and accepted by the County.
- d) Model home sign permits will be issued only after all subdivision improvements are completed and accepted by the County.
- e) The review authority over the TUP may require other conditions of approval deemed necessary to protect the public health, safety, and general welfare of persons residing or working in the neighborhood.

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

- a) *Bicycle Plan. Participate in implementation of the Countywide Bicycle Plan, through construction of on/off- site facilities or contribution of fees.*
- b) *Transit improvements. Transit improvements (e.g. bus pullouts, bus signage, bus pads, and/or bus shelters) shall be provided along existing or planned transit routes. The need for and nature of those improvements shall be determined in cooperation with the designated local transportation authority (e.g. MBTA, MARTA or other).*
- c) *Energy conservation. Conserve energy through the use of alternative energy resources (e.g. passive lighting, heating, ventilation and air conditioning) and conservation efforts in wastewater treatment, irrigation and use of recycled water. Incorporate energy efficient lighting and California Energy Commission insulation standards into the design.*
- d) *SCAQMD – Design. New and modified stationary sources shall be required to install Best Available Control Technology and offset any new emissions such that there is no net gain in emissions within the air basin. (SCAQMD Regulation XIII)*  
*[Mitigation Measure III-4] Prior to Building Permits/Planning*

PUBLIC WORKS – Traffic Division (909) 387-8186

96. Street Improvements. The applicant shall design as part of the street improvement plans, the installation of a stop control for the northbound movement on Street “C” at Nice Avenue, and a stop control for the westbound movement on Street “A” at Opal Avenue.

97. Regional Transportation Fee. This project falls within the Regional Transportation Development Mitigation Fee Plan Area for the Redlands Subarea. The Regional Transportation Development Mitigation Plan Fee (Plan Fee) shall be paid by a cashier's check to the Department of Public Works Business Office. 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. Currently, the Plan Fee for a single family dwelling unit is \$7,063. There are 131 single family residential units per the Tentative Tract Map 18952 dated February 20, 2014. Therefore, the estimated Plan Fee is \$925,253 (131 units x \$7,063 per unit). The Plan Fee Schedule is subject to change periodically. The current Regional Transportation Development Mitigation Plan and Fee Schedule can be found at the following website:

[http://www.sbcounty.gov/dpw/transportation/transportation\\_planning.asp](http://www.sbcounty.gov/dpw/transportation/transportation_planning.asp)

The Department has collected from other projects fair share impact fees for the purpose of installing a traffic signal at the intersection of Opal Avenue and Colton Avenue. The current amount of fair share impact fees collected for the subject traffic signal improvements is \$7,891. The applicant has voluntarily agreed to install a traffic signal at the intersection of Opal Avenue and Colton Avenue upon the request from the City of Redlands. In lieu of issuing a check to the applicant, the Department will transfer fair share impact fees collected from other projects, for the purpose of installing the subject traffic signal, to the Plan Fee balance due on this project. If the Plan Fee is paid in increments as houses are constructed, then the transfer will occur with final increment.

Applicant shall review and comply with all applicable Prevailing Wage laws and regulations found in the California Labor Code and the Code of Regulations.

98. Fair Share Fees. A fair share contribution for this project is required and will be based on the fair share percentages calculated in the revised LSA traffic study dated November 19, 2014. The study concluded that the additional traffic generated by this project will have an impact at the following intersection for Opening Year and the Buildout Year (2035) traffic conditions: Opal Avenue at SR-38.

The total fair share contribution shall be paid to the Department of Public Works - Traffic Division. At the present time, the total estimated fair share contribution is \$23,936 as detailed in the table below. When an application for a building permit is filed, this amount will be adjusted to reflect actual construction costs incurred, if available, or will be adjusted to account for future construction costs using the Caltrans Construction Cost Index.

INTERSECTION	ESTIMATED COST	FAIR SHARE PERCENTAGE	ESTIMATED CONTRIBUTION
Opal Avenue at SR-38 • Traffic Signal	\$598,400	4.00%	\$23,936



99. Street Improvements. The applicant shall design as part of the street improvement plans, the installation of a stop control for the northbound movement on Street “C” at Nice Avenue, and a stop control for the westbound movement on Street “A” at Opal Avenue.
100. Traffic Signal. *The applicant has voluntarily agreed to install a traffic signal at the intersection of Opal Avenue and Colton Avenue upon the request from the City of Redlands. The applicant shall design as part of the street improvement plans a traffic signal at this intersection.*

*The Department has collected from other projects fair share impact fees for the purpose of installing a traffic signal at the intersection of Opal Avenue and Colton Avenue. The current amount of fair share impact fees collected for the subject traffic signal improvements is \$7,891. In lieu of issuing a check to the applicant, the Department will transfer fair share impact fees collected from other projects, for the purpose of installing the subject traffic signal, to the Plan Fee balance due on this project. If the Plan Fee is paid in increments as houses are constructed, then the transfer will occur with final increment.*

*Applicant shall review and comply with all applicable Prevailing Wage laws and regulations found in the California Labor Code and the Code of Regulations.*

Land Use Services Department – Land Development Division – Road Section (909)  
387-8311

101. Encroachment Permits. Prior to installation of road and drainage improvements, a permit is required from County Public Works, Transportation Operations Division, Permit Section, (909) 387-8046, 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.
102. Open Roads/Cash Deposit. Existing County roads, which will require reconstruction, shall remain open for traffic at all times, with adequate detours, during actual construction. A cash deposit shall be made to cover the cost of grading and paving prior to issuance of road encroachment permit. Upon completion of the road and drainage improvement to the satisfaction of the Department of Public Works, the cash deposit may be refunded.

COUNTY FIRE – Community Safety (909) 386-8465

103. Fire Fee Building. The required fire fees are due at time of submittal; and paid to the San Bernardino County Fire Department/Community Safety Division. This fee is in addition to fire fees that are paid to other City or County offices. [F40]
104. Access. The development shall have a minimum of 3 points of vehicular access. These are for fire/emergency equipment access and for evacuation routes.
- a) Single Story Road Access Width. All buildings shall have access provided by approved roads, alleys and private drives with a minimum twenty six (26) foot unobstructed width and vertically to fourteen (14) feet six (6) inches in height. Other recognized standards may be more restrictive by requiring wider access provisions.
- b) Multi-Story Road Access Width. Buildings three (3) stories in height or more shall have a minimum access of thirty (30) feet unobstructed width and vertically to fourteen (14) feet six (6) inches in height. [F-41]
105. Combustible Protection. Prior to combustibles, being placed on the project site an approved paved road with curb and gutter and fire hydrants with an acceptable fire flow shall be installed. The topcoat of asphalt does not have to be installed until final inspection and occupancy. [F-44]
106. Building Plans. No less than three (3) complete sets of Building Plans shall be submitted to the Fire Department for review and approval. [F42]
107. Water System Residential. A water system approved by the Fire Department is required. The system shall be operational, prior to any combustibles being stored on the site. Detached single family residential developments may increase the spacing between hydrants to be no more than six hundred (600) feet and no more than three hundred (300) feet (as measured along vehicular travel-ways) from the driveway on the address side of the proposed single family structure. [F-54b]
108. Primary Access Paved. Prior to building permits being issued to any new structure, the primary access road shall be paved or an all-weather surface and shall be installed as specified in the General Requirement conditions (Fire # F-9), including width, vertical clearance and turnouts, if required. [F89]

Special Districts Department – (909) 387-5940

109. Zone Formation. Zone Formation costs, plan check fee and one (1) year of advanced energy charges must be submitted to Special Districts Department. Please contact the Engineering Division at (909) 387-5940.

110. Streetlights. This project is not in a streetlight district. Therefore the applicant will need to form a Zone for streetlight services. A deposit of \$2,500 for formation with a written request to form the Zone must be provided to Special Districts Department. Please allow at least 3 months for this process prior to map recordation. For further information, contact Tim Millington, Regional Manager, Special Districts Department at (909) 387-5940.

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

111. Construction and Demolition Waste Management Plan (CDWMP) Part 1 – The developer shall prepare, submit, and obtain approval from SWMD of a CDWMP Part 1 for each phase of the project (Max of 8 Homes on one CWMP). The CWMP shall list the types and weights or volumes of solid waste materials expected to be generated from construction. The CDWMP shall include options to divert from landfill disposal, materials for reuse or recycling by a minimum of 50% of total weight or volume. Forms can be found on our website at [www.sbcounty.gov/dpw/solidwaste](http://www.sbcounty.gov/dpw/solidwaste). An approved CDWMP Part 1 is required before a demolition permit can be issued.

Upon completion of construction, the developer shall complete SWMD's CDWMP Part 2 and shall provide documentation of diversion of materials including but not limited to receipts, invoices or letters showing material type(s) and weights or volume from diversion facilities or certification of reuse of materials on site. An approved Part 2 of the CDWMP is required prior to issuance of occupancy.

**PRIOR TO FINAL INSPECTION OR OCCUPANCY PERMITS**

The Following Shall Be Completed:

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

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

LAND USE SERVICES - Planning (909) 387-8311

113. Individual Lot Landscaping Installed. Prior to final occupancy of each individual lot, all front yard and street side yard landscaping, irrigation, hardscape, exterior features (benches, walkways, etc), walls and fencing shall be installed as shown on the approved landscaping plans.
114. Landscape Certificate of Completion. Prior to the issuance of the certificate of occupancy or final inspection for each phase of the project, a Landscape Certificate of Completion shall be prepared pursuant to Section 83.10.100 for the County Development Code. The Certificate of Completion shall be submitted to the Planning Division certifying that the landscape and irrigation has been installed in accordance with the approved landscape plans. The Landscape Certificate of Completion shall be signed and dated by the licensed professional who prepared the plans.
115. Model Home and Phased Landscaping. Prior to final inspection of the first building permit for the model homes, all exterior community landscaping adjacent to the street that provides primary access to the models and all landscaping at the project entry serving the models shall be fully installed in conformance with the approved landscape plans. One hundred percent (100%) of the installed landscaping shall be healthy and flourishing within each phase of the development as shown on the approved landscape plans.
116. Walls and Fences Installed. All required walls and fences as detailed on the Tentative Map shall be installed prior to occupancy of any structure within each phase of development.
117. On-Site and Off-Site Improvements Installed. All required on-site and off-site improvements required in conjunction with this Tentative Tract Map shall be completed prior to occupancy of any structure within each phase of development. The installation of such improvements shall be sufficient to ensure protection from storm water or run-off, safe vehicular access for occupants and public safety vehicles and the ordinary intended use of the structures to be occupied.

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

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

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

120. Road Improvements. All required on-site and off-site improvements shall be completed by the applicant, inspected and approved by County Public Works. Completion of road and drainage improvements does not imply acceptance for maintenance by the County.
121. Condition of Road Improvements. At the time of occupancy for all structures, the condition of all required on-site and off-site improvements shall be acceptable to County Public Works.
122. 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.
123. Parkway Planting. Trees, irrigation systems, and landscaping required to be installed on public right-of-way shall be approved by the County Public Works/Current Planning, maintained by the adjacent property owner or other County-approved entity.

