



LAND USE SERVICES DEPARTMENT PLANNING COMMISSION STAFF REPORT

HEARING DATE: April 9, 2015

AGENDA ITEM: 2

Project Description:

Vicinity Map N↑

APNs:	0292-05-14
Applicant:	Perricone Heritage Properties, Denny Bean
Community:	Redlands East Valley/Third Supervisorial District
Location:	Northwest corner of Alabama Street and San Bernardino Avenue
Project No.:	P201400078
Staff:	Linda Mawby
Rep.:	Albert A. Webb Associates, Manny Gonzales
Proposal:	Conditional Use Permit for the construction of a 165,984 square foot industrial building with 10,000 square feet of office area to be used as a high cube warehouse distribution facility on 8.75 acres.



10 Hearing Notices Sent On: March 25, 2015

Report Prepared By: Linda Mawby

SITE INFORMATION:

Parcel Size: 8.75 Acres

Terrain: Generally level, descending gradually from east to west at a slope of approximately one percent.

Vegetation: Sparse and disturbed vegetation consisting of non-native grasses and weeds.

SURROUNDING LAND DESCRIPTION:

AREA	EXISTING LAND USE	LAND USE ZONING/OVERLAY DISTRICTS
Site	Vacant	East Valley/Special Development (EV/SD)
North	1,200,000 sq ft distribution warehouse facility constructed in 2008.	East Valley/Special Development (EV/SD)
South	church and private school	East Valley/Special Development (EV/SD)
East	Vacant. 600,000 sq ft distribution warehouse approved by Planning Commission September 5, 2013.	East Valley/Special Development (EV/IR)
West	Vacant Agriculture – orange grove	East Valley/Special Development (EV/SD)

	<u>AGENCY</u>	<u>COMMENT</u>
City Sphere of Influence:	N/A	N/A
Water Service:	City of Redlands	Will Serve
Septic/Sewer Service:	City of Redlands	Will Serve

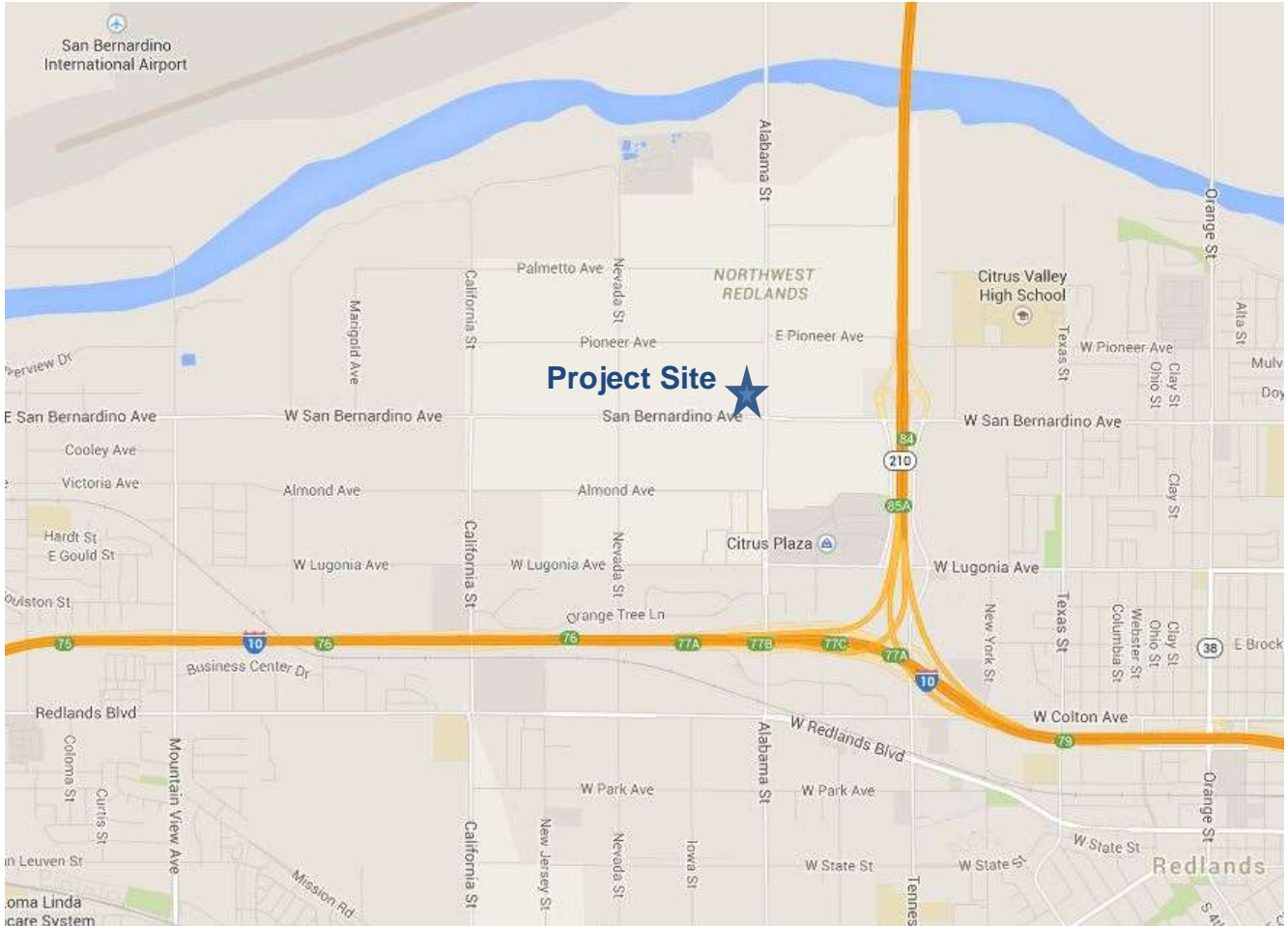
STAFF RECOMMENDATION: That the Planning Commission **APPROVE** the Conditional Use Permit for the construction of a 165,984 square foot industrial building with 10,000 square feet of office area to be used as a high cube warehouse distribution facility on 8.75 acres.

In accordance with Section 86.08.010 of the Development Code, the action taken by the Planning Commission may be appealed to the Board of Supervisors within ten (10) calendar days after the Planning Commission hearing.

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VICINITY MAP (Regional)

Northwest Redlands



AERIAL MAP

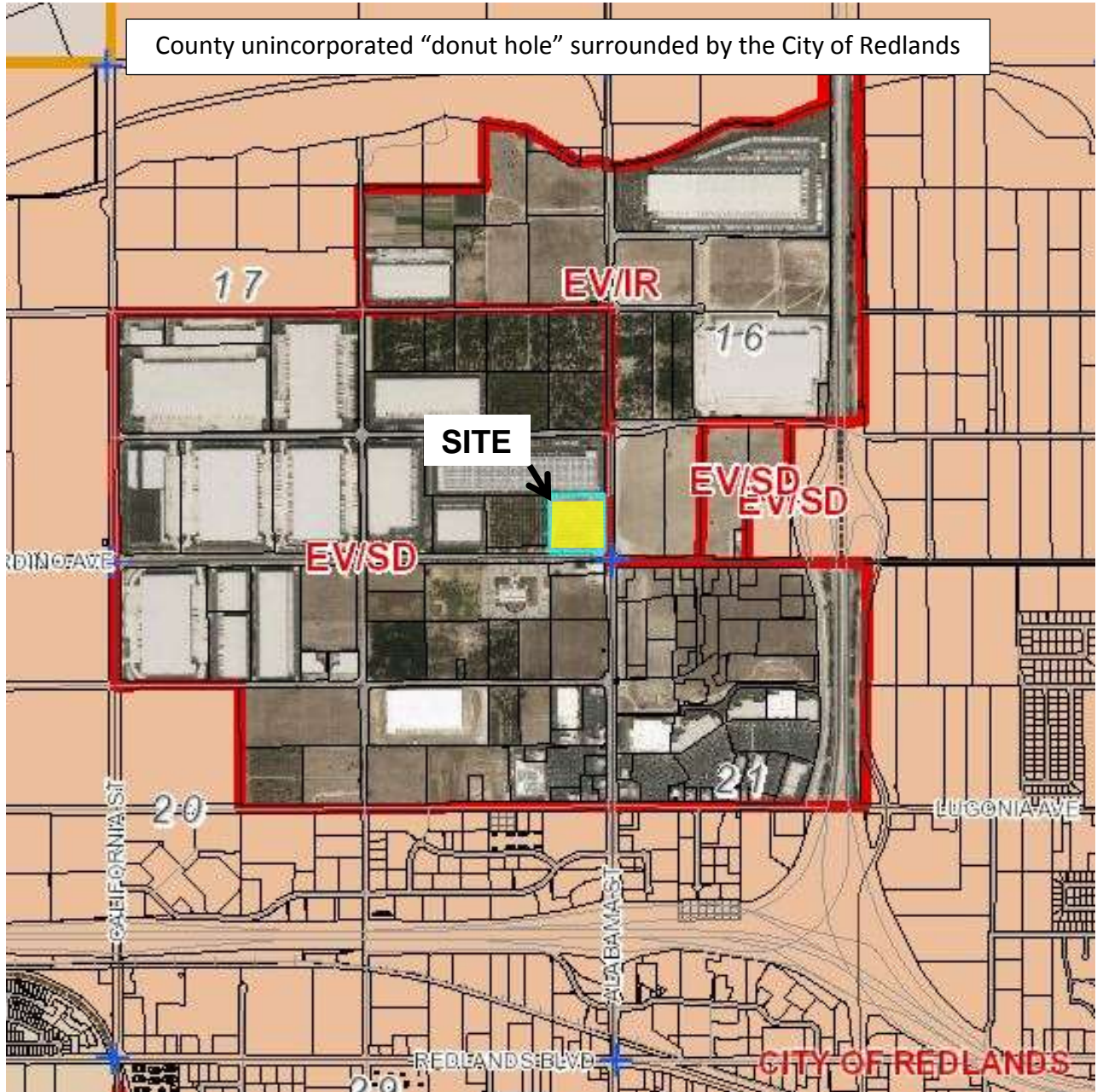
Northwest Corner of Alabama Street and San Bernardino Avenue



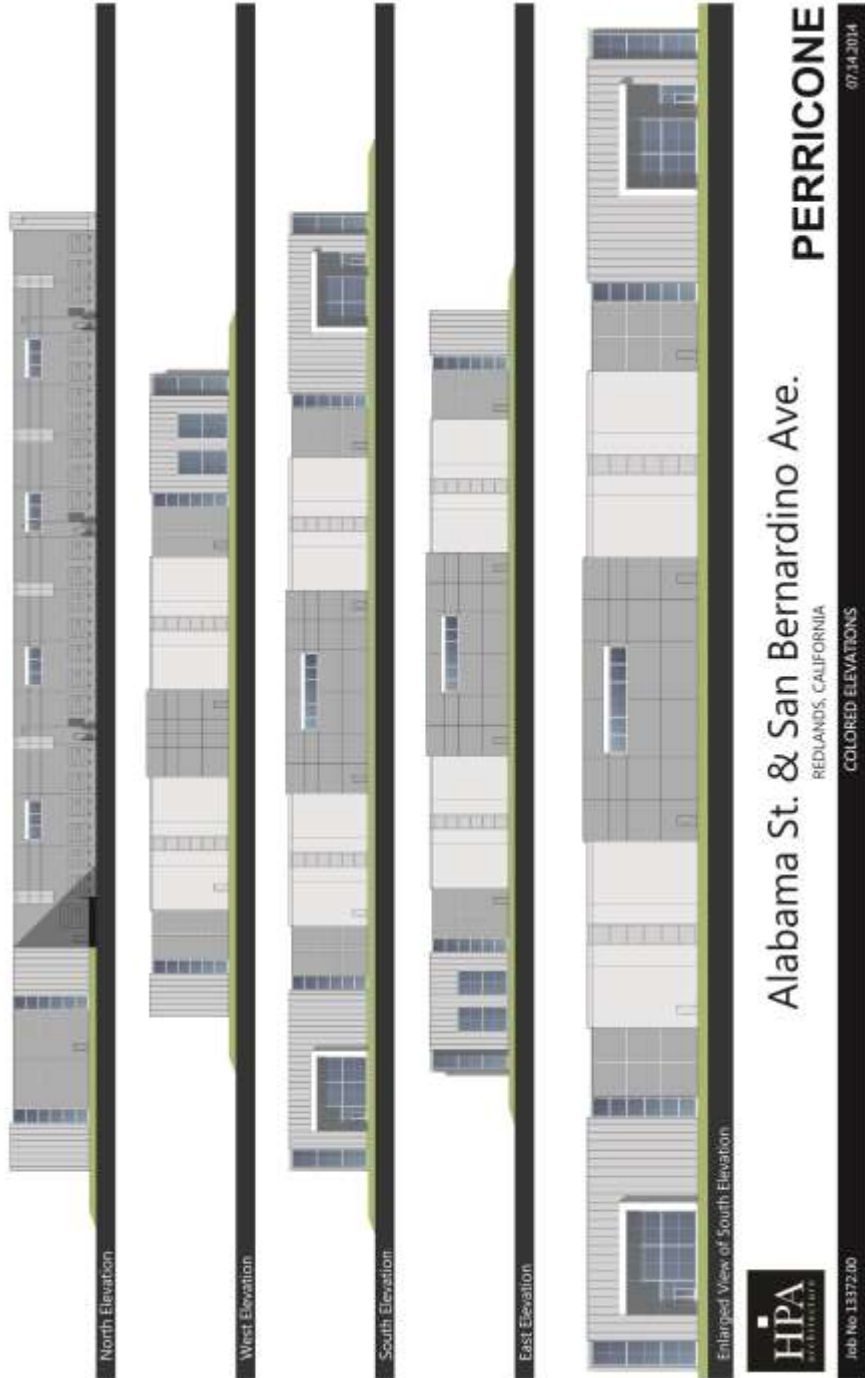
OFFICIAL LAND USE DISTRICT MAP

Zoning Designations

EV - East Valley Area Plan
SD - Special Development
IR - Regional Industrial



BUILDING ELEVATIONS



PROJECT RENDERING



Alabama St. & San Bernardino Ave.
REDLANDS, CALIFORNIA

PERRICONE

Job No 13372.00

COLORED RENDERING

07.15.2014

SITE PHOTOS



Looking north from San Bernardino Avenue



Looking northeast toward Alabama Street

SITE PHOTOS



Looking east toward Alabama Street



Looking south toward San Bernardino Avenue

PROJECT DESCRIPTION AND BACKGROUND:

Project:

The proposed project is a Conditional Use Permit (CUP) to establish a 165,984 square-foot industrial building with 110 vehicle parking stalls, 27 truck trailer stalls, 22 dock doors, and 10,000 square feet of office space to be used as a “High Cube” warehouse distribution facility on 8.75 acres (Project).

High Cube Warehouse is defined as “Warehouse/Distribution Centers used primarily for the storage and/or consolidation of manufactured goods prior to their distribution to retail locations or other warehouse centers. These facilities are typically constructed utilizing concrete tilt-up technique, with a typical ceiling height of at least 24 feet. Warehouse/Distribution Centers are generally greater than 100,000 square feet in size with a land coverage ratio of approximately 50% and a dock-high loading ratio of approximately 1:5,000-10,000 square feet. They are typically characterized by a small employment count due to a high level of automation.”

The proposed warehouse Project is a concrete tilt up structure with an exterior building height of 40 feet, and includes a maximum of 10,000 square feet of office space. The percentage of building coverage is 47.7% of the net site area of 7.99 acres. Landscaping covers 16.3% of the net site area, which meets the requirement of 15% under the East Valley Area Plan (EVAP) and the San Bernardino County (County) Development Code. Project development will also include required public right-of-way improvements to Alabama Street and San Bernardino Avenue and the provision of wet and dry utility/infrastructure improvements.

Location and Access:

The Project is located at the northwest corner of Alabama Street and San Bernardino Avenue, which is in the unincorporated portion of the County, in the EVAP. This area is often referred to as the “donut hole” as it is surrounded by the City of Redlands (City), and despite its proximity to the City, is not within the City’s Sphere of Influence. The Project site can be accessed via Alabama Street from Interstate-10, which is 0.75 mile to the south, or via San Bernardino Avenue from State Route CA-210, which is 0.5 mile to the east. The proposed Project is located approximately 1.4 miles southeast of San Bernardino International Airport and is subject to the Airport Safety Review Overlay (AR-3).

Environmental Setting:

The natural topography of the site is relatively flat and was once occupied by a citrus orchard. All citrus trees have been removed and the site is now vacant, with minimal vegetation cover consisting of ruderal grasses and weeds. Vegetation within the Project area is best characterized as disturbed, landscaped, and developed.

ANALYSIS:

Consistency with General Plan and Zoning Regulations: The Project is located in the Special Development (SD) land use zoning district of the EVAP, which is designed to allow for an overall mix of industrial, commercial, business services, and residential uses.

The Special Development “SD” suffix denotes that the site is subject to special design standards which are unique to the EVAP land use district. Pursuant to the County General Plan Land Use Element, Special Development Districts are intended to:

- Allow a combination of residential, commercial, and/or manufacturing activities that maximizes the utilization of natural as well as man-made resources.

- Identify areas suitable for large-scale planned developments and to allow cluster-type development to provide more open space.
- Allow joint planning efforts, such as Specific Plans, Area Plans, among adjacent land owners and jurisdictions.

Industrial warehouse distribution projects, such as the one proposed, are permitted in the SD District subject to approval of a CUP. This permit process has evaluated the proposed Project's activities and considered its effects on the Project site and its surroundings, resulting in a list of conditions used to ensure a logical and orderly extension of the land uses within the area. Included are requirements such as infrastructure improvements and amenities. Newly authorized uses must also abide by all applicable land use plans, policies, and regulations of the County and other government agencies.

The proposed Project has been evaluated and is considered to be consistent with the County General Plan pursuant to the attached Findings (Exhibit A). The proposed Project also meets applicable requirements of the County Development Code, which have been incorporated into the attached Conditions of Approval (Exhibit B).

While the Project is not within the City's Sphere of Influence, the County and applicant have coordinated with the City with regard to Project design and necessary services and infrastructure improvements. Other agencies with approval authority over this site include the San Bernardino International Airport Authority (which requires an Avigation Easement) and Special District CSA 70 (which oversees the provision of street lighting). These and all County requirements have been incorporated into the Project's Conditions of Approval.

Adjacent Land Uses. The surrounding land uses consist primarily of industrial distribution warehouses and vacant or agricultural lands. There is a large church with affiliated private school across the street to the south across San Bernardino Avenue. The adjacent property to the west is a remnant orange grove and to the north a very large industrial warehouse built in 2007. The property across Alabama Avenue to the east, although currently vacant, was approved by the Planning Commission for a large industrial warehouse on September 5, 2013 (Rossmore Enterprises).

The Project is located north of the Packerhouse Christian Fellowship (Church) and the Packerhouse Christian Academy (School) which has operated as a kindergarten through 12th grade school since 1979. The Church is located southwest of the School and also functions as part of the School facility during the regular school day. The County and the School administrative staff have worked cooperatively to resolve potential construction and operation impacts caused by not only this Project, but also previously-approved warehouse projects also in proximity to the School. These concerns have been evaluated in the Initial Study prepared under the California Environmental Quality Act (CEQA) and corresponding Mitigated Negative Declaration (collectively IS/MND). No additional comments were received from the School or Church as a result of the analysis presented in the IS/MND, which was made available for public review pursuant to CEQA.

Site Design. The design of the proposed Project was oriented to locate the Project's parking lots and driveway away from the Church and School facilities to the greatest degree possible in order to minimize noise and vehicle pollutant impacts. Truck loading bays are located at the northern end of the property, with the warehouse itself acting as a barrier between the parking lots/driveways and the Church/School facilities relative to noise and pollutants.

SUMMARY OF ENVIRONMENTAL ASSESSMENT

California Environmental Quality Act (CEQA). In compliance with the CEQA, an Initial Study (IS) has been completed for the proposed Project. The IS concludes that the Project will not have a significant adverse impact on the environment with the implementation of all the Conditions of Approval and environmental mitigation measures (Exhibit C). On February 6, 2015, the Land Use Services Department sent out the Notice of Availability (NOA) and Notice of Intent (NOI) to adopt a Mitigated Negative Declaration. This mailing initiated the 20-day comment period and at its conclusion, February 27, 2015, no comment letters had been received.

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

Air Quality: The Project air quality analysis shows that both short-term and long-term emissions from the Project will not exceed the South Coast Air Quality Management District (SCAQMD) established significance thresholds and its regional impact is considered less than significant with mitigation measures incorporated. A dust control plan will be required as a mitigation measure to regulate short-term construction activities that could create windblown dust. Construction painting activities will be restricted as a mitigation measure and additional air quality mitigation measures have been incorporated to further reduce impacts.

Due to the Project's close proximity to the Church across San Bernardino Avenue to the south, a Health Risk Assessment was performed by Albert A. Webb Associates for the Project to evaluate the impacts of diesel particulate matter (DPM) to sensitive receptor sites. An estimation of health risks (both cancer and non-cancer) from DPM was performed following the guidelines established by the SCAQMD for health risk assessments from known DPM. Mitigation measures established to reduce truck idling, along with additional best practice measures as identified in the County Development Code §83.01.040(c) have been included in the Conditions of Approval. As a result, the increased risk of cancer and non-cancer illnesses potentially resulting from the Project are considered less than significant.

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

Implementation of the County's GHG Plan is achieved through the Development Review Process by applying appropriate reduction requirements to reduce GHG emissions. All new development is required to quantify the project's GHG emissions and adopt feasible mitigation to reduce project emissions below a level of significance. A review threshold of 3,000 metric tons of carbon dioxide equivalent (MTCO_{2e}) per year is used to identify projects that may require reduction measures. For projects exceeding 3,000 MTCO_{2e} per year of GHG emissions, the developer may use the GHG Plan Screening Tables as a tool to assist with calculating GHG reduction measures and the determination of a significance finding. Projects that garner 100 or more points through the Screening Table review do not require quantification of project-specific GHG emissions. The proposed Project has garnered 101 points on the Screening Tables through the application of energy efficient building standards, energy

efficient lighting fixtures and appliances, and energy efficient plumbing fixtures. The Project also includes car/vanpool programs and is located within ¼ mile of a transit stop. Combined with water efficient irrigation/landscaping and recycling measures, the Project is considered to be consistent with the GHG Plan and is therefore determined to have a less than significant individual and cumulative impact for GHG emissions. The GHG reduction measures proposed by the developer through the Screening Tables Review Process have been included as Conditions of Approval for the Project.

Drainage/Hydrology. The proposed Project storm drain system will collect runoff from the Project, which will be conveyed and directed to the southwesterly portion of the Project site. The low flow water quality flows will be diverted to the water quality infiltration basin by a low flow diversion structure. A Preliminary Water Quality Management Plan has been approved by the Land Development Division Drainage Section, and a Final Plan will be approved pursuant to the Conditions of Approval.

Traffic: A Traffic Impact Analysis was prepared for this Project by Albert A. Webb Associates. The Traffic Impact Analysis evaluated the potential traffic and circulation impacts associated with the proposed Project on the surrounding roadway system, and recommended improvements required to mitigate impacts and maintain satisfactory levels of service. This study was reviewed and accepted by the County Public Works Traffic Division. The Conditions of Approval require street improvements which serve to mitigate traffic impacts and provide adequate ingress and egress for the proposed use.

The Project will be required to provide roadway improvements to Alabama Street and San Bernardino Avenue and signal improvements at the intersection of Alabama Street and San Bernardino Avenue. A Regional Transportation System Fee (RTSF) program is in place to fund certain improvements in the study area. This Project will be subject to the regional fee, which will mitigate Project impacts on the fee program facilities. The estimated Project RTSF is \$95,000.

Public Comments. Project notices were sent to 10 surrounding property owners within 300 feet of the Project site, as required by Development Code Section 84.27.070, for project sites of 20 acres or less. The Planning Division received comments of concern from the Church, on behalf of the School, related to air pollution and health risks (Exhibit D). Conditions of Approval to mitigate potential impacts from vehicle emissions and noise were placed on the Project, and the site design provides buffering between loading docks and the school.

RECOMMENDATION: That the Planning Commission:

- 1) **ADOPT** the Mitigated Negative Declaration based on a finding that the Initial Study was completed in compliance with the California Environmental Quality Act, that it has been reviewed and considered prior to approval of the Project, and that the Initial Study/Mitigated Negative Declaration reflects the independent judgment of the County of San Bernardino;
- 2) **APPROVE** the Conditional Use Permit for the construction of a 165,984 square foot industrial building with 10,000 square feet of office area to be used as a high cube warehouse distribution facility on 8.75 acres, based on the Findings contained in the Staff Report and subject to the attached Conditions of Approval.
- 3) **FILE** a Notice of Determination.

ATTACHMENTS:

- Exhibit A: Findings
- Exhibit B: Conditions of Approval
- Exhibit C: Initial Study
- Exhibit D: Comments to Project Notice

EXHIBIT A

Findings

FINDINGS: CONDITIONAL USE PERMIT

The Project (Project) is a Conditional Use Permit for the construction of a 165,984 square-foot industrial building that includes 10,000 square feet of office area to be used as a “High Cube” warehouse distribution facility on 8.75 acres located at the northwest corner of Alabama Street and San Bernardino Avenue in the Redlands area.

1. The site for the proposed use is adequate in terms of shape and size to accommodate the proposed use and all landscaping, open space, setbacks, walls and fences, yards, and other required features pertaining to the application. The 8.75-acre site will accommodate the proposed building associated with the Project. All setbacks meet or exceed the requirements of the Development Code for the proposed land use and the existing zoning. The proposed trailer storage areas have appropriate screening and 16.3% of the site will be landscaped.
2. The site for the proposed use has adequate access, which means that the site design and proposed conditions of approval provide for the streets surrounding the site to be improved fully to provide legal and physical access to the site, and appropriate regional circulation mitigation has been required. The Project is located at the northwest corner of Alabama Street and San Bernardino Avenue, both of which are County-maintained roads that will provide adequate legal and physical access to the Project site.
3. The proposed use will not have a substantial adverse effect on abutting properties or the allowed use of the abutting properties, which means that the use will not generate excessive noise, traffic, vibration, lighting, glare, or other disturbance. The proposed industrial building and Project improvements have been designed to incorporate sufficient road improvements and to conform to industrial performance standards, including those for noise and vibration. In addition, the use will not interfere with the present or future ability to use solar energy systems.
4. The proposed use and manner of development are consistent with the goals, maps, policies, and standards of the County General Plan and any applicable Community or Specific Plan. The proposed Conditional Use Permit site plan, together with the provisions for its design and improvement are consistent with the County General Plan as well as the East Valley Area Plan. The Project specifically implements the following goal:

General Plan Goal LU 4: The unincorporated communities within the County will be sufficiently served by industrial land uses.

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

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

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

- **Goal/Policy Implementation:** The proposed Project is within an area developed with similar industrial warehouses. While the project is not within the sphere of influence of the City of Redlands, the site is in an unincorporated area adjacent to the City, which is also developed with industrial warehouses. The City and County have worked cooperatively to ensure there is regional infrastructure, including road improvements and storm drains.

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

5. There is supporting infrastructure, existing or available, consistent with the intensity of the development, to accommodate the proposed Project without significantly lowering service levels. The developer will be required to construct road improvements, as well as contribute to the Regional Transportation Mitigation Facilities Fee Plan to provide other needed improvements in the area. The City of Redlands will serve the site for water and sewer and police and fire services.
6. The lawful conditions stated in the approval are deemed reasonable and necessary to protect the overall public health, safety and general welfare because the conditions of approval include measures to reduce air quality and traffic impacts and enforce performance standards.
7. The design of the Project site has considered the potential for the use of solar energy systems and passive or natural heating and cooling opportunities, through the orientation and design of the building to take advantage of passive solar heating capabilities.
8. There is no substantial evidence that the Project will have a significant effect on the environment because an Initial Study has been completed for the proposed Project and it is determined, on the basis of staff's independent evaluation, that the Project will not have a significant adverse impact on the environment with the implementation of all the conditions of approval and environmental mitigation measures. The Mitigated Negative Declaration for this Project reflects the County's independent judgment in making this decision. Therefore, adoption of a Mitigated Negative Declaration is recommended.

EXHIBIT B

Conditions of Approval

CONDITIONS OF APPROVAL

GENERAL REQUIREMENTS

Conditions of Operation and Procedure

[Not subject to Condition Compliance Release Form (CCRF) signatures]

LAND USE SERVICES – Planning Division 909.387.8311

1. Project Description. The County conditionally approves the proposed Conditional Use Permit (CUP) to establish a 165,984 square-foot industrial building with 110 vehicle parking stalls, 27 truck trailer stalls, 22 dock doors, and 10,000 square feet of office space to be used as a “High Cube” warehouse distribution facility on 7.99 acres in compliance with the San Bernardino County Code (SBCC), California Building Codes, San Bernardino County Fire Code, California Fire Code, the following Conditions of Approval, the approved site plan, and all other required and approved reports and displays (e.g. elevations and landscape plans).