COUNTY FIRE – Community Safety (909) 386-8465

124. Hydrant Marking. Blue reflective pavement markers indicating fire hydrant locations shall be installed as specified by the Fire Department. In areas where snow removal occurs or non-paved roads exist, the blue reflective hydrant marker shall be posted on an approved post along the side of the road, no more than three (3) feet from the hydrant and at least six (6) feet high above the adjacent road.  
[F80]

125. Residential Addressing. The street address shall be installed on the building with numbers that are a minimum of four (4) inches in height and with a one half (½) inch stroke. The address shall be visible from the street. During the hours of darkness, the numbers shall be internally and electrically illuminated. Numbers shall contrast with their background and be legible from the street. Where the building is fifty (50) feet or more from the roadway, additional contrasting four (4) inch numbers shall be displayed at the property access entrances. [F81]
126. Street Sign. This project is required to have an approved street sign (temporary or permanent). The street sign shall be installed on the nearest street corner to the project. Installation of the temporary sign shall be prior any combustible material being placed on the construction site. Prior to final inspection and occupancy of the first structure, the permanent street sign shall be installed. Standard 901.4.4 [F72]
127. Additional Requirements. In addition to the Fire requirements stated herein, other on-site and off- site improvements may be required which cannot be determined from tentative plans at this time and would have to be reviewed after more complete improvement plans and profiles have been submitted to this office. [F01A]
128. Turnaround. An approved turnaround shall be provided at the end of each roadway one hundred and fifty (150) feet or more in length. Cul-de-sac length shall not exceed six hundred (600) feet; all roadways shall not exceed a 12 % grade and have a minimum of forty five (45) foot radius for all turns. In the FS1, FS2 or FS-3 Fire Safety Overlay District areas, there are additional requirements. Standard 902.2.1 [F43]
129. Spark Arrestor. An approved spark arrestor is required. Every chimney that is used in conjunction with any fireplace or any heating appliance in which solid or liquid fuel are used, shall have an approved spark arrestor visible from the ground that is maintained in conformance with the Uniform Fire Code. [F87]
130. Fire Sprinkler-NFPA #13D. 4 head calculations An automatic life safety fire sprinkler system complying with NFPA Pamphlet #13D and the Fire Department standards is required for single family residential in excess of 10,000 sq ft. The applicant shall hire a Fire Department approved fire sprinkler contractor. The fire sprinkler contractor shall submit three (3) sets of detailed plans (minimum 1/8" scale) with hydraulic calculations and manufacture's specification sheets to the Fire Department for approval. The required fees shall be paid at the time of plan submittal. Minimum water supply shall be a one (1) inch water meter. Standard 101.1D [F61A]

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

131. Construction and Demolition 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 50% of total weight or volume of all construction waste.

PUBLIC WORKS – Traffic Division (909) 387-8186

132. Stop Control. The applicant shall install a stop control for the northbound movement on Street “C” at Nice Avenue, and a stop control for the westbound movement on Street “A” at Opal Avenue as shown on the approved street improvement plans.
133. Traffic Signal Construction. Except for the funds to be transferred to applicant (in the form of a credit on the Plan Fee due) for the fair share impact fees collected by the County for the subject traffic signal, the applicant shall construct, at its own expense, a traffic signal at the intersection of Opal Avenue and Colton Avenue as shown on the approved street improvement plans. Applicant shall apply to the Department’s Permits Division for a permit to construct the improvements in County Highway right-of-way.

**END OF CONDITIONS**

## **EXHIBIT C**

### **Initial Study**



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## SAN BERNARDINO COUNTY INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

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

### PROJECT LABEL:

<b>APNs:</b>	029806307
<b>Applicant:</b>	Opal, LLC 801 Opal Avenue Mentone CA, 92359
<b>Project No:</b>	P201400083
<b>Staff:</b>	Kevin White, Planner
<b>Proposal:</b>	A) A GENERAL PLAN AMEDEMMENT TO CHANGE THE OFFICIAL LAND USE ZONING DISTICT FROM COMMUNITY INDUSTRIAL TO SINGLE RESIDENTIAL ON 35.33 ACRES. B) A TENTATIVE TRACT MAP TO CREATE 131 LOTS ON 35.12 ACRES.

**USGS Quad:** Redlands  
**Lat/Long:** 34°03'52.80"N/117°07'54.83" W

**T, R, Section:** T1S R2W Sec. 19

**Community Plan:** N/A  
**LUZD:** COMMUNITY INDUSTRIAL (IC)

**Overlays:** FP-2

### PROJECT CONTACT INFORMATION:

**Lead agency:** County of San Bernardino  
Land Use Services Department  
385 N. Arrowhead Avenue, 1<sup>st</sup> Floor  
San Bernardino, CA 92415-0182

**Contact person:** Kevin White, Planner  
**Phone No:** (909) 387-3067    **Fax No:** (909) 387-3223  
**E-mail:** [kevin.white@lusrd.sbcounty.gov](mailto:kevin.white@lusrd.sbcounty.gov)

### PROJECT DESCRIPTION:

#### **Summary**

The proposed project is a General Plan Amendment (GPA) to change the Official Land Use Zoning District from Community Industrial (IC) to Single Residential (RS) on 35.53 acres. The project also includes a Tentative Tract Map (TT 18952) to subdivide 35.33 acres into 131 lots. The site is located in unincorporated San Bernardino County (County), within the Sphere of Influence of City of Redlands. The area of the GPA is slightly larger than TT 18952 because the property to be subdivided surrounds a .23 acres property to the north, south and east near the northwest corner of the site. The .23 acre parcel is also zoned IC and has been improved with a single residential home which takes access on Opal Avenue. See Exhibit 2 (Tract Map).

**Local Setting**

The area immediately surrounding the project site consists of industrial uses to the west, a residential housing and water reservoir to the north, a residential tract to the east, and Redlands East Valley High School to the South. The site is .10 of a mile east of the City of Redlands.

Roadways in the project vicinity are paved. Opal Avenue is adjacent to the project site to the west, Colton Avenue to the north and Nice Avenue to the West.

**Project Site Location, Existing Site Land Uses and Conditions**

The project site has previously been disturbed. The site currently includes a 208,000 square foot industrial building with offices and a 60,000 square foot warehouse building. Additionally, the site includes truck and passenger vehicle parking, fences, gates, hardscape areas, as well as some ornamental trees and vegetation. The site and surrounding vicinity is predominantly flat terrain. The project site has an elevation between 1650 and 1685 msl with a slight decrease in elevation to the east.

**Existing General Plan Land Use Zoning Designations**

Land uses on the project site and surrounding parcels are governed by the County's Zoning Code. The site's land use zoning designation is Community Industrial. The project site is immediately adjacent to the City of Redlands's boundaries and is identified as being within the City of Redlands's Sphere of Influence Area. The City of Redlands's General Plan Land Use Designation for the site is also zoned Industrial.

<b>Existing Land Use and Land Use Zoning Districts</b>		
<b>Location</b>	<b>Existing Land Use</b>	<b>Land Use Zoning District</b>
<b>Project Site</b>	Warehouse, Office, Truck Parking, Outside Storage, Open Space	Community Industrial
North	Residential	Community Industrial – Single Residential
South	Institutional	Redlands East Valley High School
East	Residential	Single Residential
West	Industrial	Community Industrial

**Tentative Tract Map**

The proposed Tentative Tract Map will subdivide the property into 131 residential lots and 16 lettered lots. The residential lots range in size from 7,200 square feet to 14,019 square feet. The tract map has a proposed density of 3.72 units per acre (net). The lettered lots are proposed to be common areas. Lot A is proposed to be utilized as a

small park area, and includes a “tot lot”. The remainder of the lettered lots will be utilized by the landscape areas for beautification of the existing streets, and some will also be used as water quality basins.

The Tract map includes three dedicated points of ingress and egress, one of which is located on Opal Avenue and the other two access points on Nice Avenue. The project also has two pedestrian access points at the corner of Nice Avenue and Opal Avenue and also a pedestrian access on Colton Avenue which also will serve as an emergency access point as needed by police or fire personnel.

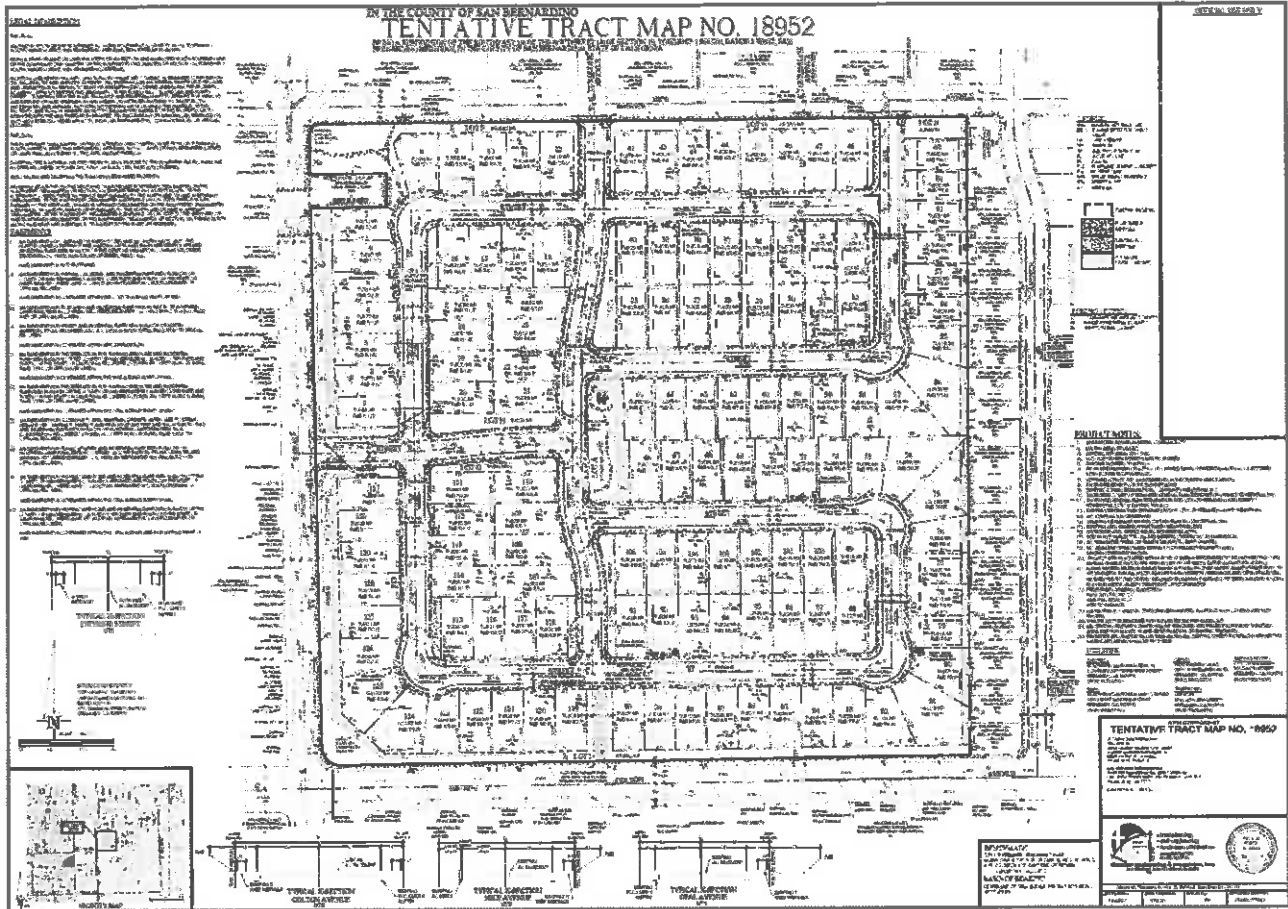
The development will not be a gated community and the interior streets are designed to meet the County’s standard plans so that they can be dedicated as public streets. The City of Redlands will provide water and sewer services for the proposed lots. The project site is located within the boundaries of the Redlands Unified School District.

The project includes well-proportioned landscaping along interior streets, and a 6-foot high block wall surrounding the proposed residential community that serves as a decorative security perimeter wall while also providing sound attenuation.

### Exhibit 1: Vicinity Map



### Exhibit 2: Tentative Tract Map



## 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 17 major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

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

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

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

**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.

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

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

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

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

Signature (prepared by Keyin White, Planner)

Date 4/1/15

Signature: David Prusch  
 Land Use Services Department/Planning Division

Date 4/1/15

Land Use Services Department/Planning Division

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>I. AESTHETICS - Will the project</b>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which will adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

- a) **No Impact.** The proposed project is not located within a Scenic Corridor. The site is also not located in the proximity of a scenic vista. There is little topography in the area or other features from which there would be views of the region. The proposed project is located within an area where surrounding lands are already substantially developed with residential neighborhoods, industrial, and institutional uses.
- b) **No Impact.** The site is not adjacent to a state scenic highway. There are no protected trees, rock outcroppings, or historic buildings on the project site; therefore, the proposed project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings.
- c) **Less than Significant Impact.** The proposed project would not substantially degrade the existing visual character of the site and its surroundings. The site is within an urbanized area with improved roadways, electrical poles and lines, streetlights, sidewalks, and ornamental landscaping (e.g., groundcover, shrubs and trees). The project site has industrial and office buildings. The project would require removal of the structures and the existing landscaping. The proposed project would allow the development of the site with single-family homes and related infrastructure and improvements (e.g., streets, curbs, street trees, perimeter walls, fire hydrants, park and playground equipment, etc.), which would be at a similar scale and character as existing uses and improvements surrounding the site. The project will also require the following condition to address existing and proposed utilities:

*Utility lines, including electric, telephone, communications, and street lighting, within or directly serving each subdivision, shall be placed underground. The subdivider is*

*responsible for complying with the requirements of this Subsection without expense to the County, and shall make necessary arrangements with the utility company for the installation of the facilities. Appurtenances and associated equipment (e.g., boxes and meter cabinets) and concealed ducts in an underground system may be placed above ground.*

Therefore, the project would have a less than significant impact on the existing visual character and quality of the site and its surroundings.

- d) **Less than Significant Impact.** The proposed project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Street lights are located immediately north of the site along Opal Avenue and in adjacent residential communities. Street and exterior lighting proposed on site would be similar to the surrounding uses and would be hooded and down-shielded to direct lighting onsite and protect surrounding properties from any light glare. Therefore, the project would result in less than significant impacts relative to light and glare.

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



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

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

- a) **No Impact.** The Farmland Mapping and Monitoring Program of the California Department of Conservation is responsible with mapping Prime Farmland, Unique Farmland, Farmland of Statewide Importance, and Farmland of Local Importance (Farmland) across the state. This site is designated as Urban/Built up land. The project would not convert Farmland, as shown on the FMMP maps, to non-agricultural use, since the project site is not designated as such.
  - b) **No Impact.** The proposed project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. The current General Plan land use designation for the project area is Community Industrial. The proposed project area is not under a Williamson Act contract. There is no impact and no further analysis is warranted.
  - c) **No Impact.** The proposed project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. The proposed project area has never been designated as forest land or timberland because the site is within the valley region which does not contain forested lands.
  - d) **No Impact.** The proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. The proposed project site is within the valley region of the county, and is predominantly disturbed with existing industrial uses. There is no impact and no further analysis is warranted.
  - e) **No Impact.** The proposed project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use. The current General Plan land use designation for the project area is IC. There is no impact and no further analysis is warranted.
- No significant adverse impacts are identified or anticipated and no mitigation measures are required.**

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>III. AIR QUALITY</b> - Where available, the significance criteria established by the applicable air quality management or air pollution control district might be relied upon to make the following determinations. Will the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

The following analysis is based on the project Air Quality Impact Analysis (AQIA) dated October 2014 prepared by LSA Associates. The AQIA evaluates emissions from construction and operations, focusing on criteria air pollutants, hazardous emissions, and greenhouse gases (GHG).

- a) **No Impact.** The proposed project would not conflict with or obstruct implementation of the applicable air quality plan. A project is consistent with the regional Air Quality Management Plan (AQMP) if it does not create new violations of clean air standards, exacerbates any existing violations, or delays a timely attainment of such standards.

The two principal criteria for conformance to an AQMP are 1) whether the project would result in an increase in the frequency or severity of existing air quality violations; cause or contribute to new violations; or delay timely attainment of air quality standards; and 2) whether the project would exceed the assumptions in the AQMP.

With respect to the first criterion, the analyses in responses III.b) and III.c), below demonstrate that the project would not generate short-term and long-term emissions of volatile organic compounds (VOC), oxides of nitrogen (NOx, which are ozone precursors), or PM2.5 that could potentially cause an increase in the frequency or severity of existing air quality violations; cause or contribute to new violations; or delay timely attainment of air quality standards.

Projects such as the proposed Opal Avenue Residential Project do not directly relate to the AQMP in that there are no specific air quality programs or regulations governing general development. Conformity with adopted plans, forecasts and programs relative to population, housing, employment and land use is the primary yardstick by which impact significance of planned growth is determined. The change to regional air quality from the proposed action is immeasurably small due to the size of the project relative to the air quality basin and because the project does not exceed air quality standards. A project specific analysis of air quality impacts was conducted in the AQIA, which demonstrates that project related emissions are below the significant threshold levels. Therefore, the project is considered consistent with the region's AQMP. No impacts would occur and no mitigation is required.

Given that the proposed project would not significantly alter the population or employment projections considered during the development of the AQMP, and considering the minor emissions attributable to the proposed project during operation (refer to discussion in Item III.b) below), there are no impacts associated with AQMP consistency.

- b) **Less than Significant Impact with Mitigation Incorporated.** The proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Air quality impacts would include construction exhaust emissions generated from diesel- and gasoline-powered equipment construction equipment, vegetation clearing, grading, construction worker commuting, construction material deliveries, and operational activities upon project completion. Fugitive dust emissions include particulate matter and are a potential concern because the project is in a non-attainment area for PM-10 and PM-2.5, as well as ozone.

#### Construction Phase

Dust is a concern during construction of new homes and infrastructure. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Emission rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). These parameters are not known with any reasonable certainty prior to project development and may change from day to day. Any assignment of specific parameters to an unknown future date is speculative and conjectural.

Construction emissions were calculated by using California Emissions Estimator Model (CalEEMod) version 2013.2.2. CalEEMod is a computer program accepted by the SCAQMD that can be used to estimate anticipated emissions associated with land development projects in California. CalEEMod has separate databases for specific counties and air districts.

**Table 2: Construction Activity Equipment Fleet**

Phase Name and Duration	Equipment
Demolition (15 days)	1 Concrete Saw
	2 Dozer
	3 Excavators
Grading (20 days)	2 Excavator
	1 Grader
	1 Dozer
	2 Loader/Backhoes
	2 Scraper
Construction (182 days)	1 Crane
	3 Forklifts
	1 Generator Set
	3 Loader/Backhoes
	1 Welder
Paving (5 days)	2 Mixers
	2 Pavers
	2 Roller
Architectural Coating	1 Air Compressors

Utilizing the indicated equipment fleet shown in the table above, the following worst case daily construction emissions are calculated by CalEEMod 2013.2.2 and are listed in **Table 3** below.

**Table 3: Construction Activity Emissions  
 Maximum Daily Emissions (pounds/day)**

Maximal Construction Emissions	VOC	NOx	CO	SO <sub>2</sub>	PM-10	PM-2.5
Peak Daily	74	79	52	0.73	10	5.3
SCAQMD Thresholds	75	100	550	150	150	55

Peak daily construction activity emissions are estimated to be below SCAQMD CEQA thresholds without the need for added mitigation. The only model-based mitigation measure applied for this project was watering exposed dirt surfaces at least three times per day as required per SCAQMD Rule 403 (Fugitive Dust), to minimize the generation of fugitive dust.

Based on the above analysis, project construction and operations would neither violate any air quality standard nor contribute substantially to an existing or projected air quality violation. Impacts are less than significant; nonetheless mitigation measures AQ-1 through AQ-3 are incorporated to facilitate monitoring and compliance with SCAQMD's Rule 403.

Operational Impacts

Project uses would generate 1,137 daily trips according to trip generation estimates provided in the project traffic impact analysis. Operational emissions for the proposed uses were calculated using CalEEMod2013.2.2 (assuming a project build-out year of 2016). Calculated emission levels are shown in **Table 4** below.

**Table 4: Daily Operational Impacts**

Source	Operational Emissions (lbs/day)				
	NOx	CO	SO <sub>2</sub>	PM-10	PM-2.5
<b>Total</b>	<b>15</b>	<b>63</b>	<b>.15</b>	<b>9.3</b>	<b>2.9</b>
SCAQMD Threshold	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No

Source: CalEEMod Output in Appendix

The project would not cause any operational emissions to exceed their respective SCAQMD CEQA significance thresholds. Based on the modeling analysis, operational emission impacts are judged to be less than significant.

- c) **Less than Significant Impact with Mitigations Incorporated.** As discussed in Response III.b, the project would not exceed SCAQMD criteria pollutant emission thresholds. Cumulative emissions are part of the emission inventory included in the AQMP for the project area. Therefore, there would be no cumulatively considerable net increase of the criteria pollutants that are in nonattainment status in the South Coast Air Basin.
- d) **Less than Significant Impact.** The proposed project would not expose sensitive receptors to substantial pollutant concentrations (see Items III.a through III.c regarding criteria pollutants). The project's construction and operations would not result in any significant air pollutant emissions, and nearby sensitive receptors (consisting of residences) would not be significantly impacted by such emissions.

With regard to potentially hazardous air emissions, small amounts of hazardous air pollutants are contained in the diesel exhaust of the construction equipment to be used to prepare the site and develop the proposed housing units. Diesel exposure risk is calculated based on a 70-year lifetime with the receptor located outdoors permanently. Resident exposure to construction equipment exhaust emissions would only be for several months. The combination of limited exhaust particulate emissions, brief resident exposure and generally high dispersal rates during the daytime renders hazardous emissions impacts as less-than-significant.

For those reasons, impacts are less than significant and an assessment of potential human health risks attributable to emissions of hazardous air pollutants is not required.

- e) **Less than Significant Impact.** The project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with 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 (refuse) associated with the project's (long-term operational) uses. Standard AQMD construction requirements would minimize odor impacts resulting from construction activity. Any construction odor emissions generated would be temporary, short-term, and intermittent in nature and would cease upon completion of construction activity and is thus considered less than significant. Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the County's solid waste regulations. The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed Project construction and operations would be less than significant and no mitigation is required.

**SIGNIFICANCE: Possible significant adverse impacts have been identified or are anticipated and the following mitigation measures are required as conditions of project approval to reduce these impacts to a level considered less than significant:**

**AIR QUALITY MITIGATION MEASURES:**

**AQ-1** *AQ/Dust Control Plan. The developer will prepare, submit, and obtain approval from San Bernardino County Planning of a Dust Control Plan (DCP) consistent with South Coast Air Quality Management District guidelines and a letter agreeing to include in any construction contracts/subcontracts a requirement that project contractors adhere to the requirements of the DCP. The DCP will include the following elements to reduce dust production:*

- a) *Exposed soils and haul roads will be watered three (3) times per day to reduce fugitive dust during all grading/construction activities. Inactive areas will be treated with soil stabilizers such as hay bales or aggregate cover.*
- b) *Street sweeping will be conducted when visible soil accumulations occur along site access roadways to remove dirt dropped by construction vehicles.*
- c) *Site access driveways and adjacent streets will be washed daily, if there are visible signs of any dirt track-out at the conclusion of any workday.*
- d) *Construction vehicle tires will be washed prior to leaving the project site.*
- e) *All trucks hauling dirt away from the site will be covered, and speeds on unpaved roads will be reduced below 15 miles per hour.*
- f) *During high wind conditions (i.e., wind speeds exceeding 25 mph), areas with disturbed soil will be watered hourly and activities on unpaved surfaces will cease until wind speeds no longer exceed 25 mph.*
- g) *Storage piles that are to be left in place for more than three working days will be sprayed with a non-toxic soil binder, covered with plastic or revegetated.*

*Initial Study*

*P201400083*

*0298-063-07,03*

*Opal Avenue Residential Development*

*November 2015*

**AQ-2** **AQ – Installation.** *The developer will submit for review and obtain approval from County Planning evidence that all air quality mitigation measures have been installed properly and that specified performance objectives are being met to the satisfaction of County Planning and County Building and Safety.*



Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>IV. BIOLOGICAL RESOURCES - Will the project:</b>				
a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc...) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Figure 1

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

- a) **No Impact.** The site currently includes a 208,000 square foot industrial building with offices and a 60,000 square foot warehouse building. Additionally, the site includes truck and passenger vehicle parking, fences, gates, hardscape areas, as well as some ornamental trees and vegetation. Immediately surrounding the project site primarily consists of industrial uses to the west, a residential housing and water reservoir to the north, a residential tract to the east, and Redlands East Valley High School to the South. Therefore it unlikely that the site contains any rare, threatened or endangered species of concern. Approximately 30% of the site is unimproved however that area has previously been

cleared on a regular basis for weeds, and was previously utilized as outdoor storage of modular buildings and other equipment

**Exhibit C- Photo taken from the southeast corner of the project site looking Northwest.**



**Exhibit D – Photo taken from the North property line (Nice Ave looking Southeast)**



- b) **No Impact.** The site does not contain any riparian habitat. Vegetation on the site consists of predominantly ornamental vegetation. Neither desert plant species nor riparian plant species exist or have the potential to exist on the project site. There is no impact.
- c) **No Impact.** No waters and/or wetlands under the jurisdiction of the federal government, through the U.S. Army Corps of Engineers (USACE) were identified on the site. The project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act, and no mitigation measures are required. There is no impact to federally protected wetlands.
- d) **Less than Significant Impact.** The site does not have native wildlife species and the likelihood for such species to breed on the site is extremely low. No native wildlife have established nursery or breeding colonies on the site. No naturally occurring native fish populations are present within the project site because the project site has no standing water or significant hydrological drainages where water would be present for an extended period of time.
- e) **No Impact.** The project does not conflict with local policies or ordinances protecting biological resources that are applicable to the proposed project site. The project site is currently developed as an industrial use, and was long ago cleared of native vegetation.
- f) **No Impact.** The project site is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. The project would have no significant impact relating to Habitat Conservation Plans, Natural Community Conservation Plans, and Recovery Plans. There would be no take of critical habitat and, therefore, no land use conflict with existing management plans would occur.

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

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

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

The proposed project is not located in a Cultural or Paleontological Resources Overlay area. The analysis in this section is based on the Cultural Resources Assessment, dated July 2014 and prepared by LSA & Associates.

- a) **Less than Significant Impact.** There are no known historic resources on the project site. The Cultural field survey conducted on the project site identified no historic-period resources. Therefore, development of the subject property is not expected to result in any adverse impacts to historical or archaeological resources.
- b) **Less than Significant Impact.** There were no archaeological resources discovered on the project site. A standard condition of approval would be applied to the project that requires the applicant or assignee to contact the County Museum for a determination of appropriate measures if any archeological resources are discovered during project construction. This condition would reduce the project's impacts to a level considered less than significant.
- c) **Less than Significant Impact.** This project is not expected to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, because no resources of significance have been identified in the cultural resources survey of the site. The standard condition of approval mentioned above in V.b) would further reduce the potential for impacts, if anything should be found during project construction.
- d) **Less than Significant Impact.** It is not anticipated that this project would disturb any human remains, including those interred outside of formal cemeteries, because no such burials grounds are known to exist on the project site. If any human remains are discovered during construction of this project, standard requirements in the Conditions of Approval would require the developer to contact the County Coroner and the County Museum for a determination of appropriate measures to be taken. A Native American representative shall

also be consulted if the remains are determined to be of potential Native American origin pursuant to Section 15064.5(e) of the CEQA Guidelines.

**No historical resources were identified on the project site, thus the impact is less than significant. A standard condition of approval will be applied to the project to require the developer to contact the County Museum in the event of discovery of any artifact during construction, for instructions regarding evaluation for significance as a cultural or paleontological resource. No significant adverse impacts are identified or anticipated and therefore no mitigation measures are required.**

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

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

- a) i) **Less than Significant Impact.** The proposed project site is not located within an Alquist-Priolo Earthquake Fault Zone. While the potential for onsite ground rupture cannot be totally discounted (e.g., unmapped faults could conceivably underlie the project site), the likelihood of such an occurrence is considered low due to the absence of known faults within the site. There is no impact related to the exposure of persons or structures to rupture of a known earthquake fault.
- ii) **Less than Significant Impact.** The project site is within a seismically active region and

is potentially subject to strong ground acceleration from earthquake events along major regional faults in southern California. The nearest identified fault line to the project site is the Redlands Fault which is capable of generating seismic activity. The known regional active and potentially active faults that could produce the most significant ground shaking at the site include the Redlands-Elsinore fault zone, San Jose, Cucamonga, Sierra Madre, Puente Hills, San Jacinto, and San Andreas faults.

The design of any structures on-site would incorporate measures to accommodate projected seismic loading, pursuant to existing California Building Code (CBC) and local building regulations. Specific measures that may be used for the proposed project include proper fill composition and compaction; anchoring (or other means of for securing applicable structures); and the use of appropriate Opal materials, dimensions, and flexible joints. Based on the incorporation of applicable measures into project design and construction to comply with CBC, potential project impacts associated with strong seismic ground shaking would be less than significant.

iii) **Less than Significant Impact.** Liquefaction is the phenomenon whereby soils lose shear strength and exhibit fluid-like flow behavior. The project site is not located in a Geologic Hazard Overlay , nor is it located on soils known to expose people or structures to liquefaction.

iv) **No Impact.** The proposed project would not have any risks associated with landslides. Landslides are the downslope movement of geologic materials. The stability of slopes is related to a variety of factors, including the slope's steepness, the strength of geologic materials, and the characteristics of bedding planes, joints, faults, vegetation, surface water, and groundwater conditions. The project area is relatively flat terrain where landslides have not historically been an issue; therefore, no significant impacts are anticipated with respect to seismic-related (or other) landslide hazards, and no further analysis is warranted.

b) **Less than Significant Impact.** Construction activities could result in substantial soil erosion if the sites are not properly designed. The potential impacts of soil erosion would be minimized through implementation of Development Code requirements. Specifically, the applicant would prepare a Stormwater Pollution Prevention Plan (SWPPP) in compliance with the requirements of the National Pollutant Discharge Elimination System (NPDES) General Construction Permit. The SWPPP would prescribe temporary Best Management Practices (BMPs) to control wind and water erosion during and shortly after construction of the project. A preliminary Water Quality Management Plan has been prepared, which specifies permanent BMPs to control erosion and sedimentation once construction is complete. A final WQMP is required prior to building permits, which will affirm the proposed BMPs on the construction plans. The impact on soil erosion is less than significant and no further analysis is warranted.

c) **Less than Significant Impact.** The site is not expected to be prone to adverse effects of: slope instability or adverse differential settlement from cut/fill transition).

During construction, the geotechnical engineer would provide on-site observation of site



preparation and grading, fill placement and foundation installation, thus ensuring that geotechnical conditions are as anticipated and that the contractor's work meets with the criteria in the approved plans and specifications. Any underground obstructions should be removed, as should large trees and their root systems. Resulting cavities should be properly backfilled and compacted. Efforts should be made to locate existing utility lines. Those lines should be removed or rerouted if they interfere with the proposed construction, and the resulting cavities should be properly backfilled and compacted.

- d) **Less than Significant.** Expansive (or shrink-swell) behavior is attributable to the water-holding capacity of clay minerals and can adversely affect the structural integrity of facilities. In general, compliance with Building Code requirements would minimize potential impacts to project facilities. Site soils are determined by the Geotechnical Investigation to be typically stiff or medium dense, are deemed to be low expansive potential. Prior to placing any fills or constructing any overlying improvements, loose surface soils would be scarified and compacted according to Geotechnical Investigation specifications. Impacts would be less than significant and no further analysis is warranted.
- e) **No Impact.** The project does not propose to use septic tanks or alternative wastewater disposal systems; therefore, no impacts would occur. No further analysis is warranted.

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

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

**SUBSTANTIATION:**

- a) **Less than Significant Impact.** In September 2006, the State enacted the Global Warming Solutions Act (Assembly Bill 32), which was created to address greenhouse gases emitted by human activity and implicated in global climate change. The Act requires that the greenhouse gas (GHG) emissions in California be reduced to 1990 levels by 2020. This is part of a larger plan in which California hopes to reduce its emissions to 80 percent below 1990 levels by 2050.

Additionally, through the California Climate Action Registry (CCAR, now called the Climate Action Reserve), general and industry-specific protocols for assessing and reporting GHG emissions have been developed. GHG sources are categorized into direct sources (i.e., from the project site itself and from activities directly associated with operations) and indirect sources (i.e., not directly associated with the project, but impacted by its operations). Direct sources include combustion emissions from on-and off-road mobile sources, and fugitive emissions. Indirect sources include off-site electricity generation and non-company owned mobile sources.

The proposed project's primary contribution to air emissions is attributable to construction activities, including the delivery of construction material to the site. Project construction would result in GHG emissions from construction equipment, delivery of construction materials, and construction workers' personal vehicles traveling to and from the site. Construction-related GHG emissions vary depending on the level of activity, length of the construction period, specific construction operations, types of equipment, and number of personnel.

The primary emissions that would result from the proposed project occur as carbon dioxide (CO<sub>2</sub>) from gasoline and diesel combustion, with more limited vehicle tailpipe emissions of nitrous oxide (N<sub>2</sub>O) and methane (CH<sub>4</sub>), as well as other GHG emissions related to vehicle cooling systems. To account for variations in the effectiveness of these gases on climate change, a measure called CO<sub>2</sub>-equivalent (CO<sub>2</sub>e) is used.

Pursuant to Section 15064.4 of the State CEQA Guidelines, the treatment of GHG emissions follows a process of quantification of project-related GHG emissions, determination of significance, and specification of any appropriate mitigation if impacts are found to be potentially significant. The AQIA used the CalEEMod computer model to quantify construction-period and operational GHG emissions. Modeling predicts construction activities would generate an overall total of 2480 metric tons CO<sub>2</sub>e emissions. SCAQMD GHG emissions policy from construction activities is to amortize emissions over a 30-year lifetime. The amortized construction emission is 16.2 metric tons CO<sub>2</sub>e. **Table 7** identifies the total operational and annualized construction emissions.

**Table 7: Operational Emissions**

<b>Consumption Source</b>	<b>MT CO<sub>2</sub>(e) tons/year</b>
Area Sources	34
Energy Utilization	527
Mobile Source	1790
Solid Waste Generation	70
Water Consumption	60
Annualized Construction	150
<b>Total</b>	<b>2480</b>
Significance Threshold	3,500

The screening level operational threshold is 3,500 metric tons (MT) of CO<sub>2</sub>e per year. The total operational emissions and annualized construction emissions of 2,480 metric tons of CO<sub>2</sub>e per year with mitigation measure is well below this threshold and are considered less than significant.

- b) **Less than Significant Impact.** The proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. In December 2011, the County Board of Supervisors adopted a Greenhouse Gas Emissions Reduction Plan (GHG Reduction Plan). The GHG Reduction Plan states that “[w]ith the application of the GHG performance standards, projects that are exempt from CEQA and small projects that do not exceed 3,000 MTCO<sub>2</sub>e per year will be considered to be consistent with the Plan and determined to have a less than significant individual and cumulative impact for GHG emissions.” Applicable performance standards are identified in Appendix F of the GHG Reduction Plan. As noted in Appendix F, these performance standards apply to all projects and are included as Conditions of Approval when discretionary approvals are granted. Therefore, all applicable performance standards would be included in the Conditions of Approval for the project. In addition, as described in Item VII.a., the project is below the 3,000 MTCO<sub>2</sub>e per year significance threshold.

Because the project would be required to comply with all applicable performance standards identified in the GHG Reduction Plan, and GHG emissions would not exceed the 3,000 MTCO<sub>2</sub>e per year screening threshold, the project is determined to be consistent with the County’s GHG Reduction Plan.