The developer shall provide a copy of the approved conditions and the site plan to every current and future project tenant, lessee, and property owner to facilitate compliance with these conditions of approval and continuous use requirements for the Project Site with APN: 0292-051-14 and Project Number: P201400078.

2. Project Location. The Project site is located on the west side of Alabama Street and the north side of San Bernardino Avenue in the unincorporated area of Redlands.
3. High Cube Warehouse. “High Cube” Warehouse is defined by the National Association of Industrial and Office Properties as follows: A Warehouse/Distribution Center used primarily for the storage and/or consolidation of manufactured goods prior to their distribution to retail locations or other warehouses. These facilities are commonly constructed utilizing tilt-up technique, with a typical ceiling height of at least 24 feet. “High Cube” Warehouse/Distribution Centers are generally greater than 100,000 sq. ft. in size with a land coverage ratio of approximately 50% and a dock-high loading ratio of approximately 1 dock per 5,000-10,000 sq. ft. of warehouse storage. They are characterized by a small employment count due to a high level of automation, which reduces air quality and traffic impacts.
4. Revisions. Any proposed change to the approved use/activity on the site; or any increase in the developed area of the site or any expansion or modification to the approved facilities, including changes to structures, building locations, elevations, signs, parking allocation, landscaping, lighting, allowable number of occupants (clients and/or employees); or a proposed change in the conditions of approval, including operational restrictions from those shown either on the approved site plan and/or in the conditions of approval shall require that an additional land use application (e.g. Revision to an Approved Action) be approved by the County. The developer shall prepare, submit with fees, and obtain approval of the application prior to implementing any such revision or modification. (SBCC §86.06.070)
5. Continuous Effect/Revocation. All Conditions of Approval applied to this project shall be effective continuously throughout the operative life of the project for the approved use. Failure of the property owner, tenant, applicant, developer or any operator to comply with any or all of the conditions at any time may result in a public hearing and revocation of the approved land use, provided adequate notice, time and opportunity is provided to the property owner or other party to correct the non-complying situation.
6. Indemnification. In compliance with SBCC §81.01.070, the developer shall agree to defend, indemnify and hold harmless the County or its “indemnities” (herein collectively the County’s elected officials, appointed officials [including Planning Commissioners], Zoning Administrator, agents, officers, employees, volunteers, advisory agencies or committees, appeal boards or legislative body) from any claim, action or proceeding against the County or its indemnitees to attack, set aside, void or annul an approval of the County by an indemnitee concerning the map or permit or any other action relating to or arising out of County approval, including the acts, errors or omissions of any person and for any costs or expenses incurred by the indemnitees on account of any claim, except where such indemnification is prohibited by law. In the alternative, the developer may agree to relinquish such approval.

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

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

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

7. Expiration. This project permit approval shall expire and become void if it is not "exercised" within three years of the effective date of this approval, unless an extension of time is granted. The permit is deemed exercised when either
- the permittee has commenced actual construction or alteration under a validly issued Building Permit, or
 - the permittee has substantially commenced the approved land use or activity on the project site, for those portions of the project not requiring a Building Permit. [SBCC §86.06.060]

Occupancy of completed structures and operation of the approved exercised land use remains valid continuously for the life of the project and the approval runs with the land, unless one of the following occurs:

- Building and Safety does not issue construction permits for all or part of the project or the construction permits expire before the completion of the structure and the final inspection approval.
- The County determines the land use to be abandoned or non-conforming.
- The County determines that the land use is not operating in compliance with these conditions of approval, the County Code, or other applicable laws, ordinances or regulations. In these cases, the land use may be subject to a revocation hearing and possible termination.

PLEASE NOTE: This will be the ONLY notice given of the expiration date. The developer is responsible for initiation of any Extension of Time application.

8. Extension of Time. County staff may grant extensions of time to the expiration date (listed above or as otherwise extended) in increments each not to exceed an additional three years beyond the current expiration date. The developer may file an application to request consideration of an extension of time with appropriate fees no less than 30 days before the expiration date. County staff may grant extensions of time based on a review of the Time application, which must include a justification of the delay in construction and a plan of action for completion. The granting of such an extension request is a discretionary action that may be subject to additional or revised Conditions of Approval or site plan modifications. (SBCC §86.06.060)
9. Development Impact Fees. Additional fees may be required prior to issuance of development permits. Fees shall be paid as specified in adopted fee ordinances.
10. Project Account. The Job Costing System (JCS) account number is P201400078. This is an actual cost project with a deposit account to which hourly charges are assessed. The developer shall maintain a positive account balance at all times. A minimum balance of \$1000 must be in the project account at the time the Condition Compliance Review is initiated. Sufficient funds must remain in the account to cover the charges during each compliance review. All fees required for processing shall be paid in full prior to final inspection, occupancy and operation of the approved use. There shall be sufficient funds remaining in the account to properly fund file closure and any other required post-occupancy review and inspection (e.g. landscape performance).

11. Condition Compliance. In order to obtain construction permits for grading, building, final inspection, and/or 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 the Planning Division in accordance with the directions stated in the Approval letter. The Planning Division shall release their 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 Occupancy: a copy of the signed CCRF for final inspection of each respective building or use of the land, after an on-site compliance inspection by County Planning.

12. Additional Permits. The property owner, developer, and land use operator are all responsible to ascertain and comply with all laws, ordinances, regulations and any other requirements of Federal, State, County and Local agencies as are applicable to the development and operation of the approved land use and project site. These include:
 - a) FEDERAL: None
 - b) STATE: Regional Water Quality Control Board (RWQCB) - Santa Ana Region
 - c) COUNTY: Land Use Services – Planning, Building and Safety, Land Development, Code Enforcement; Public Health – Environmental Health Services; Special Districts; Public Works – Traffic, Surveyor, Solid Waste; County Fire – Community Safety, Hazardous Materials
 - d) LOCAL: San Bernardino International Airport Authority (Avigation Easement), Special District CSA 70, City of Redlands by special agreement provides water, sewer, sanitation, police and fire services to this area

13. Continuous Maintenance. The Project property owner shall continually maintain the property so that it is visually attractive and not dangerous to the health, safety and general welfare of both on-site users (e.g. employees) and surrounding properties. The property owner shall ensure that all facets of the development are regularly inspected, maintained and that any defects are timely repaired. Among the elements to be maintained, include but are not limited to:
 - a) Annual maintenance and repair. The developer shall conduct inspections for any structures, fencing/walls, driveways, and signs to assure proper structural, electrical, and mechanical safety.
 - b) Graffiti and debris. The developer shall remove graffiti and debris immediately through weekly maintenance.
 - c) Landscaping. The developer shall maintain landscaping in a continual healthy thriving manner at proper height for required screening. Drought-resistant, fire retardant vegetation shall be used where practicable. Where landscaped areas are irrigated it shall be done in a manner designed to conserve water, minimizing aerial spraying.
 - d) Dust control. The developer shall maintain dust control measures on any undeveloped areas where landscaping has not been provided.
 - e) Erosion control. The developer shall maintain erosion control measures to reduce water runoff, siltation, and promote slope stability.
 - f) External Storage. The developer shall maintain external storage, loading, recycling and trash storage areas in a neat and orderly manner, and fully screened from public view. Outside storage shall not exceed the height of the screening walls.
 - g) Metal Storage Containers. The developer shall NOT place metal storage containers in loading areas or other areas unless specifically approved by this or subsequent land use approvals.
 - h) Screening. The developer shall maintain screening that is visually attractive. All trash areas, loading areas, mechanical equipment (including roof top) shall be screened from public view.
 - i) Signage. The developer shall maintain all on-site signs, including posted area signs (e.g. “No Trespassing”) in a clean readable condition at all times. The developer shall remove all graffiti and repair vandalism on a regular basis. Signs on the site shall be of the size and general location as shown on the approved site plan or subsequently a County-approved sign plan.
 - j) Lighting. The developer shall maintain any lighting so that they operate properly for safety purposes and do not project onto adjoining properties or roadways. Lighting shall adhere to applicable glare and night light rules.
 - k) Parking and on-site circulation. The developer shall maintain all parking and on-site circulation requirements, including surfaces, all markings and traffic/directional signs in an un-faded condition as identified on the approved

site plan. Any modification to parking and access layout requires the Planning Divisions review and approval. The markings and signs shall be clearly defined, un-faded and legible; these include parking spaces, disabled space and access path of travel, directional designations and signs, stop signs, pedestrian crossing, speed humps and "No Parking", "Carpool", and "Fire Lane" designations.

- i) Fire Lanes. The developer shall clearly define and maintain in good condition at all times all markings required by the Fire Department, including "No Parking" designations and "Fire Lane" designations.
14. Performance Standards. The approved land uses shall operate in compliance with the general performance standards listed in SBCC Chapter 83.01, regarding air quality, electrical disturbance, fire hazards (storage of flammable or other hazardous materials), heat, noise, vibration, and the disposal of liquid waste. In addition to these, none of the following shall be perceptible without instruments at any point outside the project boundaries at adjoining property lines:
 - a) Odors: No offensive or objectionable odor.
 - b) Emissions: No emission of dirt, dust, fly ash and other forms of particulate matter.
 - c) Smoke: No smoke of a greater density than that described in No. 2 on the Ringelmann Chart, as published currently by the United States Bureau of Mines, shall be emitted from any project source.
 - d) Radiation: No dangerous amount of radioactive emissions.
 - e) Toxic Gases: No emission of toxic, noxious or corrosive fumes of gases.
 - f) Glare: No intense glare that is not effectively screened from view at any point outside the project boundary.
15. Lighting. The glare from any luminous source, including on-site lighting shall not exceed one-half (0.5) foot-candle at property line. All lighting shall be limited to that necessary for maintenance activities and security purposes. This is to allow minimum obstruction of night sky remote area views. No light shall project onto adjacent roadways in a manner that interferes with on-coming traffic. All signs proposed by this project shall only be lit by steady, stationary, shielded light directed at the sign, by light inside the sign, by direct stationary neon lighting or in the case of an approved electronic message center sign alternating no more than once every five seconds.
16. Clear Sight Triangle. Adequate visibility for vehicular and pedestrian traffic shall be provided at clear sight triangles at all 90 degree angle intersections of public rights-of-way and private driveways. All signs, structures and landscaping located within any clear sight triangle shall comply with the height and location requirements specified by County Development Code (SBCC§ 83.02.030) or as otherwise required by County Traffic.
17. Water Conservation. Structures shall incorporate interior and exterior water conservation measures (low-flow plumbing, water efficient landscaping, drip irrigation, minimization of turf areas, etc.) as required by the SBCC.
18. Construction Hours. Construction will be limited to the hours between 7:00 AM and 7:00 PM, Monday through Saturday in accordance with the SBCC standards. No construction activities are permitted outside of these hours or on Sundays and Federal holidays.
19. Signs. This conditional approval includes one freestanding pole or monument sign. All existing signs must be removed before the new sign can be installed. All signs must comply with and be permitted in accordance with SBCC §83.13, Sign Regulations.
20. Underground Utilities. There shall be no new above ground power or communication lines extended to the site. All new utilities shall be placed underground in a manner, which avoids disturbing any existing/natural vegetation or the site appearance. Existing utilities around the site perimeter shall also be placed underground, where possible in coordination with the utility provider.
21. Access. The access point to the facility shall remain unobstructed at all times, except a driveway access gate, which may be closed after normal working hours.
22. AQ/Operational Mitigation. *The "developer" shall implement the following air quality mitigation measures, during operation of the approved land use: All on-site equipment and vehicles (off-road/ on-road), shall comply with the following:*
 - a) *County Diesel Exhaust Control Measures [SBCC §83.01.040 (c)]*

- b) Signs shall be posted requiring all vehicle drivers and equipment operators to turn off engines when not in use.
 - c) All engines shall not idle more than five minutes in any one-hour period on the project site. This includes all equipment and vehicles.
 - d) Engines shall be maintained in good working order to reduce emissions.
 - e) Ultra low-sulfur diesel fuel shall be utilized.
 - f) Electric, CNG and gasoline-powered equipment shall be substituted for diesel-powered equipment, where feasible.
 - g) On-site electrical power connections shall be made available, where feasible.
 - h) All transportation refrigeration units (TRU's) shall be provided electric connections, when parked on-site.
 - i) The loading docks shall be posted with signs providing the telephone numbers of the building facilities manager and the California Air Resources Board to report violations.
- [Mitigation Measure III-1] General Requirements/Planning

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

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

[Mitigation Measure VIII-1] General Requirement/Planning

24. Operational Noise Controls. The County shall verify that the following notes shall be cited in the CUP Site Plan that:

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

[Mitigation Measure XII-2] General Requirement/Planning

25. Anti-Idling Enforcement (GHG Reduction Measure R2T1). All commercial vehicles are restricted to idle for not more than 5 minutes per trip on site and at loading docks (1 point).

26. Truck Queues. All commercial vehicles are restricted from queuing in excess of 5 minutes at both the San Bernardino Avenue and Alabama Street ingress/egress points to minimize diesel particulate emissions to sensitive receptor sites.

LAND USE SERVICES – Code Enforcement Division 909.387.8311

27. Enforcement. If any County agency is required to enforce compliance with the conditions of approval, the property owner and "developer" shall be charged for such enforcement activities in accordance with the County Code Schedule of Fees. Failure to comply with these conditions of approval or the approved site plan design required for this project approval shall be enforceable against the property owner and "developer" (by both criminal and civil procedures) as provided by the San Bernardino County Code, Title 8 - Development Code; Division 6 - Administration, Chapter 86.09 - Enforcement.

28. 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).

LAND USE SERVICES – Land Development Division – Drainage Section 909.387.8311

29. Tributary Drainage. Adequate provisions should be made to intercept and conduct the tributary off-site/on-site drainage flows around and through the site in a manner that will not adversely affect adjacent or downstream properties at the time the site is developed.
30. Additional Drainage Requirements. In addition to drainage requirements stated herein, other on-site and/or off-site improvements may be required that 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.
31. Continuous BMP Maintenance. The property owner/“developer” is required to provide periodic and continuous maintenance of all Best Management Practices (BMP) devices/facilities listed in the County approved Water Quality Management Plan (WQMP) for the project. This includes but is not limited to, filter material replacement and sediment removal, as required to assure peak performance of all BMPs. Furthermore, such maintenance activity will require compliance with all Local, State, or Federal laws and regulations, including those pertaining to confined space and waste disposal methods in effect at the time such maintenance occurs.
32. BMP Enforcement. In the event the property owner/“developer” (including any successors or assigns) fails to accomplish the necessary BMP maintenance within five (5) days of being given written notice by County Public Works, then the County shall cause any required maintenance to be done. The entire cost and expense of the required maintenance shall be charged to the property owner and/or “developer”, including administrative costs, attorney’s fees and interest thereon at the rate authorized by the County Code from the date of the original notice to the date the expense is paid in full.