- G-1 GHG. The proposed project is required to comply with Title 24 of the California Code of Regulations (CCR) established by the CEC regarding energy conservation and Green Building standards. The project applicant shall incorporate the following in building plans.
- A) Low-emission water heaters shall be used. Solar water heaters are encouraged.
  - B) Exterior windows shall utilize window treatments for efficient energy conservation. Install efficient lighting and lighting control systems.
  - C) Use daylight as an integral part of the lighting systems in buildings.
  - D) Install light-colored “cool” roofs and cool pavements.
  - E) Install energy-efficient heating and cooling systems, appliances and equipment, and control systems.
  - F) Install solar lights or light-emitting diodes (LEDs) for outdoor lighting or outdoor lighting that meets the County of San Bernardino County Code.

- G-2 Water Conservation and Efficiency Measures. The applicant shall submit for review and approval a comprehensive water conservation strategy appropriate for the project and its location. The strategy may include the following, plus other innovative measures that may be appropriate:

- G) Create water-efficient landscapes within the development.
- H) Design buildings to be water-efficient. Install water-efficient fixtures and appliances, including low-flow faucets and dual flush toilets.
- I) Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>VIII HAZARDS AND HAZARDOUS MATERIALS - Will the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, will it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, will the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, will the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SUBSTANTIATION:**

- a) **Less than Significant Impact.** The proposed project is not expected to result in impacts from hazards and hazardous materials with respect to creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous

materials. This is because the proposed project would not involve the routine transport, use, or disposal of significant amounts of hazardous materials as defined by the Hazardous Materials Transportation Uniform Safety Act. During construction, the proposed project would involve the transport of general construction materials (i.e., concrete, wood, metal, fuel, etc.) as well as the materials necessary to construct the proposed project.

Construction activities would involve the use of hazardous materials such as fuels and greases for the fueling and servicing of construction equipment. Such substances may be stored in temporary storage tanks/sheds that would be located on the project site. Although these types of materials are not acutely hazardous, they are classified as hazardous materials and create the potential for accidental spillage, which could expose workers. The use, storage, transport, and disposal of hazardous materials used in construction of the facility would be carried out accordance with federal, state, and County regulations. No extremely hazardous substances (i.e., governed under Title 40, Part 335 of the Code of Federal Regulations) are anticipated to be produced, used, stored, transported, or disposed of as a result of project construction.

The project would be required to comply with federal, state, and county laws, ordinances, and regulations; therefore, the project would result in less-than-significant impacts related to the creation of significant hazards through the routine transport, use, or disposal of hazardous materials.

- b) **Less than Significant Impact.** 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. With the exception of construction-related materials such as fuels, lubricants, adhesives, and solvents, the proposed project would not generate or require the use or storage of significant quantities of hazardous substances. Additionally, any proposed use or construction activity that might use hazardous materials is subject to permit and inspection by the Hazardous Materials Division of the County Fire Department. Compliance with regulations and standard protocols during the storage, transportation, and usage of any hazardous materials would ensure no substantial impacts would occur. As such, there is a less-than significant impact associated with creating a significant hazard to the public or the environment.
- c) **No Impact.** The future occupants of the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing school because the residential project does not propose the use of hazardous materials. There would be no impact related to hazardous emissions or the handling of hazardous materials near schools resulting from implementation of the project.

- d) **No Impact.** The project site is not located on a known site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The proposed project would not create a significant hazard to the public or the environment. Therefore, the project would result in no significant impact associated with hazardous materials sites.
- e) **No Impact.** The proposed project area is located in the vicinity of the Redlands Municipal Airport. The site is not within the boundaries of the airport land use plan and would not impose safety hazards for people residing or working in the project area as a result of proximity to an airport.
- f) **No Impact.** The proposed project area is not located within the vicinity of a private airstrip; therefore, it would not result in a safety hazard for people residing or working in the project area.
- g) **No Impact.** Activities associated with the proposed project would not impede existing emergency response plans for the project site and/or other land uses in the project vicinity. The project would not result in any closures of existing roadways that might have an effect on emergency response or evacuation plans in the vicinity of the project site. In addition, all vehicles and stationary equipment would be staged off public roads and would not block emergency access routes. Accordingly, implementation of the proposed project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. There is no impact and no further analysis is warranted.
- h) **No Impact.** The project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, because there are no wildlands adjacent to this site. The project site is in an urban area and is not located in a fire safety overlay district. Therefore, it is not adjacent to wildlands or near the wildlands/urban interface, and would not expose people, structures or infrastructure to risks of wildland fires. There would be no impact and no further analysis is warranted.

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

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

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**SUBSTANTIATION:**

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- a) **Less than Significant Impact.** The project would not violate any water quality standards or waste discharge requirements, because a final WQMP would be required to be prepared and approved by the Land Development Division as part of the building permit(s) process. As detailed in the Hydrology Study and the Preliminary WQMP, the proposed development would include Retention Basins within Lot D (4,100 CF) and LOT I (4,750 CF), located along Opal Avenue. The retention basins will be utilized to treat the flow from the site from the proposed streets. The retention basins within the common areas will be maintained by a Homeowners Association. The project also includes rain gardens on each of the proposed residential lots and maintained by the lot owner or their designated maintenance company.

The conditions will also require the following as standard conditions of approval:

2. **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](http://www.swrcb.ca.gov)
3. **Regional Board Permit Letter:** CONSTRUCTION projects involving one or more acres must be accompanied by a copy of the Regional Board permit letter with the WDID #. Construction activity includes clearing, grading, or excavation that results in the disturbance of at least one (1) acre of land total.

- b) **Less than Significant Impact.** The project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Groundwater infiltration will still occur as discussed in section IX. a) above. Potable water would be provided by the City of Redlands not from groundwater wells at the site. The City of Redlands currently serves the existing structures located on the project site. The City of Redlands has indicated sufficient water supplies are available but the number of "outside City connections" is limited on a yearly basis. Therefore, the timetable for water connections may be restricted, depending on the other development in the area.

- c) **Less than Significant Impact.** The project would not substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site. Drainage will continue to leave the site on Opal Avenue. The proposed development will decrease all flow events from their pre-development conditions for flow and volume. 100 year flows will be reduced by 30 percent and 100 year volume will be reduced by 16.68 percent. The reduction in drainage flow would be due to the proposed Retention Basins within Lot D (4,100 CF) and LOT I (4,750 CF), located along Opal Avenue. There is no



stream or river on the site or in the vicinity that would be affected by construction of the project. The project is required to submit and implement an erosion control plan, and construction would be subject to a Storm Water Pollution Protection Plan (SWPPP) to prevent erosion or sedimentation during project construction.

- d) **Less than Significant Impact.** As described in c.), above, the project would not impact any drainages, and the project would not otherwise result in any noteworthy change in the drainage pattern of the site or area. As shown on the hydrology plan, the project would not result in a substantial alteration to the drainage pattern of the site or area, nor would it result in any substantial increase in runoff that could cause flooding on-or off-site. The site is currently relatively flat and would remain flat after construction is completed.
- e) **Less than Significant Impact.** Refer to response IX. a) above. The project would not create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff, because County has reviewed the proposed project Post-Developed Hydrology Map and has determined that the proposed on-site storm water retention systems are adequate to handle the anticipated flows. All necessary drainage improvements both on and off site would be required as conditions of the construction of the project, and would be subject to the same dust control measures, Best Management Practices for water quality and other standards and requirements that apply to on-site construction. With the installation of the retention basins, the existing runoff to downstream properties will be reduced. Storm drains are not required for the project as the site is not adjacent to the Comprehensive Storm Drain Plan lines. Therefore less than significant impacts would result and no further analysis is warranted.
- f) **Less than Significant Impact.** Refer responses to IX. a) – e). The proposed project would not otherwise substantially degrade water quality because appropriate measures relating to water quality protection, including erosion control measures have been required. No further analysis is warranted.
- g) **No Impact.** The project would not place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, because the subject property is not mapped as occurring within that flood hazard zone. No further analysis is warranted.
- h) **No Impact.** The project would not place structures within a 100-year flood hazard area which would impede or redirect flood flows, because the site is not located within a 100-year flood hazard area and any area identified as being potentially affected by a 100-year storm. The Project is located within Flood Zone X Shaded according to FEMA Panel Number 8709H dated 08/28/2008 and will require the first floor to be elevated a minimum 1 foot above natural highest adjacent ground in compliance with SBC regulations. 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.

- i) **No Impact.** The project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, because the project site is not within any identified path of a potential inundation flow that might result in the event of a dam or levee failure or that might occur from a river, stream, lake or sheet flow situation. There is no impact and no further analysis is warranted.
- j) **No Impact.** The project site would not be subject to inundation by seiche, tsunami, or mudflow. A tsunami is a series of ocean waves generated in the ocean by an impulsive disturbance. Due to the inland location of the proposed project, tsunamis are not considered a threat. A seiche is an oscillating surface wave in a restricted or enclosed body of water generated by ground motion, usually during an earthquake. Inundation from a seiche can occur if the wave overflows a containment wall or the banks of a water body. No impacts are expected to occur because the project is not adjacent to any marine or inland water bodies. The soils in the project area are well-drained, the terrain is relatively flat, and mudflows have not historically been an issue in the proposed project area. No further analysis is warranted.

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

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

**SUBSTANTIATION:**

- a) **No Impact.** The proposed project would not physically divide an established community, because the proposed single family residential project is located in an urbanizing area that is adjacent zoned for Industrial Uses and adjacent to existing residential land uses. In addition, the project provides greater connectivity between the existing community and uses by placing new residential uses within an area with existing residential development surrounding the site. The proposed project is sited and designed to enhance and be

integrated with an established community, and is a logical and orderly extension of residential uses.

- b) **Less Than Significant Impact.** The project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect, because project approval includes a General Plan Amendment to change the site's Land Use District to Single Residential. The project would be consistent with all applicable land use policies and regulations of the County Development Code and General Plan.
- c) **No Impact.** The proposed project does not conflict with any applicable habitat conservation plans or natural community conservation plans. No such plan exists in the area.

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
<b>XI. MINERAL RESOURCES - Will the project.</b>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

- a) **No Impact.** The project would not result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state, because there are no identified important mineral resources on the project site and the site is not within a Mineral Resource Zone Overlay. No further analysis is warranted.
- b) **No Impact.** The proposed project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan (see discussion in Item XI.a). There is no impact and no further analysis is warranted.

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

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

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

A Noise Impact Analysis was prepared for this project by LSA & Associates, May, 2014, which serves as the bases for the analysis below

- a) **Less than Significant Impact with Mitigation Incorporated.** The project Acoustical Study analysis demonstrates compliance with the County of San Bernardino's criteria for residential development. In addition, this analysis provides specific noise mitigation measures to ensure that the noise levels comply with the required County standards.

Pursuant to Section 83.01.080 of the County Development Code, Interior noise levels in all single family residences shall not exceed 45 dBA Day-Night Sound Level (Ldn) emanating from sources outside the residential building. The exterior noise levels in all single family residential land use areas should not exceed 60 dBA Ldn for any exterior residential use area. However, an exterior noise level of up to 65 dBA is permitted, provided exterior noise levels have been substantially mitigated through a reasonable application of the best available noise reduction technologies.

Lots along the existing streets of Nice Avenue, Opal Avenue and Colton Avenue would be exposed to noise levels above the standard with windows open because of the traffic on

those respective streets. However homes will have Air Conditioning units installed to ensure that windows can remained closed for prolonged periods of time.