PUBLIC WORKS – Traffic Division 909.387.8186

33. Ingress/Egress Restrictions. Project Driveways along Alabama Street and San Bernardino Avenue shall be right-in/right-out only. The left-turn movements will be restricted at these driveways.
34. Access. The project vehicles shall not back out into the public roadway.

PUBLIC HEALTH – Environmental Health Services [DEHS] 800.442.2283

35. Noise. Noise level shall be maintained at or below SBCC Standards, §83.01.080. For information, contact DEHS at 800.442.2283.
36. Refuse Storage/Removal. All refuse generated at the premises shall at all times be stored in approved containers and shall be placed in a manner so that visual or other impacts and environmental public health nuisances are minimized. All refuse not containing garbage shall be removed from the premises at least one time per week, or as often as necessary to minimize public health nuisances. Refuse containing garbage shall be removed from the premises at least two times per week, or as often as necessary to minimize public health nuisances, by a permitted hauler to an approved solid waste facility in conformance with SBCC Chapter 8, §33.0830 et. seq. For information, call DEHS/LEA at 800.442.2283.

PUBLIC WORKS – Solid Waste Management 909.386.8701

37. Recycling Storage Capacity. The developer shall provide adequate space and storage bins for both refuse and recycling materials. This requirement is to assist the County in compliance with the recycling requirements of AB 2176.
38. Mandatory Commercial Recycling. Beginning July 1, 2012 all businesses defined to include a commercial or public entity that generates four or more cubic yards of commercial solid waste a week or is a multi-family residential dwelling of five or more must arrange for recycling services. The County is required to monitor business recycling and will

require the business to provide recycling information. This requirement is to assist the County in compliance with the recycling requirements of AB 341.

39. 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 or 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.

COUNTY FIRE DEPARTMENT – Community Safety Division 909.386.8400

40. Fire Jurisdiction. The above referenced project is under the jurisdiction of the San Bernardino County Fire Department, herein "Fire Department". Prior to any construction occurring on any parcel, the developer shall contact the Fire Department for verification of current fire protection requirements. All new construction shall comply with the current CFC requirements and all applicable statutes, codes, ordinances, and standards of the Fire Department.
41. 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.

PRIOR TO ISSUANCE OF GRADING PERMITS OR LAND DISTURBING ACTIVITY

The Following Shall Be Completed

LAND USE SERVICES – Building and Safety Division 909.387.8311

42. Geology Report. A geology report shall be submitted to the Building and Safety Division for review and approval by the County Geologist and fees paid for the review prior to final project approval.
43. Geotechnical (Soil) Report. When earthwork quantities exceed 5,000 cubic yards, a geotechnical (soil) report shall be submitted to the Building and Safety Division for review and approval prior to issuance of grading permits.
44. 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.
45. Erosion Control Installation. Erosion control devices must be installed at all perimeter openings and slopes. No sediment is to leave the job site.
46. Grading Plans. The developer shall submit grading plans to the Building and Safety Division for review and approval prior to grading and/or land disturbance of more than 50 Cu Yards.
47. 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.
48. Regional Board Permit Letter. CONSTRUCTION projects involving one or more acres must be accompanied by a copy of the Regional Board permit letter with the WDID #. Construction activity includes clearing, grading, or excavation that results in the disturbance of at least one (1) acre of land total.

LAND USE SERVICES – Planning Division 909.387.8311

49. AQ-Dust Control Plan. *The "developer" shall prepare, submit for review and obtain approval from County Planning of both a Dust Control Plan (DCP) consistent with SCAQMD guidelines and a signed letter agreeing to include in any*

construction contracts/ subcontracts a requirement that project contractors adhere to the requirements of the DCP. The DCP shall include the following requirements:

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

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

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

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

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

51. Construction Noise. The "developer" shall submit and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce noise impacts during construction, which shall include the following 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. During the project site excavation and grading, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with the manufactures standards.
- b. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.
- c. The construction contractor shall limit all construction-related activities that would result in high noise levels between the hours of 7:00 a.m. and 6:00 p.m., Monday through Saturday excluding holidays.
- d. The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site during all project construction.

The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.
[Mitigation Measure XII-1] - Prior to Grading Permit/Planning

52. Cultural Resources. The developer/property owner shall submit for review and obtain approval from County Planning of a letter agreeing to adhere to the following requirements and to include in any construction contracts/subcontracts a provision that project contractors shall also adhere to the following requirements:
- If archaeological, paleontological and/or historical resources are uncovered during ground disturbing activities, all work in that area shall cease immediately until written clearance by County Planning is provided indicating that satisfactory mitigation has been implemented. A qualified expert (e.g. archaeologist or paleontologist), as determined by County Planning in consultation with the County Museum shall be hired to record the find and recommend any further mitigation. The developer shall implement any such additional mitigation to the satisfaction of County Planning.
 - If human remains are uncovered during ground disturbing activities, the San Bernardino County Coroner shall be contacted within 24 hours of the find. If the remains or cultural artifacts are determined to be of Native American origin, the local Native American representative shall also be notified.
53. Biological Survey. *Performance of one or more surveys for burrowing owl pursuant to the California Department of Fish and Wildlife protocol with mitigation measures as deemed appropriate through the California Department of Fish and Wildlife.*
[Mitigation Measure IV-1] - Prior to Grading Permit/Planning
54. Construction and Demolition Debris Diversion Program (GHG Reduction Measure R2W5). Pursuant to the requirements of Solid Waste Management (Condition No. 65) the contractor shall recycle a minimum of 50% of all project related construction and demolition debris. Prior to issuance of a Grading Permit the developer shall submit a plan of construction recycling showing how a minimum of 50% of all construction related materials will be recycled (6 points).

LAND USE SERVICES – Land Development Division – Drainage Section 909.387.8311

55. 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 \$520 deposit for drainage review will be collected upon submittal to the Land Development Division.
56. Storm Drain Facility. Design a storm drain facility along the property frontage on San Bernardino Ave, per latest Comprehensive Storm Drainage Plan. Submit storm drain plans for review and approval.
57. Drainage Easements. Adequate San Bernardino County Drainage Easements (minimum fifteen [15] feet wide) shall be provided over the natural drainage courses, drainage facilities/or concentration of runoff from the site to dewater into private property.
58. Topo Map. The developer shall provide a topographic map to facilitate the design and review of necessary drainage facilities.
59. Grading Plans. The developer shall submit grading plans to the Land Development Division, Drainage Section for review and obtain approval. The Land Development Division will collect a \$520 deposit for grading plan review at the time of submittal.
60. WQMP. A completed Water Quality Management Plan (WQMP) shall be submitted for review and approval obtained. A \$2,500 deposit for WQMP review will be collected upon submittal to the Land Development Division. The report shall adhere to the current requirements established by the Santa Ana Watershed Region. Copies of the WQMP guidance and template can be found at: (<http://www.sbcounty.gov/dpw/land/npdes.asp>) .

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

COUNTY FIRE DEPARTMENT – Community Safety Division 909.386.8400

62. Water System. Prior to any land disturbance, the water systems shall be designed to meet the required fire flow for this development and shall be approved by the Fire Department. The required fire flow shall be determined by using Appendix IIIA of the California Fire Code (CFC).

PUBLIC WORKS – Surveyor 909.387.8149

63. Record of Survey. The Site Plan shows a proposed retaining wall along the west property line. As the site has not been previously surveyed, a Record of Survey will be required to locate the property line for the proposed wall construction.
64. Monumentation. If any activity on this project will disturb any land survey monumentation, including be not limited to vertical control points (benchmarks), said monumentation shall be located and referenced by or under the direction of a licensed land surveyor or registered civil engineer authorized to practice land surveying prior to commencement of any activity with the potential to disturb said monumentation, and a corner record or record of survey of the references shall be filed with the County Surveyor (Section 8771(b) Business and Professions Code).

PUBLIC WORKS – Solid Waste Management 909.386.8701

65. C&D Plan – Part 1. The developer shall prepare, submit, and obtain approval from Solid Waste Management Division (SWMD) of a “Construction Waste Management Recycling Plan (C&D Plan), Part I” for each phase of the project. The C&D Plan shall list the types and volumes of solid waste materials expected to be generated from demolition, grading, and construction. The Plan shall include options to divert materials for reuse or recycling from landfill disposal by a minimum of 50% of total weight or volume. Forms can be found on our website at www.sbcounty.gov/dpw/solidwaste. A review fee must be submitted with the C&D Plan.

Upon completion of construction, the developer shall complete SWMD’s C&D Plan Part 2. This summary shall provide documentation of diversion of materials including but not limited to receipts or letters from diversion facilities or certification reuse of materials on site.

PRIOR TO ISSUANCE OF BUILDING PERMITS

The Following Shall Be Completed

LAND USE SERVICES – Building and Safety Division 909.387.8311

66. 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.
67. Greenhouse Gas (GHG) Compliance. Prior to the issuance of building permits the Building and Safety Division shall coordinate with County Planning to ensure that all GHG Measures have been included in the building plans.

LAND USE SERVICES – Land Development Division – Road Section 909.387.8311

68. Road Dedication and 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.

Alabama St (Major Arterial – 120')

- Curb Return Dedication. A 50 foot radius return grant of easement is required at the intersection of Alabama St and San Bernardino Ave.
- Street Improvements. Design curb and gutter with match up paving 52 feet from centerline.
- Sidewalks. Design sidewalks per County Standard 109 Type "B" modified. Per East Valley Area Plan, the sidewalk shall be 6' wide with an 8' parkway between curb and sidewalk with adequate easement to accommodate.
- Sidewalk Ramp. Design sidewalk ramp per County Standard 110.
- Driveway Approach. Design driveway approach per San Bernardino County Standard 129B, and located per San Bernardino County Standard 130.
- Curb Returns. Curb Returns shall be designed per County Standard 110.
- Raised Median. Design a 16' raised median.

San Bernardino Ave (Major Arterial – 120')

- Road Dedication. A grant of easement is required to provide a half-width right-of-way of 60.
 - Street Improvements. Design curb and gutter with match up paving 52 feet from centerline.
 - Sidewalks. Design sidewalks per County Standard 109 Type "B" modified. Per East Valley Area Plan, the sidewalk shall be 6' wide with an 8' parkway between curb and sidewalk with adequate easement to accommodate.
 - Driveway Approach. Design driveway approach per San Bernardino County Standard 129B, and located per San Bernardino County Standard 130.
69. 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.
70. Street Improvement Plans. The developer shall submit for review and obtain approval of street improvement plans prior to construction. Final plans and profiles shall indicate the location of any existing utility facility or utility pole which would affect construction, and any such utility shall be relocated as necessary without cost to the County. Street improvement plans shall not be approved until all necessary right-of-way is acquired.
71. Encroachment Permits. Prior to installation of road and drainage improvements, a permit is required from County Public Works, Transportation Operations Division-Permit Section, Telephone 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.
72. 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. A written report shall be submitted

to the Transportation Operations Division – Permit Section of County Public Works, prior to any placement of base materials and/or paving.

- 73. 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.
- 74. Street Gradients. Road profile grades shall not be less than 0.5 percent unless the engineer, at the time of submittal of the improvement plans, provides justification to the satisfaction of the Department of Public Works confirming the adequacy of the grade.

PUBLIC WORKS – Traffic Division 909.387.8186

- 75. Regional Transportation Facilities Mitigation Plan. *This project falls within the Regional Transportation Facilities Mitigation Plan for the Redlands Donut Hole 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. These fees are subject to change periodically. Currently, the fee is \$2.41 per square foot for Industrial use. Per the approved traffic study and the latest site plan dated October 24, 2014, the building is 165,984 square feet. Therefore, the total fee is estimated at \$400,021.44 (165,984 sq. ft. x \$2.41 per sq. ft.). The current Regional Transportation Fee Plan can be found at the following website: http://www.sbcounty.gov/dpw/transportation/transportation_planning.asp [Mitigation Measure XVI-1] Prior to Building Permit/County Traffic*
- 76. Signal Modification. The applicant shall design as part of the street improvement plans a traffic signal modification at the intersection of Alabama Street and San Bernardino Avenue.
- 77. Traffic Improvements 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 Albert A. Webb Associates traffic study dated January 2015. The study concluded that the additional traffic generated by this project will have an impact at the following intersections for the Buildout Year (2035) traffic conditions: Alabama Street at Lugonia Avenue, I-210 Freeway Eastbound Ramps/Citrus Plaza Drive at San Bernardino Avenue, and I-210 Freeway Westbound Ramps/Tennessee Street at San Bernardino Avenue.

The total fair share contribution shall be paid to the Department of Public Works - Traffic Division. At the present time, the total estimated fair share contribution is \$95,000 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
Alabama Street at Lugonia Avenue <ul style="list-style-type: none"> • Construct northbound (NB) right-turn lane. • Construct additional eastbound (EB) left-turn lane • Construct additional westbound (WB) left-turn lane • Install northbound (NB) overlapping right-turn signal. 	\$253,900	3.4%	\$9,000
I-210 Freeway Eastbound (EB) Ramps/Citrus Plaza Drive at San Bernardino Avenue <ul style="list-style-type: none"> • Widen the existing • Construct an eastbound (EB) through lane 	\$1,120,000	5.1%	\$58,000

<ul style="list-style-type: none"> Construct a westbound (WB) through lane Construct retaining wall. 			
I-210 Freeway Westbound (WB) Ramps/Tennessee Street at San Bernardino Ave <ul style="list-style-type: none"> Widen the existing Construct an eastbound (EB) through lane Construct a westbound (WB) through lane Construct retaining wall 	\$1,120,000	2.5%	\$28,000
Total			\$95,000

PUBLIC HEALTH – Environmental Health Services [DEHS] 800.442.2283

78. Water. Water purveyor shall be City of Redlands or EHS approved.
79. Water Letter. The 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. The letter shall reference Assessor's Parcel Number (APN): 3066-311-02. For projects with current active water connections, a copy of water bill with the project address may suffice. For information, contact the Water Section at 800.442.2283.
80. Sewer. The method of sewage disposal shall be City of Redlands or EHS approved.
81. Sewer Letter. The 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 water agency. The letter shall reference APN: 0292-051-14.
82. Verification of Service. Submit verification of service approval to DEHS for any project that requires water or sewer connection outside a purveyor's jurisdiction. For information, contact LAFCO at: 909-383-9900.
83. Acoustical Information. Submit preliminary acoustical information demonstrating that the proposed project maintains noise levels at or below San Bernardino County Noise Standards, SBCC §83.01.080. The purpose is to evaluate potential future on-site and/or adjacent off-site noise sources. If the preliminary information cannot demonstrate compliance with noise standards, a project specific acoustical analysis shall be required. Submit information/analysis to the DEHS for review and approval. For information and acoustical checklist, contact DEHS at 800.442.2283.
84. Food Establishments. Plans for wholesale food distributors or other food establishments shall be reviewed and approved by DEHS. For information, call DEHS/Plan Check at: 1-800-442-2283.