- b) **Less than Significant Impact with Mitigation Incorporated.** Groundborne vibration and groundborne noise could originate from earth movement during the construction phase of the proposed project. Construction activities may result in short term impacts to the noise environment including groundborne vibration and noise. Potential impacts to noise would be short term during construction and would end once the project is operational. At buildout the project is not expected to generate groundborne vibration or noise that is excessive. Short-term impacts associated with construction would be limited to the greatest extent practicable with the implementation of the mitigation measures outlined below.
- c) **Less than Significant Impact.** The noise impact analysis assessed noise impacts associated with project traffic and determined it would not cause off-site noise impacts to surrounding off-site noise-sensitive uses. The Noise Impact Analysis showed that the project would have a 2.5 dBA or less noise level increase along all roadway segments evaluated in the project vicinity. A 3dBA change is generally considered to be below the threshold of noticeable hearing.

The Noise Impact Analysis shows that the project would not create a substantial permanent increase in traffic-related noise levels or expose persons to noise levels in excess of the exterior noise level standards established by the County of San Bernardino. No further analysis is warranted.

- d) **Less than Significant Impact with Mitigation Incorporated.** Construction of the proposed project would result in a temporary increase to the noise environment on site and immediately adjacent to the project. The San Bernardino County Development Code Section 83.01(g) allows construction related noise between 7:00 am and 6:00 pm Monday through Saturday excluding holidays. Short-term impacts associated with construction would be limited to the greatest extent practical with the implementation of Mitigation Measure N-1. The project would also be conditioned to comply with the noise performance standards of the County Development Code, which requires a maximum interior noise level of 45 dBA. Therefore, with implementation of Mitigation Measure N-1, temporary or periodic noise impacts would be less-than-significant.
- e) **No Impact.** The proposed project area is located within the boundaries of an airport land use plan, and is in the vicinity of the Redlands Municipal, located approximately 1.5 miles to the north. The project is outside of the adopted noise contours as the airport runway runs in an east –west direction.
- f) **No Impact.** The proposed project area is not located within the vicinity of a private airstrip.

**SIGNIFICANCE:** Possible significant adverse impacts have been identified or anticipated and the following mitigation measure is required as a condition of project approval to reduce these impacts to a level below significant:

**NOISE MITIGATION MEASURE:**

**N-1 Noise Mitigation.** *The developer will submit for review and obtain approval of an agreement letter that stipulates that all construction contracts/subcontracts contain as a requirement that the following noise attenuation measures be implemented:*

- a) Noise levels of any project use or activity will be maintained at or below adopted County noise standards (SBCC 83.01.080). The use of noise-producing signals, including horns, whistles, alarms, and bells, will be for safety warning purposes only.*
- b) Exterior construction activities will be limited between 7 a.m. and 7 p.m. There will be no exterior construction activities on Sundays or National Holidays.*
- c) Construction equipment will be muffled per manufacturer's specifications. Electrically powered equipment will be used instead of pneumatic or internal combustion powered equipment, where feasible.*
- d) All stationary construction equipment will be placed in a manner so that emitted noise is directed away from sensitive receptors nearest the project site.*

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

**SUBSTANTIATION:**

- a) **Less than Significant Impact.** The proposed project is not expected to induce substantial population growth in the area, either directly or indirectly, because the project only proposes 131 lots.

Growth induced by a project could be considered a significant impact if it directly or indirectly affects the ability of public agencies to provide services. Public services for this project would be provided by a number of public agencies, including the County of San Bernardino and the City of Redlands. No service provider has indicated inability to serve the project. Therefore, the population growth associated with the proposed project is less than significant. The project would not result in a substantial adverse effect related to substantial population growth in the area, and no mitigation measures are required.

- b) **No Impact.** The proposed project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere because the project site contains no existing housing that will be removed.

- c) **No Impact.** The proposed project would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere because the project site is currently not developed with any homes that will be demolished. No significant adverse impacts are anticipated and, therefore, no mitigation measures are required.

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

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

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

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

**SUBSTANTIATION:**

Due to the project site being located within an urbanized/developed area, a full range of urban public services is available to serve the project site.

a) **Less than Significant Impact.** The proposed project would not 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, including fire and police protection, schools, parks or other public facilities. Construction of the project would increase property tax revenues to provide a source of funding that is sufficient to offset any increases in the anticipated demands for public services generated by this project.

This project includes a 0.40 acre neighborhood park that includes an open lawn play area, and a fenced tot lot. While the proposed project would likely create a slight increase in the demand for parks or the availability of parks due to the increase in population, project impacts, given the size of the project, proposed open space uses onsite the impact would be less than significant.

Other Public Facilities. The proposed project would generate an increased demand for



other public facilities; however, given the relative size of the project and resulting population increase compared with the area, the project's increase would not be substantial, and the project would not require the construction of new facilities. Therefore, while the proposed project would likely create a slight increase in the demand for other public facilities, given the size of the project and proposed uses, this impact would be less than significant. No mitigation is required.

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
<b>XV. RECREATION</b>				
a) Will 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**SUBSTANTIATION:**

- a) **Less than Significant Impact.** The proposed 131 unit single family residential project is not expected to result in an significant increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The proposed project includes a small on site neighborhood park with a tot lot. Community parks are available throughout the City of Redlands. Existing regional parks are adequate to handle regional park needs of future residents of the project.
- b) **Less than Significant Impact.** The proposed project includes an on-site neighborhood park. This amenity would not have an adverse physical effect on the environment. The project does not require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. No significant adverse impacts on recreational facilities would result from implementation of the project and no further analysis is warranted.

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
<b>XVI. TRANSPORTATION/TRAFFIC – Will the project:</b>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and greenways, pedestrian and bicycle paths, and mass transit.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**SUBSTANTIATION:**

- a) **Less than Significant Impact.** The project includes new residential roadways that would be constructed per the tentative tract, and will also require street improvements so that the existing roads meet current county standards. The future roadways would provide a right-of-way (ROW) width of 60 feet containing: two lanes (one lane in each direction); 36 feet of curb-to-curb pavement and 12 foot parkways with sidewalk facilities on both sides of the street. Given that the internal circulation and access have been designed to meet the County’s standards (i.e., street ROW, curb-to-curb width, turn radii, etc.), no impacts to circulation or emergency vehicles is anticipated.

This project falls within the Regional Transportation Development Mitigation Fee Plan for the Redlands Subarea. The Plan fees shall be computed in accordance with the Plan fees in effect as of the date that the building plans are submitted and the building permit is applied for.

The applicant shall design as part of the street improvement plans, the installation of a stop control for the northbound movement on Street "C" at Nice Avenue, and a stop control for the westbound movement on Street "A" at Opal Avenue.

b) **Less than Significant Impact with mitigation.**

A traffic study was prepared by LSA & Associates, dated November 2014. The traffic analysis examines the following scenarios:

- Existing traffic conditions;
- Existing with project traffic conditions;
- Opening year without project traffic conditions;
- Opening year with project traffic conditions;
- Opening Year Cumulative without project traffic conditions;
- Opening Year Cumulative with project traffic conditions;
- Year 2035 without project conditions; and
- Year 2035 with project traffic conditions.

The project is expected to generate a total of 1,247 daily trips, with 98 trips occurring during the a.m. peak hour and 131 trips occurring during the p.m. peak hour. As noted above, there is an existing warehouse building on the project site that will be demolished and removed when the project is completed. Existing traffic counts at the warehouse driveways were conducted to quantify the existing trip generation of the site. The existing warehouse currently generates 11 a.m. peak hour trips and 7 p.m. peak hour trips. Therefore, the traffic analysis is based on the proposed project trip generation of 98 a.m. peak hour trips and 131 p.m. peak hour trips with a reduction of the existing warehouse trips (11 a.m. peak hour, and 7 p.m. peak hour) from the existing driveways.

A Level of service analysis was conducted to evaluate existing with project a.m. and p.m. peak hour traffic operations at study area intersections. All study area intersections are projected to operate at satisfactory levels of service with the exception of Opal Avenue/SR-38 in the a.m. and p.m. peak hours and Opal Avenue/Colton Avenue in the a.m. peak hour. **The intersection of Opal Avenue/SR-38 operates at an unacceptable LOS in the existing without the proposed project.** Approval of the project would contribute to this existing deficiency. The intersection of Opal Avenue/Colton Avenue operates at an acceptable LOS in the existing without project conditions and the project would cause the intersection to deteriorate to an unacceptable LOS. As a result, the project has a cumulative impact at Opal Avenue/SR-38 and a direct significant impact at Opal Avenue/Colton Avenue. It should be noted that the LOS only deteriorates during the a.m. peak hour and operates satisfactorily during the p.m. peak hour. Redlands East Valley High School is located on the southeast corner of Opal Avenue/Colton Avenue. Schools typically generate traffic from 7 to 9 in the a.m., and 2 to 4 in the p.m.; therefore, the a.m. peak hour LOS at Opal Avenue/Colton Avenue is worse than the p.m. peak hour LOS.

At intersections where the level of service is forecast to be unsatisfactory or where the project would have an impact, the County requires that improvements be identified to maintain conformance with County level of service standards or pre-project level of service conditions. Therefore, the following improvements have been recommended.

Additionally, an 8-hour signal warrant analysis was also conducted at this intersection. The

intersection of Opal Avenue/Colton Avenue does not meet the 8-hour signal warrant. The reason is due to the existing Redlands East Valley High School having a peak of 30 minutes in the a.m. peak hour, and relatively low traffic volumes the rest of the day. Therefore, with the exception of the peak 30 minutes in the a.m. a traffic signal is not required at this intersection for the remainder of the day.

Fair-share calculations were developed based on project traffic as a percentage of total growth from existing traffic volumes to year 2035 with project. The existing (2014) volumes include the existing peak hour traffic volumes. The project trips applied for fair-share calculations are the difference in project trip generation between the new land use and the existing land use under current operations. The Year 2035 volumes include the 2035 without project traffic volumes, plus the net new trips from the proposed project as calculated in Table D. Table K presents the project fair-share calculation. As shown in Table K, the project fair share at Opal Avenue/SR-38 is 4 percent.

In addition, cost estimates for installing a signal at the intersections of Opal Avenue/SR-38 are based on costs provided by County staff, which shows that a new signal costs approximately \$598,400. Therefore, the project's fair-share contribution to the new signal at Opal Avenue/SR-38 would be \$23,936. It should be noted that Caltrans doesn't have a funding mechanism for development project to pay into for improvements along SR-38. Thus, the fair share and cost estimate for improvements at this intersection are for informational purposes only. According to Caltrans, to County may collect fair share contribution if needed.

Table K

INTERSECTION	ESTIMATED COST	FAIR SHARE PERCENTAGE	ESTIMATED CONTRIBUTION
Opal Avenue at SR-38			
Traffic Signal	\$598,400	4.00%	\$23,936

The applicant has voluntarily agreed to install a traffic signal at the intersection of Opal Avenue and Colton Avenue upon the request from the City of Redlands. The applicant shall design as part of the street improvement plans a traffic signal at this intersection.

The Department of Public Works (DPW) has collected from other projects fair share impact fees for the purpose of installing a traffic signal at the intersection of Opal Avenue and Colton Avenue. The current amount of fair share impact fees collected for the subject traffic signal improvements is \$7,891. In lieu of issuing a check to the applicant, DPW will transfer fair share impact fees collected from other projects, for the purpose of installing the subject traffic signal, to the Plan Fee balance due on this project. If the Plan Fee is paid in increments as houses are constructed, then the transfer will occur with final increment.

The applicant shall review and comply with all applicable Prevailing Wage laws and regulations found in the California Labor Code and the Code of Regulations.

There are no bike lanes in the project vicinity; therefore there is no requirement for bike lanes at this time. However the ultimate right of way will accommodate bike lanes to be striped on Colton Avenue in the future.