COUNTY FIRE DEPARTMENT – Community Safety Division 909.386.8400

85. Construction Permits. Fire Condition Letters shall automatically expire and become invalid unless the work authorized by such permit is commenced within 180 days after its issuance, or if the work authorized by such permit is suspended or abandoned for a period of 180 days after the time the work is commenced. Suspension or abandonment shall mean that no inspection by the Department has occurred with 180 days of any previous inspection. After a construction permit or Fire Condition Letter, becomes invalid and before such previously approved work recommences, a new permit shall be first obtained and the fee to recommence work shall be one-half the fee for the new permit for such work, provided no changes have been made or will be made in the original construction document for such work, and provided further that such suspension or abandonment has not exceeded one year. A request to extend the Fire Condition Letter or

Permit may be made in writing PRIOR to the expiration date justifying the reason that the Fire Condition Letter should be extended.

86. Building Plans. No less than three (3) complete sets of building plans shall be submitted to the Fire Department for review and approval. [F43]
87. 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]
88. Fire Flow Test. Your submittal did not include a flow test report to establish whether the public water supply is capable of meeting your project fire flow demand. You will be required to either produce a current flow test report from your water purveyor demonstrating that the fire flow demand is satisfied or you must install an approved fire sprinkler system. This requirement shall be completed prior to combination inspection by Building and Safety. [F05B]
89. Water System – Commercial. A water system approved and inspected by the Fire Department is required. The system shall be operational prior to any combustibles being stored on the site. All fire hydrants shall be spaced no more than 300 feet apart (as measured along vehicular travel-ways) and no more than 300 feet from any portion of a structure. [F54]
90. Access Requirements. The Applicant shall submit emergency/evacuation road access plans to the Fire Department for review and approval.
91. Fire Department Access. The development shall have a minimum of two points of vehicular access. These are for fire/emergency equipment access and for evacuation routes.
92. Single Story Road Access. All buildings or structures shall have access provided by approved roads, alleys, and private drives with a minimum 26-foot unobstructed width and vertically to 14 feet 6 inches in height. Other recognized standards may be more restrictive by requiring wider access provisions.
93. Multi-Story Road Access. Buildings or structures three stories in height or more shall have a minimum access of 30 feet unobstructed width and vertically to 14 feet 6 inches in height. [F41]
94. Fire Sprinkler – NFPA #13. An automatic fire sprinkler system complying with NFPA Pamphlet #13 and the Fire Department standards is required. The applicant shall hire a Fire Department approved fire sprinkler contractor. The fire sprinkler contractor shall submit three sets of detailed plans to the Fire Department for review and approval. The plans (minimum 1/8" scale) shall include hydraulic calculations and manufacturer's specification sheets. The contractor shall submit plans showing the type of storage and use with the applicable protection system. The required fees shall be paid at the time of plan submittal. Standard 101.1.[F59]
95. Roof Certification. A letter from a licensed structural (or truss) engineer shall be submitted with an original wet stamp at the time of fire sprinkler plan review, verifying the roof is capable of accepting the point loads imposed on the building by the fire sprinkler system design.
96. Fire Alarm. An automatic monitoring fire alarm system complying with the California Fire Code, NFPA and all applicable codes is required for 100 heads or more. The applicant shall hire a Fire Department approved fire alarm contractor. The fire alarm contractor shall submit three (3) sets of detailed plans to the Fire Department for review and approval. The required fees shall be paid at the time of plan submittal. [F62]
97. Street Sign. This Project is required to have an approved street sign (temporary or permanent). The street sign shall be installed on the nearest street corner to the project. Installation of the temporary sign shall be prior to any combustible material being placed on the construction site. Prior to final inspection and occupancy of the first structure, the permanent street sign shall be installed. Standard 901.4.4 [F83]

SPECIAL DISTRICTS – 909.387.5940

98. Street Lighting Plans. This project lies within the boundaries of County Service Area 70, Zone EV-1. Street lighting plans, plan check fees and (1) one-year advanced energy charges must be submitted to and approved by Special Districts Department. Please submit plans and plan check fees to Special Districts Department, 157 W. 5th St., 2nd Floor, San Bernardino, CA 92415-0450. For additional information regarding street light plans, please call Special Districts Department, Lien Administration Section at 909.387.5829.
99. Annexation to CFD. This project lies within the boundaries of County Service Area 70, Zone EV-1. Annexation to Community Facilities District 2010-1 (East Valley) for the purpose of financing ongoing street light costs is required for this project. Annexation fee deposit of \$5,000 is required. Please allow a minimum of three months to complete this process. To complete the annexation to CFD 2010-1 please contact Special Districts Department, Lien Administration Section at 909.387.5829.

LAND USE SERVICES – Planning Division 909.387.8311

100. East Valley (EV) Guidelines. The project shall adhere to and implement the site design standards/guidelines and the circulation design standards specified in the East Valley Area Plan.
101. Signs. This conditional approval includes one freestanding sign. All signs must comply with and be permitted in accordance with SBCC §83.13, Sign Regulations. Provide verification of compliance to the Planning Division prior to issuance of building permits.
102. Building Elevations. The developer shall obtain approval from County Planning for the exterior elevations on all four sides of the proposed building. The elevations shall demonstrate horizontal and vertical elements (e.g. trim design, architectural elements, windows, etc.). All sides of the building, except loading dock areas shall have landscape planters adjacent to the building walls. The use of trellises, arbors, planters and atriums is encouraged. All walls shall be shown and approved by County Planning prior to construction. All new proposed structures and their related elements shall be painted, treated, or otherwise finished to blend in to the surrounding existing architectural theme. Screening materials shall blend into adjacent architectural elements. All external storage, loading, recycling and trash storage areas, and mechanical equipment shall be screened from view. Roof mounted mechanical equipment shall be screened from view and painted to match the roof color.
103. Outdoor Lighting Plan. Three copies of the proposed professionally prepared outdoor lighting plan, in accordance with SBCC §83.07 Glare and Outdoor Lighting, shall be submitted for plan review with appropriate fees. Approval of this shall be obtained with permits, prior to any lighting installation.
104. Trash/Recyclables Receptacles. All trash and recyclables receptacles shall be in compliance with Public Works, Solid Waste Management standards. They shall be enclosed by six-foot high masonry walls with steel gates. A concrete apron equal to the width of the gate and outward from the enclosure a minimum of six feet shall be provided.
105. Underground Utilities. All new on-site utility lines (66KV or less) located on or around the perimeter of the site, shall be placed underground. The developer will work cooperatively with the County and appropriate utility agencies to underground these facilities.
106. Landscape and Irrigation Plan. Landscape and Irrigation Plans shall be prepared in conformance with Chapter 83.10, Landscaping Standards, of the County Development Code, as well as the East Valley Area Plan requirements. The developer shall submit four copies of a landscape and irrigation plan to County Planning.
107. AR3 Design Requirements. *The project is within the Airport Safety Review Area Three (AR-3) Overlay. The developer shall grant an Avigation and Noise Easement to the San Bernardino International Airport. The developer shall submit copies of the proposed Avigation & Noise Easement to both County Planning and the affected airport for review and approval. Also, notice shall be provided to any renters, lessees or buyers of the subject property that the site is subject*

to this Avigation and Noise Easement and that there will be aircraft over-flight with potential noise problems associated with aircraft operations. This information shall be incorporated into the CC & R's, if any, and in all lease and rental agreements.

[Mitigation Measure VIII-3] Prior to Building Permit/Planning

108. South Coast AQMD. The developer shall provide verification of compliance with the South Coast AQMD Best Available Control Technology (BACT) to County Planning. These BACT must offset any new emissions so that there is no net gain in emissions within the air basin.
109. AQ - Coating Restriction Plan. The developer shall submit for review and obtain approval from County Planning of a Coating Restriction Plan (CRP), consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/subcontracts a condition that the contractors adhere to the requirements of the CRP. The CRP measures shall be following implemented to the satisfaction of County Building and Safety:
- a) Architectural coatings with Reactive Organic Compounds (ROC) shall not have content greater than 100 g/l.
 - b) Architectural coating volume shall not exceed the significance threshold for ROG, which is 75 lbs. /day and the combined daily ROC volume of architectural coatings and asphalt paving shall not exceed the significance threshold for ROC of 75 lbs. per day.
 - c) High-Volume, Low Pressure (HVLP) spray guns shall be used to apply coatings.
 - d) Precoated/natural colored building materials, water-based or low volatile organic compound (VOC) coatings shall be used, if practical.
 - e) Comply with SCAQMD Rule 1113 on the use or architectural coatings.
- [Mitigation Measure III-4] Prior to Building Permit/Planning
110. East Valley Area Plan Mitigation AQ/EVAP – SART Mitigation Fee. Prior to issuance of building permits the developer shall contribute a fair share fee of \$1435 per net acre to the satisfaction of County Regional Parks for construction of the East Valley Area Plan segment of the Santa Ana River Trail (SART) from California Street to the SH30 bridge. This fee may be waived or adjusted by County Regional Parks based upon inflation and credit may be granted for any developer completed trail improvements. The construction of the trail shall provide an incentive to use alternative transportation modes that access the area. This action assists with air quality mitigation and is also an offset to the aesthetic resource loss caused by removal of the orange groves in the area.
- [Mitigation Measure III-5] Prior to Building Permit/Planning
111. Energy Efficiency for Commercial Development (GHG Reduction Measure R2E7). The Project shall include GHG reduction measures which include the specific features listed below. The developer shall provide a certified letter from a qualified energy consultant showing that the 2007 Title 24 energy efficiency requirements for each feature is being exceeded by the amounts listed below:
- a) Insulation – Modest Enhanced Insulation (5% > Title 24) (4 points)
 - b) Windows – Enhanced Window Insulation (15%>Title 24) (8 points)
 - c) Doors – Enhanced Insulation (15%>Title 24) (8 points)
 - d) Air Infiltration – Reduced Building Envelope Leakage (15%>Title 24) (8 points)
 - e) Space Heating/Cooling Equipment – Efficiency HVAC (5% > Title 24) (4 points)
 - f) Water Heaters – High Efficiency Water Heaters (Conventional water heater that is 15% > Title 24) (8 points)
 - g) Daylighting – All peripheral rooms within building have at least one window or skylight (1 point)
 - h) Artificial Lighting – High Efficiency Lights (LED, etc. 15% > Title 24) (6 points)
 - i) Appliances – High Efficiency Energy Star Appliances (15% > Title 24) (8 points)
 - j) Building Placement – North/South alignment of building or other building placement such that the orientation of the buildings optimizes conditions for natural heating, cooling, and lighting. (4 points)
112. Warehouse Renewable Energy Incentive Program (GHG Reduction Measure R2E7). The proposed structure shall be designed and constructed with a solar ready roof and electric hookups to accommodate future photovoltaic panels (2 points).
113. Water Use Reduction Goal - Per Capita Water Use Reduction Goal (GHG Reduction Measure R2WC-1). The Project shall include GHG reduction measures which include the specific features listed below. The developer shall provide a

certified letter from a qualified energy consultant showing that the 2007 Title 24 energy efficiency requirements for each feature is being exceeded by the amounts listed below:

- a) Water Efficient Landscaping – Eliminate turf and only provide drought tolerant plants (4 points).
- b) Water Efficient Irrigation Systems – Smart irrigation control systems combined with drip irrigation (demonstrate 20% reduced water use (5 points).
- c) Recycled Water – Graywater (purple pipe) irrigation system on site (5 points)
- d) Toilets – EPA High Efficiency toilets and Waterless Urinals (15% > Title 24)+Commercial Bldg (6 points)
- e) Faucets - EPA High Efficiency faucets (15% > Title 24) (3 points).
- f) Commercial Dishwashers - EPA High Efficiency dishwashers (20% water savings) (4 points).

114. Employment Based Trip and VMT Reduction Policy (GHG Reduction Measure R2T2). The project shall include the following employee trip reduction policies:

- a) Car/Vanpool – Employee car/vanpool program with identified preferred parking (2 points)
- b) Shuttle/Transit - Existing local transit is within ¼ mile (1 Point)

115. Renewable Fuel/Low Emissions Vehicles (GHG Reduction Measure R2T5). The project shall provide for electric vehicle recharging through the provision of proper circuitry and capacity in garages/parking areas for the installation of electric vehicle charging stations.

116. Employment Based Trip and VMT Reduction Policy (GHG Reduction Measure R2T2). The project shall include the following employee trip reduction policies:

- a) Car/Vanpool – Employee car/vanpool program with identified preferred parking (2 points)
- b) Shuttle/Transit - Existing local transit is within ¼ mile (1 Point)

PRIOR TO FINAL INSPECTION OR OCCUPANCY

The Following Shall Be Completed

LAND USE SERVICES – Building and Safety Division 909.387.8311

117. Building Occupancy. Any building without specified tenants and uses may receive final inspection for construction purposes only. A Tenant Improvement that identifies the tenant and proposed uses shall be submitted and approved prior to occupancy being granted.

118. Condition Compliance Release Sign-off. Prior to occupancy all Department/Division requirements and sign-offs shall be completed.

LAND USE SERVICES – Land Development Division – Drainage Section 909.387.8311

119. 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.

120. 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 Division – Road Section 909.387.8311

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

122. 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.

123. 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.
124. Parkway Planting. Trees, irrigation systems, and landscaping required to be installed on public right-of-way shall be approved by County Public Works and Planning. It shall be maintained by the adjacent property owner or other County-approved entity.

PUBLIC WORKS – Traffic Division 909.387.8186

125. Traffic Signal Modification. The applicant shall construct, at 100% cost to the applicant, a traffic signal modification at the intersection of Alabama Street and San Bernardino Avenue as shown on the approved street improvement plans.