- c) **No Impact.** The proposed project would not affect air traffic patterns. The project is residential and would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks, because there is no anticipated notable impact on air traffic volumes by passengers or freight generated by the proposed uses and no new air traffic facilities are proposed.
- d) **Less than Significant Impact.** The project would not substantially increase hazards due to a design feature or incompatible uses because there are no incompatible uses proposed by the project that would impact surrounding land uses. Therefore, less than significant impacts related to roadway design features or incompatible uses would result from implementation of the project and no further analysis is warranted.
- e) **Less than Significant Impact.** The proposed project would not result in inadequate emergency access to the project area. During project construction, public roads would remain open and available for use by emergency vehicles and other traffic. The proposed project would not result in any roadway closures in the vicinity of the project site. The project site three access paths and an additional emergency access paths as approved by the County Fire Department. Less than significant impacts would result from implementation of the project and no further analysis is warranted.
- f) **Less than Significant Impact.** The project would not conflict with adopted policies, plans, or programs regarding public transit and alternative or non-motorized transportation (e.g., transit amenities) because all alternative transportation improvements have been included in the project design or would be addressed through standard conditions of approval regarding pedestrian access improvements. Less than significant impacts would result from implementation of the project and no further analysis is warranted.

**SIGNIFICANCE: Possible significant adverse impacts have been identified or anticipated and the following mitigation measure is required as a condition of project approval to reduce these impacts to a level below significant:**

**T-1) Fair Share Contribution.** A fair share contribution for this project is required and will be based on the fair share percentages calculated in the revised LSA traffic study dated November 19, 2014. The study concluded that the additional traffic generated by this project will have an impact at the following intersection for Opening Year and the Buildout Year (2035) traffic conditions: Opal Avenue at SR-38.

The total fair share contribution shall be paid to the Department of Public Works - Traffic Division. At the present time, the total estimated fair share contribution is \$23,936 as detailed in the table below. When an application for a building permit

is filed, this amount will be adjusted to reflect actual construction costs incurred, if available, or will be adjusted to account for future construction costs using the Caltrans Construction Cost Index.

**T-2)Regional Transportation Fee.** This project falls within the Regional Transportation Development Mitigation Fee Plan for the Redlands Subarea. This fee shall be paid by a cashier's check to the Department of Public Works Business Office. The Plan fees shall be computed in accordance with the Plan fees in effect as of the date that the building plans are submitted and the building permit is applied for. Currently, the fee is \$7,063 for single family dwelling unit. There are 131 single family residential units per the Tentative Tract Map 18952 dated February 20, 2014. Therefore, the estimated Regional Transportation Fees are \$925,253 (131 units x \$7,063 per unit). These fees are subject to change periodically. The current Regional Transportation Development Mitigation Plan can be found at the following website:

[http://www.sbcounty.gov/dpw/transportation/transportation\\_planning.asp](http://www.sbcounty.gov/dpw/transportation/transportation_planning.asp)

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

***SUBSTANTIATION:***

- a) **Less than Significant Impact.** Refer to response IX. a). Wastewater sewer service for the project would be provided by the City of Redlands. Sewage would be conveyed in public sewer lines in the public street rights-of-way on the project site to the existing sewer lines. As such, the proposed project does not exceed wastewater treatment requirements of the Regional Water Quality Control Board, Santa Ana Region, as determined by County Public Health – Environmental Health Services. The project would comply with all regulation and requirements established by the Regional Water Quality Control Board.
- b) **Less than Significant Impact.** Refer response to IX. a). The proposed project would not require or result in a need for new water or wastewater treatment facilities or expansion of existing facilities. There is sufficient capacity in the existing system for the proposed use. The proposed project would be served by existing sewer and water lines in proximity to the



project, provided by the City of Redlands.

- c) **Less than Significant Impact.** Refer responses to IX. a) – e). The project proposes install rain gardens on the individual lots and also in the landscape setbacks adjacent to Opal Avenue. The rain gardens and project design will reduce the hydrology flow and volume

A private storm drain system is proposed within the interior streets that would outlet the storm waters into Opal Avenue. There is no storm drain system in Opal Avenue that would allow connection of the project's storm drain system.

A Final WQMP is required prior to issuance of a grading permit, which would ensure that the project design complies with regulations and requirements associated with hydrology and water quality. The project is not expected to significantly alter drainage patterns off-site and no expansion or new storm drain facilities beyond what is already planned for area-wide drainage would be required. No further analysis is warranted.

- d) **Less than Significant Impact.** Refer response to IX. b). Sufficient water supplies are available to serve the project from existing entitlements and resources. Due to the relatively small scale project in comparison to the City of Redlands's current service area, the City has adequate capacity to accommodate the project and the impact of the project on water supplies would be less than significant.
- e) **Less than Significant Impact.** Refer response to IX. a). The proposed project would not require or result in the construction of new wastewater treatment facilities or the expansion of existing wastewater treatment facilities. The City of Redlands has adequate capacity to serve the projected wastewater treatment demand for the project, in addition to the provider's existing commitments. Accordingly, no impacts are anticipated from implementation of the proposed project.
- f) **Less than Significant Impact.** The project includes 131 residential units. Disposal Rates for single family units within San Bernardino County is .41 tons per residence, per year, resulting in an estimated tonnage for the development of 54 tons per year. Additionally the development will require the demolition of the existing structures and pavement on site.

The County of San Bernardino Solid Waste Management Division (SWMD) is responsible for the operation and management of the County of San Bernardino's solid waste disposal system which consists of six landfills and seventeen transfer stations operated by the County. According to the 2012 San Bernardino Countywide Integrated Waste Management Plan, the County of San Bernardino continues to have disposal capacity available for solid waste generated, but not diverted, in excess of 15 years as required under Public Resources Code Section 41701. The systemwide characteristics indicate that the County has an estimated site-life capacity of 63 years. Existing landfills serving the project area are the Mid-Valley Landfill in Rialto and San Timoteo Landfill in Redlands. The Mid-Valley Landfill has a maximum permitted capacity of 55,715 tons and 511,524 tons per year of throughput with approximately 46,705,231 tons of remaining capacity. The San Timoteo Landfill has a maximum permitted capacity of 11,220,000 cubic yards and 152,172 tons

per year with approximately 7,600,562 cubic yards of remaining capacity. Therefore the solid waste system has sufficient permitted capacity to accommodate the project's solid waste disposal needs.

With respect to demolition of the existing structures, the conditions of approval will require the developer to prepare, submit, and obtain approval from SWMD of a CWMP Part 1 for each phase of the project. The CWMP shall list the types and weights or volumes of solid waste materials expected to be generated from demolition. The CWMP shall include options to divert from landfill disposal, materials for reuse or recycling by a minimum of 50% of total weight or volume. Forms can be found on our website at [www.sbcounty.gov/dpw/solidwaste](http://www.sbcounty.gov/dpw/solidwaste). An approved CIWMP Part 1 is required before a demolition permit can be issued.

Upon completion of demolition, the developer shall complete SWMD's CWMP Part 2 and shall provide documentation of diversion of materials including but not limited to receipts, invoices or letters showing material type(s) and weights or volume from diversion facilities or certification of reuse of materials on site. An approved Part 2 of the CIWMP is required prior to issuing building permits.

Due to the relatively small amount of waste generated by the project compared with the capacity in the system, the project would result in less than significant impacts.

This project falls within a Uniform Handling Service area. All owners of a dwelling unit within the uniform handling area who are required to have uniform handling service shall, upon notice thereof, be required to accept uniform handling service from the grantee holding a franchise agreement and pay the rate of such services. This service area include waste and recycling services.

- g) **Less than Significant Impact.** The proposed project would comply with all federal, state, and local statutes and regulation related to solid waste. The project would consist of short-term construction activities (with short-term waste generation limited to minor quantities of construction debris). Solid waste produced during the construction phase of this project would be disposed of in accordance with all applicable regulations, including the County construction and demolition debris reduction ordinance.

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

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

**SUBSTANTIATION:**

- a) **Less than Significant Impact.** The project would not significantly degrade the overall quality of the region's environment, or substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population or drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. No potential impact on rare or endangered species or other species of plants or animals or habitat identified by the California Natural Diversity Database (CNDDDB) has been identified in the analysis of the proposed project, based on the disturbed condition of the project site. There are no identified historic or prehistoric resources identified on this site.
- b) **Less than Significant Impact.** Cumulative impacts are defined as two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period.

The project would not have impacts that are individually limited, but cumulatively considerable. Special studies prepared to analyze impacts of the proposed project consider and evaluate existing and planned conditions of the surrounding area and the region.

Existing and planned infrastructure in the surrounding area has been planned to accommodate planned build out of the area, including the project site with the planned uses.

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

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

#### **XVIII. MITIGATION MEASURES:**

(Any mitigation measures which are not "self-monitoring" will have a Mitigation Monitoring and Reporting Program prepared and adopted at time of project approval. Condition compliance will be verified by existing procedure [CCRF].)

#### **AIR QUALITY MITIGATION MEASURES:**

**AQ-1** ***AQ/Dust Control Plan.** The developer will prepare, submit, and obtain approval from San Bernardino County Planning of a Dust Control Plan (DCP) consistent with South Coast Air Quality Management District guidelines and a letter agreeing to include in any construction contracts/subcontracts a requirement that project contractors adhere to the requirements of the DCP. The DCP will include the following elements to reduce dust production:*

- a) Exposed soils and haul roads will be watered three (3) times per day to reduce fugitive dust during all grading/construction activities. Inactive areas will be treated with soil stabilizers such as hay bales or aggregate cover.*
- b) Street sweeping will be conducted when visible soil accumulations occur along site access roadways to remove dirt dropped by construction vehicles.*
- c) Site access driveways and adjacent streets will be washed daily, if there are visible signs of any dirt track-out at the conclusion of any workday.*
- d) Construction vehicle tires will be washed prior to leaving the project site.*
- e) All trucks hauling dirt away from the site will be covered, and speeds on unpaved roads will be reduced below 15 miles per hour.*
- f) During high wind conditions (i.e., wind speeds exceeding 25 mph), areas with disturbed soil will be watered hourly and activities on unpaved surfaces will cease until wind speeds no longer exceed 25 mph.*
- g) Storage piles that are to be left in place for more than three working days will either be sprayed with a non-toxic soil binder, covered with plastic or revegetated.*

**AQ-2** ***AQ – Installation.** The developer will submit for review and obtain approval from County Planning of evidence that all air quality mitigation measures have been*

*installed properly and that specified performance objectives are being met to the satisfaction of County Planning and County Building and Safety.*

## **NOISE**

### **NOISE MITIGATION MEASURE:**

**N-1** *Noise Mitigation. The developer will submit for review and obtain approval of an agreement letter that stipulates that all construction contracts/subcontracts contain as a requirement that the following noise attenuation measures be implemented:*

- a) *Noise levels of any project use or activity will be maintained at or below adopted County noise standards (SBCC 83.01.080). The use of noise-producing signals, including horns, whistles, alarms, and bells, will be for safety warning purposes only.*
- b) *Exterior construction activities will be limited between 7 a.m. and 7 p.m. There will be no exterior construction activities on Sundays or National Holidays.*
- c) *Construction equipment will be muffled per manufacturer's specifications. Electrically powered equipment will be used instead of pneumatic or internal combustion powered equipment, where feasible.*

*All stationary construction equipment will be placed in a manner so that emitted noise is directed away from sensitive receptors nearest the project site.*

### **TRAFFIC MITIGATION MEASURE**

**T-1** *A fair share contribution for this project is required and will be based on the fair share percentages calculated in the revised LSA traffic study dated November 19, 2014. The study concluded that the additional traffic generated by this project will have an impact at the following intersection for Opening Year and the Buildout Year (2035) traffic conditions: Opal Avenue at SR-38.*

*The total fair share contribution shall be paid to the Department of Public Works - Traffic Division. At the present time, the total estimated fair share contribution is \$23,936 as detailed in the table below. When an application for a building permit is filed, this amount will be adjusted to reflect actual construction costs incurred, if available, or will be adjusted to account for future construction costs using the Caltrans Construction Cost Index.*

**T-2** **Regional Transportation Fee.** *This project falls within the Regional Transportation Development Mitigation Fee Plan for the Redlands Subarea. This fee shall be paid by a cashier's check to the Department of Public Works Business Office. The Plan fees shall be computed in accordance with the Plan fees in effect as of the date that the building plans are submitted and the building permit is applied for. Currently, the fee is \$7,063 for single family dwelling unit. There are 131 single family residential units per the Tentative Tract Map 18952 dated February 20, 2014. Therefore, the estimated Regional Transportation Fees are \$925,253 (131 units x \$7,063 per unit). These fees are subject to change periodically. The current Regional Transportation Development Mitigation Plan can be found at the following website:*

[http://www.sbcounty.gov/dpw/transportation/transportation\\_planning.asp](http://www.sbcounty.gov/dpw/transportation/transportation_planning.asp)

## **GENERAL REFERENCES**

California Department of Resources Recycling and Recovery (CalRecycle) website. Accessed January 27, 2014. <http://www.calrecycle.ca.gov/>

CEQA Guidelines, Appendix G.