LAND USE SERVICES - Code Enforcement 909.387.8311

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

COUNTY FIRE DEPARTMENT – Community Safety Division 909.386.8400

127. 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 where 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 feet from the hydrant and at least six feet high above the adjacent road. [F80]
128. Commercial – Large Facility Addressing. Commercial and industrial developments in excess of 100,000 sq. ft. shall have the street address installed on the building with numbers that are a minimum twelve (12) inches in height and with a one and one half (1 1/2) inch stroke. The street address shall be visible from the street. During the hours of darkness, the numbers shall be electrically illuminated (internal or external). Where the building is two hundred (200) feet or more from the roadway, additional non-illuminated contrasting six (6) inch numbers shall be displayed at the property access entrances. [F83]
129. Key Box. An approved Fire Department key box is required. The key box shall be provided with a tamper switch and shall be monitored by a Fire Department approved central monitoring service. In commercial, industrial and multi-family complexes, all swing gates shall have an approved Fire Department Knox[®] Lock. The Knox Box brand key box application shall be obtained from the Redlands City Fire Department.
130. Override Switch. Where an automatic electric security gate is used, an approved Fire Department override switch (Know[®]) is required. Standard 902.4 [F86]
131. Fire Extinguishers. Hand portable fire extinguishers are required. The Fire Department shall approve the location, type, and cabinet design. [F88]
132. Fire Lanes. The developer shall submit a fire lane plan to the Fire Department for review and approval. Fire lane curbs shall be painted red. The “No Parking, Fire Lane” signs shall be installed on public and/or private roads in accordance with the approved plan.

COUNTY FIRE - Hazardous Materials Division 909.386.8401

133. Emergency Plan. Prior to occupancy, operator shall submit a Business Emergency/Contingency Plan for emergency release or threatened release of hazardous materials and waste or a letter of exemption. Contact Office of the Fire Marshall, Hazardous Materials Division at: 909.386.8401.

134. Handlers Permit. Prior to occupancy, developer shall be required to apply for one or more of the following: a Hazardous Materials Handler Permit, a Hazardous Waste Generator Permit, an Aboveground Storage Tank Permit, and/or an Underground Storage Tank permit. For information call County Fire Department/Hazardous Materials Division, Field Services at 909.386.8401.

PUBLIC WORKS – Solid Waste Management 909.386.8701

135. C&D Plan – Part 2. The developer shall complete SWMD's C&D Plan Part 2. This summary shall provide documentation of diversion of materials including but not limited to receipts or letters from diversion facilities or certification of reuse of materials on site. The C&D Plan – Part 2 shall provide evidence to the satisfaction of County Solid Waste that demonstrates that the project has diverted from landfill disposal materials for reuse or recycling by a minimum of 50 percent of total volume of all construction waste.

SPECIAL DISTRICTS 909.387.5940

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

LAND USE SERVICES – Planning Division 909.387.8311

137. On-site Improvements. Parking and on-site circulation requirements shall be installed per the approved site plan.
138. Building Elevations. The building construction shall be completed in conformance with the approved architectural elevations to the satisfaction of County Planning.
139. Landscaping Installed. All landscaping, dust control measures, all walls/fences, pedestrian walkways, irrigation systems, etc. as delineated on the approved landscape plan shall be installed. The developer shall submit verification as required in SBCC §83.10.100 in the form of a Certificate of Completion prepared by the professional who prepared the plans. Supplemental verification should include photographs.
140. GHG – Installation. The developer shall submit for review and obtain approval from County Planning evidence that all GHG reduction measures have been installed, implemented and that specified performance objectives are being met.
141. Wheel Stops. All back-in truck trailer parking spaces shall have a wheel stop or other physical barrier twelve feet from any wall, fence or building to prevent damage. All other vehicle spaces shall have wheel stops or curbs installed when adjacent to fences, walls or buildings; these shall be three feet (3') away from such facilities.
142. Signs. Prior to occupancy, the developer shall provide verification that the one freestanding sign is installed. All signs must comply with and be permitted in accordance with SBCC §83.13, Sign Regulations.
143. Disabled Access. Disabled access parking spaces shall be clearly marked as disabled spaces and said markings shall be maintained in good condition at all times.
144. Outdoor Lighting. All required lighting shall be installed in compliance with the approved outdoor lighting plan. All Any lights used to illuminate the site shall be hooded and designed so as to reflect away from adjoining properties and public thoroughfares.
145. Fees Paid. Prior to final inspection by the Building and Safety Division and/or issuance of a Certificate of Conditional Use by the Planning Division, all fees required under actual cost job number P201400078 shall be paid in full.

PRIOR TO TENANT OCCUPANCY

The Following Shall Be Completed:

LAND USE SERVICES - Building and Safety 909.387.8311

146. Tenant Occupancy. Any building without specified tenants and uses may receive final inspection for construction purposes only. A Tenant Improvement that identifies the tenant and proposed uses shall be submitted and approved prior to occupancy being granted.

COUNTY FIRE - Community Safety 909.386.8400

147. High-Piled Storage. The applicant shall submit an application for high-piled storage (internal storage over 12' in height), three (3) sets of detailed plans and a commodity analysis report to the Fire Department for review and approval. The applicant shall submit the approved plan to Building and Safety for review with building plans. If the occupancy classification is designated as S-2, commodities to be stored will be limited to products of light hazard classification only. The required fees shall be paid at the time of plan submittal.

COUNTY FIRE - Hazardous Materials Division 909.386.8401

148. Haz-Mat Approval. The applicant shall contact the San Bernardino County Fire Department/Hazardous Materials Division 909.386.8401 for review and approval of building plans, where the planned use of such buildings will or may use hazardous materials or generate hazardous waste materials.

LAND USE SERVICES - Planning 909.387.8311

149. Notification. The developer shall provide a copy of these conditions of approval and a copy of the approved plot map to any future property owner, lessee, operator, and/or tenant to notify each interested party of the land use approval and conditions of operation, maintenance, the approved land use and any restrictions/requirements that have been imposed.
150. 75% Solid Waste Diversion Program (GHG Reduction Measure R2W6). The developer shall require all future tenants to institute a recycling program that provides separated recycling bins inside the proposed structure and a large external recycling collection bin at a central location on site (2 points).

END OF CONDITIONS

EXHIBIT C

Initial Study

SAN BERNARDINO COUNTY INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

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

PROJECT LABEL:

APN:	0292-051-14
APPLICANT:	MANNY GONZALES
COMMUNITY:	REDLANDS/3RD SUPERVISORIAL DISTRICT
LOCATION:	ALABAMA STREET, WEST SIDE; SAN BERNARDINO AVENUE, NORTH SIDE
PROJECT No:	P201400078
STAFF:	LINDA MAWBY
REP(S):	ALBERT A WEBB ASSOCIATES (Denny Bean)
PROPOSAL:	CONDITIONAL USE PERMIT FOR THE CONSTRUCTION OF A 165,984 SQUARE FOOT INDUSTRIAL BUILDING WITH 10,000 SQUARE FEET OF OFFICE AREA TO BE USED AS A HIGH CUBE WAREHOUSE DISTRIBUTION FACILITY ON 8.75 ACRES.

USGS Quad: REDLANDS, CALIF.
T, R, Section: T1S, R3W, Section: 17

Planning Area: EAST VALLEY AREA PLAN
OLUD: EV/SD (Special Development)
Overlays AR-3
Biotic Overlay

PROJECT CONTACT INFORMATION:

Lead agency: County of San Bernardino
Land Use Services Department - Planning
385 North Arrowhead Avenue
San Bernardino, CA 92415-0187

Contact person: Linda Mawby, Senior Planner
Phone No: (909) 387-4002
E-mail: Linda.Mawby@lus.sbcounty.gov

Fax No: (909) 387-3249

Project Sponsor: Albert A Webb Associates
3788 McCray Street
Riverside, CA 92506

Phone No: (951) 686-1070
E-mail: Manual.gonzales@webbassociates.com

Fax No: (950) 788-1256

PROJECT DESCRIPTION:

The proposed project is a Conditional Use Permit to establish a 165,984 square-foot industrial building with 110 vehicle parking stalls, 27 truck trailer stalls, 22 dock doors, and 10,000 square feet of office space to be used as a "High Cube" warehouse distribution facility on 8.75 gross acres.

High Cube Warehouse is defined as "Warehouse/Distribution Centers used primarily for the storage and/or consolidation of manufactured goods prior to their distribution to retail locations or other warehouse centers. These facilities are typically constructed utilizing concrete tilt-up technique, with a typical ceiling height of at least 24 feet. Warehouse/Distribution Centers are generally greater than 100,000 square feet in size with a land coverage ratio of approximately 50% and a dock-high loading ratio of approximately 1:5,000-10,000 square feet. They are characterized by a small employment count due to a high level of automation."

The proposed warehouse project is a concrete tilt up structure with an exterior building height of 40 feet, and includes a maximum of 10,000 square feet of office space. The percentage of building coverage is 47.7% of the net site area of 7.99 acres. Landscaping covers 16.3% of the net site area, which meets the requirement

of 15% under the East Valley Area Plan and the County Development Code.

ENVIRONMENTAL/EXISTING SITE CONDITIONS:

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

AREA	EXISTING LAND USE	OFFICIAL LAND USE DISTRICT
Site	Vacant	EV/SD
North	Industrial Warehouse	EV/SD
South	Private School	EV/SD
East	Vacant	EV/IR
West	Vacant, Citrus	EV/SD

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

Federal: None

State of California: None

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

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

Figure 1
REGIONAL VICINITY MAP

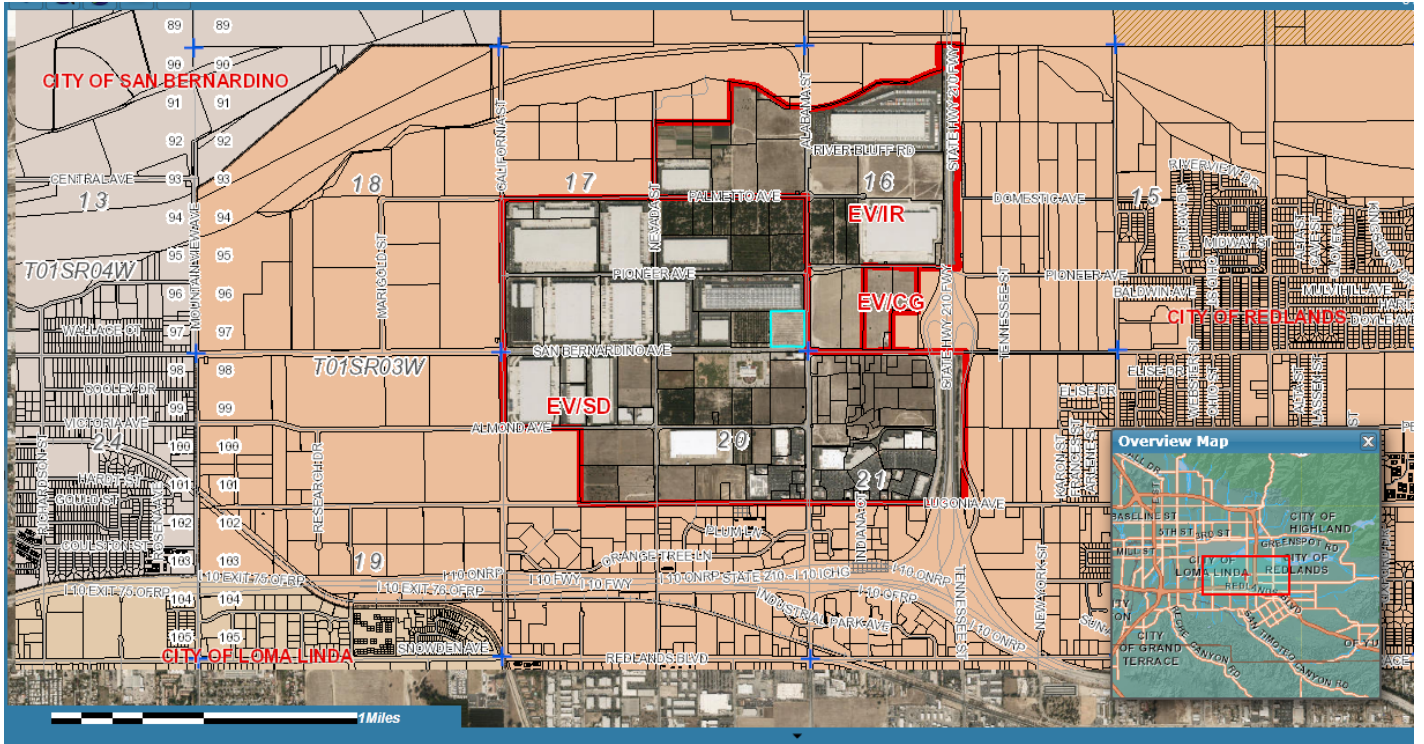
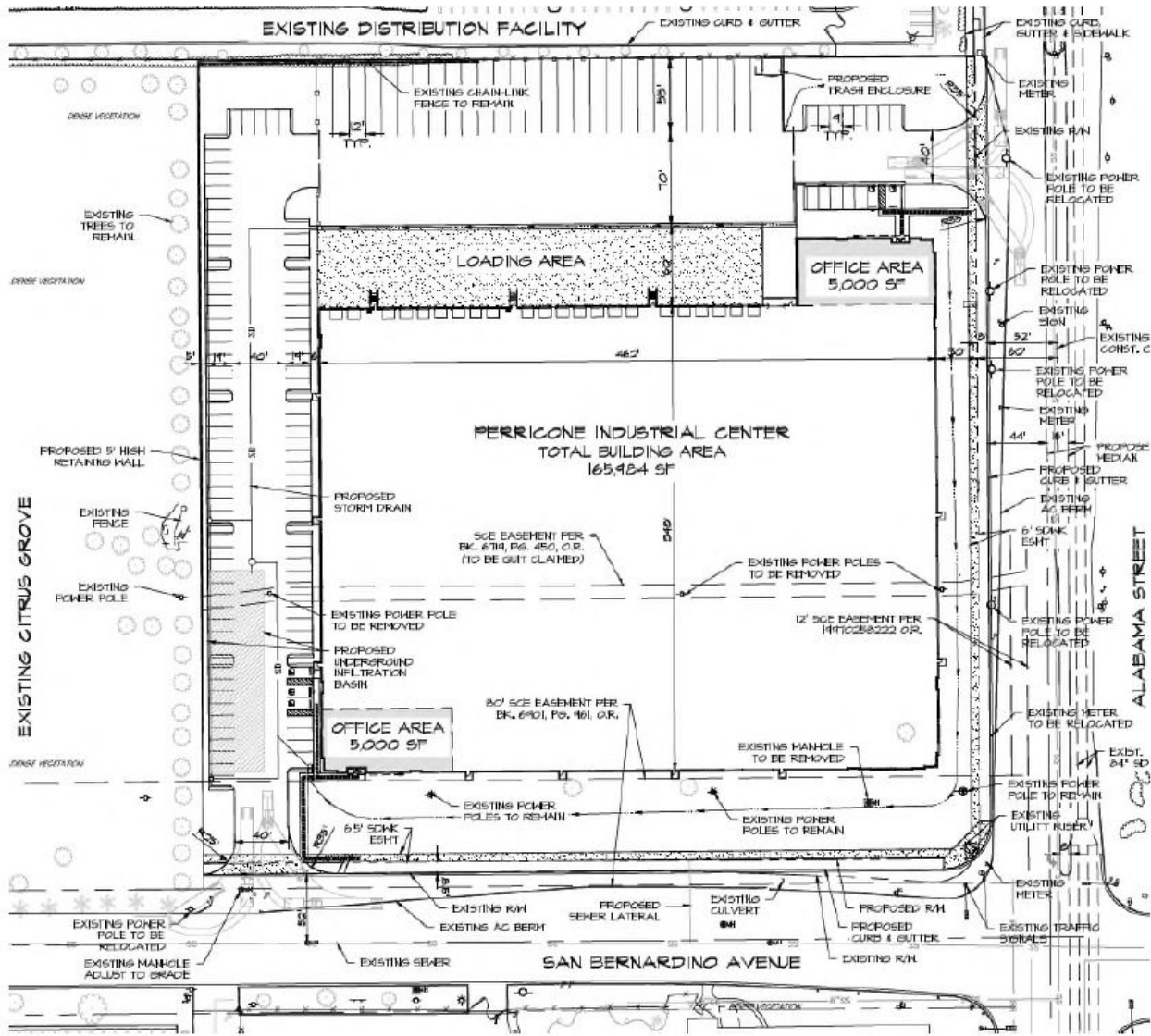