The Community Foundation. County of San Bernardino 2012 Community Indicators Report. Available at: [http://www.sbcounty.gov/uploads/cao/feature/content/2012\\_cir\\_sb.pdf](http://www.sbcounty.gov/uploads/cao/feature/content/2012_cir_sb.pdf)

County of San Bernardino. (2007, March 13). *County of San Bernardino 2007 Development Code*. Amended July 25, 2013. Available at <http://cms.sbcounty.gov/lus/Planning/DevelopmentCode.aspx>

County of San Bernardino. (2007, March 13). *County of San Bernardino 2007 General Plan*. Amended July 18, 2013. [http://www.co.san-bernardino.ca.us/landuseservices/general\\_plan/Default.asp](http://www.co.san-bernardino.ca.us/landuseservices/general_plan/Default.asp).

County of San Bernardino Geologic Hazards Overlays Map FH30C (Redlands).

County of San Bernardino Hazard Overlay Map FH30C (Redlands).

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

County of San Bernardino, Countywide Integrated Waste Management Plan, March 1995.

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

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

County of San Bernardino Road Planning and Design Standards.

Environmental Impact Report, San Bernardino County General Plan, 2007.

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

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

U.S. Department of Agriculture, Natural Resources Conservation Service. Web Soil Survey. Available at <http://websoilsurvey.nrcs.usda.gov/>.

**Air Quality and Greenhouse Gas Emissions Impact Analysis**

**Cultural Resources Assessment (includes Paleontological Resources Assessment)**

**Acoustical Study**

**Traffic Impact Analysis**

**City of Redlands Will-serve letter**

**Preliminary Water Quality Management Plan**

**Pre- and Post-Developed Hydrology Map**

## **EXHIBIT D**

### **Correspondence**





DEVELOPMENT SERVICES  
DEPARTMENT

City of  
**REDLANDS**

Incorporated 1888  
35 Cajon St., Ste. 20 / P.O. Box 3005, Redlands, CA 92373  
909-798-7555

OSCAR ORCI  
Development Services Director

ROBERT D. DALQUEST, AICP  
Assistant Development Services Director

May 6, 2015

Kevin White, Senior Planner  
County of San Bernardino  
Land Use Services Department - Planning Division  
385 North Arrowhead Avenue, First Floor  
San Bernardino, CA 92415-0187

RE: Opal LLC Residential Development (TT 18952)

Dear Mr. White:

Staff has reviewed the Initial Study/Mitigated Negative Declaration for the above described project and has the following comments.

**Aesthetics:**

- c. Undergrounding of utilities within and along the perimeter of the project site should be listed as a mitigation to improve the visual character of the site.

**Hydrology and Water Quality:**

- a. Rain gardens are probably adequate to treat a WQMP storm event but are probably not adequate to store the "delta Q" for larger storm events.
- c. Without review of the Hydrology Report it is potentially questionable that the 100 year volumes and flows will decrease by the amounts stated. The existing site is approximately 45% (rough estimate) impervious with sheet flow towards Opal Avenue. The residential development will probably have a similar overall impervious ratio. Construction of the project will direct a large portion of the runoff to Street "A" that then connects with Opal Avenue resulting in a greater concentration of flow at this specific location.

**Transportation/Traffic:**

- a. Why are bike lanes not included given the proximity to the school?
- b. In terms of Opal Avenue & Colton Avenue – Since the intersection is currently operating below LOS C in the a.m. and p.m. peak hours, and the project's traffic directly worsens the existing conditions, the City of Redlands' LOS policies in the General Plan [5.20(c)] provide that no development project can be approved that cannot mitigate the intersection back to existing pre-project conditions. Thus, the payment of a proportionate fee to the County does not mitigate the issue to a less than

Mr. Kevin White  
May 6, 2015  
Page 2

significant level. The developer of the project should construct the facilities to bring LOS back to the pre-project level with credit given for costs associated with the mitigation. The developer can be reimbursed by the County for the remainder of the costs.

- d. If the LOS is unacceptable, then the project contributes to a potentially dangerous situation and is a potentially significant impact requiring mitigation.

**Utilities and Service Systems:**

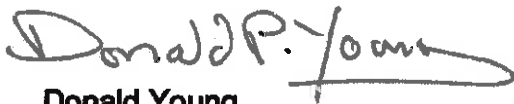
- c. Should a storm drain be constructed southerly in Opal Avenue to the Zanja or to connect into existing storm facilities? Payment of mitigation fees does not get infrastructure constructed in the area.
- d. Sufficient water supplies are available but the number of "outside City connections" is limited on a yearly basis. Depending on other development in the area, the timetable for water connections may be restricted.

If you have any questions regarding the above comments, please contact me at (909) 798-7562, or at [rdalquest@cityofredlands.org](mailto:rdalquest@cityofredlands.org). Please provide the City of Redlands with all notices associated with the processing of this project's entitlements.

Best Regards,



Robert D. Dalquest, AICP  
Assistant Director,  
Development Services Department



Donald Young  
Engineering Manager,  
Municipal Utilities & Engineering Department



**DEPARTMENT OF TRANSPORTATION**

DISTRICT 8

PLANNING (MS 725)

464 WEST 4th STREET, 6th FLOOR

SAN BERNARDINO, CA 92401-1400

PHONE (909) 388-7017

FAX (909) 383-5936

TTY 711

www.dot.ca.gov/dist8

RECEIVED

MAY 26 2015

San Bernardino County  
Planning Division*Serious Drought.  
Help save water!*

May 26, 2015

File: 08-SBd-38-PM 3.062

Kevin White  
San Bernardino County  
385 North Arrowhead Avenue  
San Bernardino, CA 92415

**Opal Avenue Residential Development**

Dear Mr. White:

The California Department of Transportation (Caltrans) has reviewed the Traffic Impact Analysis (TIA) of the San Bernardino County Opal Avenue Residential Development (project). The project, which is located north of Colton Avenue between Opal Avenue and Beryl Avenue, proposes approximately 131 single-family residential units. We have the following comments for your consideration:

I. Traffic Impact Analysis:

- The traffic data and methodology for the project appear to be appropriate and adequate.

II. Traffic Operations Analysis:

- The Signal Warrant Analysis at the intersection of Opal Avenue/State Route 38 indicates that the intersection satisfied warrant 3 during AM/PM Pick Hour in the year 2035; therefore, a traffic signal for the intersection is recommended.

Thank you for providing us the opportunity to review the TIA of the San Bernardino County Opal Avenue Residential Development and for your consideration of these and future comments. These recommendations are preliminary and summarize our review of materials provided for our evaluation. If you have any questions regarding this letter, please contact Adrineh Melkonian (909) 806-3928 or myself at (909) 383-4557.

Sincerely,

A handwritten signature in black ink that reads "Mark Roberts".

MARK ROBERTS

Office Chief

Intergovernmental Review, Community and Regional Planning

## White, Kevin - LUS

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**From:** Joe Colella <joecolella@msn.com>  
**Sent:** Tuesday, April 07, 2015 3:32 PM  
**To:** White, Kevin - LUS  
**Subject:** Project No.: P201400083

Thank you for accepting comments through your email. Regarding the housing project planned for the Walden Structures facility, **Project No.: P201400083**, please consider and respond to my following concerns.

I live in the Sun Chase HOA, most affected by this development. When new housing was constructed in the orange groves, no public space, such as a park or open area was included nor required. We had to build a fence around our private park to prevent the teenagers from using our park as a hang-out.

Failure on the part of the Planning Division to require some open space in those new developments was symptomatic of the careless permits issued, at that time.

**Will the new development require open space as a condition of permit granted?** If so, how much, what type?

If not, why not, and how can we force the issue?

Since the orange groves were replaced with new housing, the water runoff coming down Nice Ave, following a good rain, floods the street, dangerously affecting traffic.

It is apparent that permits were given without proper inspection or care regarding rain water channeling down Nice Ave. These developer permits were given during a time of high corruption within the Board of Supervisors.

**Can we assume that the same problems will not occur with the construction of this project?** Will proper construction prevent and correct the current problem?

If your answer is yes, then why does the runoff problem on Nice Avenue still exist. Why hasn't it been corrected?

Thank you, I'll look forward to your response and cooperation.

Joe Colella, 909-435-5882  
30959 Moss Street  
Mentone, CA 92359

---

RE: Proposed subdivision, Walden Mfg. site, Opal Ave., Mentone, CA Tent. tract map #18952  
ATTN: Kevin White, Case Planner, San Bernardino County Co. Plan'g Case #P201400083/CF

Noel Quinn  
749 Mill Street  
Santa Rosa, CA 95404

FISCAL ADMIN  
2014 OCT 14 PM 2:50

October 8, 2014

My property is located at 1206 Opal Ave., north of the proposed project, at the curve of Opal Ave. I have owned it for about 40 years. This is historically a light industrial area and an environmental oasis for wildlife.

It is surprising the county would even consider such a project considering drought issues. What the area needs is an occupant for the existing facility to provide jobs for people living nearby. An alternative would be to restore the facility and turn the remaining property into larger parcels where people could keep horses. The Rails to Trails is right there. Or another storage facility? We seem to be a nation of horders. This would keep the industrial-rural tenor for that area.

The subdivision will produce many problems. One is access. Opal Ave. is a dangerous road, and its likely most people will still go up to Colton. Exiting on Colton should not present a problem. The High School is fenced and traffic congestion is well east of this property. Also, school traffic is early in the day. Next problem: Nice runs past the University reservoir. It's an "attractive nuisance" and trespassing has been a continual problem, even with the fencing. It is also a bird sanctuary for nesting birds nearby and for fly byes. Nice would give easy access for foot traffic. Fishing and vandalism odds go up. The third problem: The corridor from the Santa Ana wash clear to the Crafton Hills travels the Rails to Trails then through orange groves farther south. We often had wildlife visitors on Opal Ave. With existing industries, there is very little daytime activity outside the buildings and none during the night. Bird life abounds. The killdeer seem especially attracted to Walden's lawns. *this project would negate environmental concerns.*

Who are these new occupants? Where do they work? Is this another bedroom for Redlands? People need jobs today and here is a place ready to go! Considering most families number an average of 4 people, 131 houses equals 524 people, not mentioning visitors. That's a lot of people in a small space. Green spaces proposed, if they are anything like neighboring subdivisions have, are nothing in terms of a place to find peace of mind. They are crowded, noisy, trampled and trashy. It will also mean more kids trampling through vacant spaces nearby destroying more habitat.

We are a country focused on gathering wealth and "the bottom line." Maybe we need a shift of focus. Keeping open space for everyone while providing jobs for many, preserving our wildlife and considering its needs. This tiny area is a buffer zone between sprawling Redlands and the development of upper Mentone. I urge you to look at more possibilities for that parcel. The U.S. needs manufacturing and seems to be turning in that direction. Jump on that bandwagon!

As you see, I am opposed to this proposal. Noel Quinn, 749 Mill St. Santa Rosa, CA.



**RECEIVED**  
OCT 15 2014

San Bernardino County  
Planning Division