Figure 2
LOCAL VICINITY MAP



Figure 3
PERRICONE INDUSTRIAL CENTER
SITE PLAN



EVALUATION FORMAT

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

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

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

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

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

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

Linda M Mawby

Signature: prepared by Linda Mawby, Senior Planner

February 5, 2015

Date

Dave Prusch

Signature: Dave Prusch, Supervising Planner
 Planning Division

February 5, 2015

Date

<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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I. AESTHETICS - Would the project

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

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

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

No significant adverse impacts are identified or anticipated with implementation of applicable standard County Development Code conditions of approval and no additional 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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II. AGRICULTURE AND FORESTRY RESOURCES - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> |

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

- a) **Less than Significant Impact.** This site is identified as Grazing Land on the Farmland Mapping and Monitoring Program map prepared by the Department of Conservation. Grazing Land is considered land for which the existing vegetation is suited for grazing of livestock. The County of San Bernardino General Plan contemplated the loss of designated farmland in its 2007 EIR. In it, the County found that the loss of designated farmland would occur, especially in the project area. However the project site is located in an area that does not contain prime agricultural soils, and was re-zoned for urban development with the adoption of the East Valley Area Plan in the 1990s. The area surrounding the project site has been rapidly changing from agricultural uses and grazing land to urban uses, in accordance with the East Valley Area Plan. Approval of the project would authorize removal of vegetation suitable for grazing, but it would not constitute a significant loss of an agricultural resource. The project site is not considered prime farmland, unique farmland or farmland of statewide importance. Therefore, the project's impact to designated farmland is considered less than significant.
- b) **No Impact.** The subject property is not designated or zoned for agricultural use and the proposed project does not conflict with any agricultural land use or Williamson Act land conservation contract.
- c) **No Impact.** The proposed project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)). The proposed project area is currently vacant land, which has never been designated as forest land or timberland. No rezoning of the project site would be required as the proposed project is compatible with the current zoning designation.
- d) **No Impact.** The proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. The proposed project area is currently vacant land, which has never been designated as forest land or timberland.
- e) **Less than Significant Impact.** The proposed project will not involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to a non-agricultural use because, although the project involves the development of a warehouse facility, the site is currently not used for agricultural purposes. Impacts are considered less than significant.

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

<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>
III. AIR QUALITY - Where available, the significance criteria established by the applicable air quality management or air pollution control district might be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

This project included an Air Quality Analysis that was prepared by Albert A. Webb Associates, August, 2014 and updated in December 2014.

- a) **Less than Significant Impact.** The Air Quality Management Plan (AQMP) for the South Coast Air Basin (SCAB) sets forth a comprehensive program that will lead the SCAB into compliance with all Federal and State air quality standards. AQMP control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, conformance with the AQMP for development projects is determined by demonstrating compliance with local land use plan and/or population projections.

An air quality analysis for the project was prepared by Albert A. Webb Associates in August, 2014 and updated in December 2014. The air quality analysis was prepared to evaluate whether the expected criteria air pollutant emissions generated from the project would cause significant impacts to air resources in the project area. Short-term construction-related and long-term operational emissions of criteria pollutants and toxic air contaminants were modeled and analyzed for the proposed project. Cumulative impacts were analyzed using the South Coast Air Quality Management District (SCAQMD) Air Quality Handbook. The results of the air quality study find that the thresholds established by SCAQMD for volume and receptor-specific criteria pollutant emissions and toxic air contaminants, based upon the stated average trip assumptions, will not be exceeded.

Short-Term Emissions

Thresholds contained in the SCAQMD 1993 CEQA Air Quality Handbook are considered regional thresholds and are shown in Table 1 below:

Table 1 – SCAQMD CEQA Daily Regional Significance Thresholds

Emission Threshold	Units	VOC	NO_x	CO	SO_x	PM-10	PM-2.5
Construction	lbs/day	75	100	550	150	150	55
Operation	lbs/day	55	55	550	150	150	55

Short-term emissions from Project construction were evaluated using the CalEEMod version 2013.2.2 program. The total construction period for the proposed Project is approximately 10 months, beginning in February 2016. To evaluate Project compliance with SCAQMD Rule 403 for fugitive dust control, the Project utilized the mitigation option of watering the Project site three times daily which achieves a control efficiency of 61 percent for PM-10 and PM-2.5 emissions. Two (2) one-way vendor trips were added to grading, building construction, and paving to account for water truck trips. The results of this analysis are summarized in Table 2 below:

Table 2 – Estimated Daily Construction Emissions

Activity/Year	Peak Daily Emissions (lb/day)					
	VOC	NO_x	CO	SO₂	PM-10	PM-2.5
SCAQMD Daily Construction Thresholds	75	100	550	150	150	55
Site Grading	3.75	38.71	27.31	0.03	4.93	3.39
Building Construction	4.75	36.90	35.69	0.06	4.21	2.61
Architectural Coatings	70.73	3.32	3.71	0.01	0.59	0.35
Paving	3.27	22.65	16.05	0.02	1.44	1.21
Maximum¹	70.73	38.71	35.69	0.06	4.93	3.39
Exceeds Threshold?	No	No	No	No	No	No

Long-term Emissions

Long-term emissions are evaluated at build-out for the Project. The Project is assumed to be operational in 2017. Mobile emissions refer to on-road motor vehicle emissions from Project build-out. Estimated daily project operation emissions from the CalEEMod calculations are shown in Tables 3 and 4 below:

Table 3 – Estimated Daily Project Operation Emissions (Summer)

Activity/Year	Peak Daily Emissions (lb/day)					
	VOC	NO_x	CO	SO₂	PM-10	PM-2.5
SCAQMD Daily Thresholds	55	55	550	150	150	55
Mobile	5.04	36.83	76.66	0.23	13.33	3.97
Natural Gas	0.01	0.10	0.08	0.00	0.01	0.01
Area Source	9.11	0.00	0.02	0.00	0.00	0.00
Total	14.16	36.93	76.76	0.23	13.34	3.98
Exceeds Threshold?	No	No	No	No	No	No

Table 4 – Estimated Daily Project Operation Emissions (Winter)

Activity/Year	Peak Daily Emissions (lb/day)					
	VOC	NO _x	CO	SO ₂	PM-10	PM-2.5
SCAQMD Daily Thresholds	55	55	550	150	150	55
Mobile	4.94	38.41	70.85	0.22	13.33	3.97
Natural Gas	0.01	0.10	0.08	0.00	0.01	0.01
Architectural Coatings	9.11	0.00	0.02	0.00	0.00	0.00
Total	14.06	38.51	70.95	0.22	13.34	3.98
Exceeds Threshold?	No	No	No	No	No	No

- b) **Less than Significant Impact.** The proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation because the proposed use does not exceed established thresholds of concern as established by the District.

Short-term air quality impacts would include construction exhaust emissions generated from construction equipment, vegetation clearing and earth moving activities, construction workers' commute, and construction material hauling for the entire construction period. These activities would involve the use of diesel and gasoline-powered equipment that would generate emissions of criteria pollutants such as Carbon Monoxide (CO), Nitrogen Oxides (NO_x), Reactive Organic Gases (ROG) or Volatile Organic Compounds (VOC), Sulfur Oxides (SO_x), Particulate Matter less than 10 microns (PM₁₀), and Particulate Matter less than 2.5 microns (PM_{2.5}). The project construction activities also represent sources of vehicle re-entrained fugitive dust (which includes PM₁₀), a potential concern because the proposed project is in a non-attainment area for ozone and PM-10.

Short-term construction emission impacts were calculated using the CalEEMod program and are shown in Table 1 above. Based on the data provided, the analysis for which incorporated standard best practice construction mitigation measures, criteria pollutants are all below the SCAQMD regional significance thresholds. As a result, short-term regional air quality impacts are considered less than significant with mitigation measures incorporated. Long-term operational emission impacts calculated using the CalEEMod program were evaluated at build-out of the Project, assumed to be during 2017 are shown in Tables 3 and 4 above. Long-term emissions of all criteria pollutants are below the SCAQMD regional significance thresholds for both winter and summer during project operation. Since the project emissions are mainly from mobile sources, according to SCAQMD localized significance threshold methodology, no localized significance threshold analysis is required.

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

- c) **Less than Significant Impact.** The portion of the South Coast Air Basin within which the project is located, is designated as a non-attainment area for ozone and PM-10 under state standards, and as a non-attainment area for ozone, carbon monoxide, PM-10, and PM-2.5 under federal standards. In evaluating the cumulative effects of the project, Section 21100(e) of CEQA states that "previously approved land use documents including, but not limited to, general plans, specific plans, and local coastal plans, may be used in cumulative impact analysis." In addressing cumulative effects for air

quality, the AQMP utilizes approved general plans and, therefore, is the most appropriate document to use to evaluate cumulative impacts of the subject project. This is because the AQMP evaluated air quality emissions for the entire south coast air basin using a future development scenario based on population projections and set forth a comprehensive program that would lead the region, including the project area, into compliance with all federal and state air quality standards. Since the proposed project is in conformance with the AQMP and project emissions have been found to be less than significant on both a regional and local level, the project will not result in a cumulatively considerable net increase of any criteria pollutant. Therefore, the impact is considered less than significant.

- d) **Less than Significant Impact with Mitigation Incorporated.** Sensitive receptors are facilities that house or attract children, the elderly, and people with illnesses or others who are especially sensitive to the effects of air pollutants; examples include hospitals, schools, convalescent facilities, and residential areas in general. The Packinghouse Christian Academy, a small private school (K-12) is located directly south of the Project across San Bernardino Avenue and its affiliated church, The Packing House, is adjacent to the school to the west. There are no residential uses within ¼ mile of the site.

To evaluate sensitive receptors, the lead agency must consider the nature of the air pollutant emissions, the proximity between the emitting facility and sensitive receptors, the direction of prevailing winds, and local topography. Often, the provision of an adequate distance, or buffer zone, between the source of emissions and the receptor(s) is necessary to mitigate the problem.

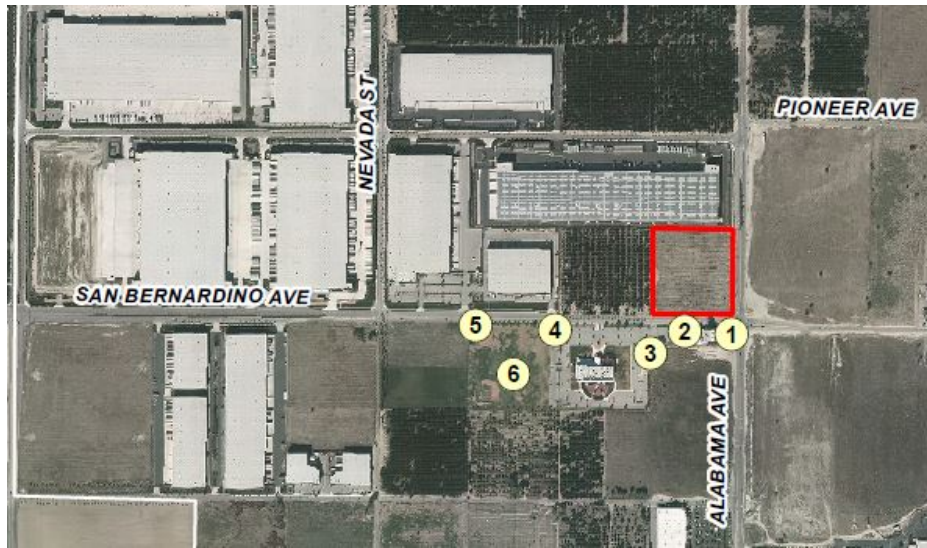
The California Air Resources Board (CARB) Air Quality and Land Use Handbook recommends a buffer of 500 feet or more between busy roadways and sensitive receptor locations, and a buffer of 1,000 feet or more between distribution centers that accommodate more than 100 trucks per day, more than 40 trucks operating transport refrigeration units (TRUs), or where TRU unit operations exceed 300 hours per week.

The proposed Project would be leased to as yet future unknown and various tenant(s), therefore trip generation estimates for trucks and cars are based on the total square footage of warehouse and associated office space. According to the Revised Traffic Impact Analysis Report for Perricone Industrial Center prepared by Albert A. Webb Associates, December 2014, the estimated total truck trips for the Project is 156 trucks per day. At its westerly entrance/exit on San Bernardino Avenue, trips are estimated to be 70 trucks per day, or 45% of the total estimated truck traffic to/from the facility. The westerly driveway is due north of the school's playground, with a distance to the property boundary of 100 feet. The Project site is designed to have all truck parking and loading docks the greatest distance possible from the school at the northern boundary of the site and behind the 40-foot high warehouse building. Prevailing wind direction is from the southwest with a mean wind speed of 7-8 mph, which would carry the bulk of emissions away from the playground. Occasional Santa Ana winds shift the direction of winds from northeast to southwest. This reversed direction would also carry the bulk of emissions west of the playground. Additionally, the stronger wind patterns would dissipate emissions into the air more quickly.

To further determine the potential health impacts of increased diesel emissions, a Health Risk Assessment was performed for the Project to evaluate the impacts of diesel particulate matter (DPM) to sensitive receptor sites. The Assessment reviewed both ambient conditions and expected conditions as a result of the Project. An estimation of health risks (both cancer and non-cancer) from DPM was performed following the guidelines established by the SCAQMD for health risk assessments from known DPM.

Sensitive Receptor air quality test site locations at the Packinghouse Christian Fellowship and Christian Academy are shown in Figure 4, below.

Figure 4 – Sensitive Receptor Locations



The Health Risk Assessment examines diesel exhaust emissions first from existing traffic (Table 5) and Project-generated traffic (Table 6) in the Project vicinity. The dispersion and concentration of DPM was modeled using ISCST3. Roadways were modeled as multiple separate volume sources and emission factors were obtained using EMFAC2011.

Table 5 – Existing (2014) Cancer Risk at Sensitive Receptors

Receptor	DPM Concentration ($\mu\text{g}/\text{m}^3$)	Cancer Risk (per million)
1	0.00951	3.0
2	0.00464	1.5
3	0.00474	1.5
4	0.00382	1.2
5	0.00378	1.2
6	0.00274	0.9

Results of the Assessment for existing conditions indicate DPM concentrations for receptor sites 1-6 are in the range of $0.0027 \text{ ug}/\text{m}^3$ to $0.0095 \text{ ug}/\text{m}^3$, which fall into the lowest monitoring category (Perricone Health Risk Analysis, Albert A. Webb Associates page 13). These numbers indicate a cancer risk of between 1 in one million and 3 in one million.

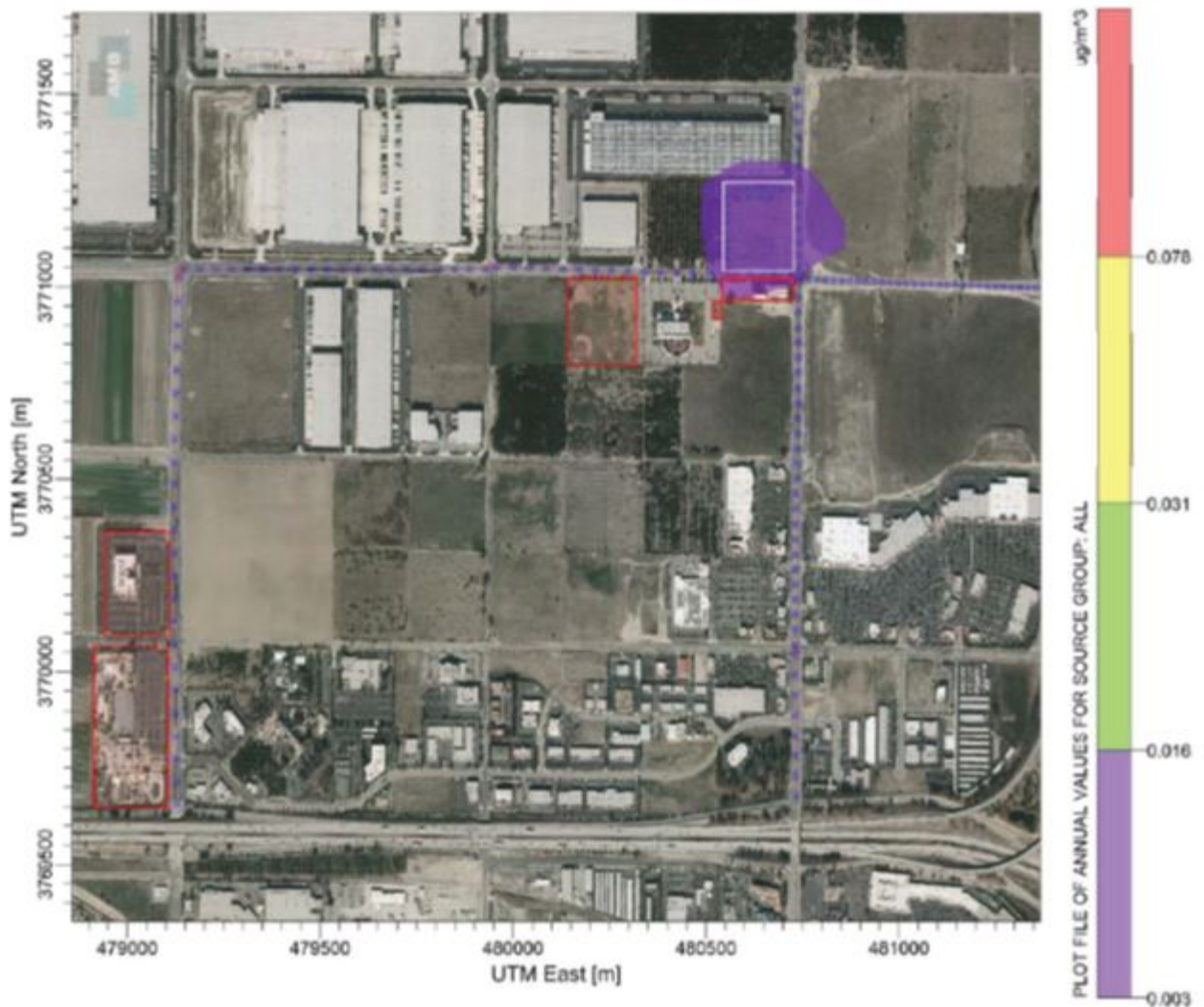
Table 6 – Project-Generated Cancer Risk at Sensitive Receptors

Receptor	DPM Concentration ($\mu\text{g}/\text{m}^3$)	Cancer risk (per million)
1	0.00312	1.0
2	0.00404	1.3
3	0.00259	0.8
4	0.00121	0.4
5	0.00098	0.3
6	0.00074	0.2

Project-generated DPM emission concentrations for receptor sites 1-6 are estimated to be in the range of 0.0007 ug/m³ to 0.0040 ug/m³ (Perricone Health Risk Analysis, Albert A. Webb Associates page 13). These numbers indicate a cancer risk of between 0.2 in one million and 1.0 in one million (Perricone Health Risk Analysis, Albert A. Webb Associates page 16).

Although, modeling was not performed on the combined total emission concentrations from both Project-generated and existing roadways, by combining the two numbers, the range would result in between 0.00348 ug/m³ and 0.01263 ug/m³. This represents a cancer risk of between 1.1 in one million and 4.0 in one million. These combined numbers remain in the lowest monitoring category as shown in Figure 5 below:

Figure 5 – Project-Generated DPM Concentration Contour Map



According to SCAQMD, an increase in cancer risk by 10 or more cases in one million requires special notifications to the public, and a cancer risk of 100 cases per million is considered a significant impact. To calculate DPM concentrations, a 10-minute average idle was assumed for the assessment. Mitigation Measure III-1(c) reducing idling to 5 minutes represents a further reduction in emissions. Additional best practice mitigation measures as identified in the County Development Code §83.01.040(c) to reduce impacts from increased DPM and other air pollutants that may occur as a result of the Project will also be implemented. As a result, the increased risk of cancer and non-cancer illnesses potentially resulting from the Project are considered less than significant with

mitigation incorporated.

- e) **Less than Significant Impact.** The only odors generated by this project will be from construction equipment during early construction phases. These odors will be associated with exhaust emissions from the consumption of petroleum products. These impacts will be temporary and short in duration since they will be produced only during construction of the project. Land uses typically considered associated with odors include wastewater treatment facilities, landfills and some agricultural operations. The project will consist of a warehouse-distribution building and will not produce objectionable odors.

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

MM# Mitigation Measures

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

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

[Mitigation Measure III-1] General Requirements/Planning

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

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

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

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

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

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

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

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

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

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

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

[Mitigation Measure III-5] Prior to Building Permits/Planning

<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>
IV. BIOLOGICAL RESOURCES - Would the project:				
a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>

SUBSTANTIATION: (Check if project is located in the Biological Resources Overlay or contains habitat for any species listed in the California Natural Diversity Database):
Category N/A

a) **Less than Significant Impact with Mitigation Incorporated.** The U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW) list species that are protected under the Federal and California Endangered Species Acts (FESA and CESA, respectively). The project site is not located within any USFWS or CDFW designated Critical Habitat area.

The 8.75-gross acre site is disturbed, having been a citrus grove for several decades, then subsequently cleared approximately 10 years ago. Due to historical disturbance, onsite vegetation is ruderal. The site is not located within the boundaries of a federal or state designated critical habitat. The County's Biotic Overlay identifies the site as having potential to support burrowing owl, a CDFW Species of Special Concern.

Burrowing owl habitat is characterized by open areas with low-growing vegetation. Suitable owl

habitat may also include trees and shrubs if the canopy covers less than 30 percent of the ground surface. Burrows are the essential component of burrowing owl habitat: both natural and artificial burrows provide protection, shelter, and nests for burrowing owls. Burrowing owls typically use burrows made by fossorial mammals, such as ground squirrels or badgers, but also may use man-made structures, such as cement culverts; cement, asphalt, or wood debris piles; or openings beneath cement or asphalt pavement.

With inclusion of a mitigation measure for burrowing owl protocol survey(s) and subsequent mitigation as deemed appropriate through CDFW, this project will not have a significant effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

- b) **Less than Significant.** This project will not have an 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 because the project site does not contain riparian habitat or other sensitive natural community. The ruderal plant community on site carries potential for the presence of burrowing owl; therefore, a burrowing owl survey pursuant to CDFW protocol will be required prior to further site disturbance.
- c) **No Impact.** This project will not have an effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, because the project is not within an identified protected wetland.
- d) **No Impact.** This project will not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites because there are no such corridors or nursery sites within or near the project site. The project site is currently undeveloped but is located in an area which continues to develop over time. The project site is not a wildlife corridor nor is it used as a wildlife corridor.
- e) **No Impact.** There are no local policies or ordinances protecting biological resources that are applicable to the proposed project site. Therefore, development of the proposed project would not conflict with local policies or ordinances protecting such resources.
- f) **No Impact.** The project area is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. There would be no take of critical habitat and, therefore, no land use conflict with existing management plans would occur.

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

MM# Mitigation Measure

- IV-1 *Performance of one or more surveys for burrowing owl pursuant to the California Department of Fish and Wildlife protocol with mitigation measures as deemed appropriate through the California Department of Fish and Wildlife.*

<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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V. CULTURAL RESOURCES - Would the project

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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

- a) **Less than Significant Impact.** The project will not cause a substantial adverse change in the significance of a historical resource, because no resources have been identified on the site.
- b) **Less than Significant.** This project will not cause a substantial adverse change in the significance of an archeological resource, because no resources have been identified on the site. To further reduce the potential for impacts, a standard condition of approval will be applied to the project, which requires the developer to contact the County Museum for a determination of appropriate measures if any finds are made during project construction.
- c) **Less than Significant.** This project is not expected to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, because no resources have been identified in the cultural resources survey of the site. Furthermore, the alluvial soils in the area provide a low potential for discovery of paleontological resources. The standard condition mentioned above in V b will further reduce the potential for impacts. if anything should be found during project construction.
- d) **Less than Significant.** 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 this project site. If any human remains are discovered during construction of this project, standard requirements in the Conditions of approval will 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 significant adverse impacts are identified or anticipated with implementation of applicable standard County Development Code conditions of approval and no additional 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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VI. GEOLOGY AND SOILS - Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ii. Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iii. Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iv. Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Be located on expansive soil, as defined in Table 181-B of the California Building Code (2001) creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input 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 type="checkbox"/> | <input checked="" type="checkbox"/> |

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

This project is not located in a Geologic Hazard Overlay District, neither does the site lie within, or immediately adjacent to, an Alquist-Priolo Earthquake Fault Zone, and no active or potentially-active faults are shown on or in the immediate vicinity of the site on published geologic maps. No evidence for active faulting on or immediately adjacent to the site was observed during the field reconnaissance or on the aerial photographs reviewed. Based on the depth to groundwater, liquefaction and other shallow groundwater hazards are not considered to be a hazard to this project. No evidence of recent or historic flooding of the site was observed during the geologic field reconnaissance or on the aerial photographs reviewed.

County policy requires a geotechnical soils report and geologic feasibility report as a standard condition prior to issuance of grading permits.

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- a) **Less than Significant Impact.** The project will not 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, ii) strong seismic ground shaking, iii) Seismic-related ground failure, including liquefaction or iv) Landslides, because there are no such geologic hazards identified in the area and any future development will be reviewed and approved by County Building and Safety with appropriate seismic standards.
 - b) **Less than Significant Impact.** The project will not result in substantial soil erosion or the loss of topsoil, because the site will be paved and landscaped. Erosion control plans will be required to be submitted, approved and implemented. Measures to reduce and control erosion of soil during construction and long term operation are required by SCAQMD through its Rule 403 for control of fugitive dust, the Santa Ana Regional Water Quality Control Board (RWQCB) under its administration of the State's General Construction Permit, and the County of San Bernardino Public Works Department through its Storm Water Management Program. Implementation of requirements under SCAQMD Rule 403 for control of fugitive dust would reduce or eliminate the potential for soil erosion due to wind. Implementation of Best Management Practices (BMPs) that would be included in the applicant's Storm Water Pollution Prevention Plan (SWPPP), would reduce soil erosion due to storm water or water associated with construction.
 - c) **Less than Significant Impact.** The County's Geologic Hazard (GH) Overlay District was developed as a process to provide greater public safety by establishing investigation requirements for areas that are subject to potential geologic problems, including active faulting, landsliding, debris flow/mud flow, rock fall, liquefaction, seiche, and adverse conditions such as expansive soils. This project is not located in a GH Overlay District and is not identified as being located on a geologic unit or soil that has been identified as being unstable or having the potential to result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Where a potential for these is identified a geology report is required to be reviewed and approved by the County Building and Safety Geologist, who will require implementation of appropriate mitigation measures, if required.
 - d) **Less than Significant Impact.** The County's Geologic Hazard (GH) Overlay District was developed as a process to provide greater public safety by establishing investigation requirements for areas that are subject to potential geologic problems, including active faulting, landsliding, debris flow/mud flow, rock fall, liquefaction, seiche, and adverse conditions such as expansive soils. This project is not located in a GH Overlay District and is not located in an area that has been identified by the County Building and Safety Geologist as having the potential for expansive soils.

A geotechnical soils report will be required by County Building & Safety as part of standard conditional approvals prior to issuance of grading permits. If expansive soils are encountered, special attention will be given to the project design and maintenance and will be used by engineers, architects and maintenance personnel.

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

No significant adverse impacts are identified or anticipated with implementation of applicable County Development Code conditions of approval and no additional 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>
VII GREENHOUSE GAS EMISSIONS - Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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.** The County’s Greenhouse Gas Emissions Reduction Plan (GHG Plan) was adopted on December 6, 2011 and became effective on January 6, 2012. The GHG Plan establishes a GHG emissions reduction target for the year 2020 that is 15 percent below 2007 emissions. The plan is consistent with AB 32 and sets the County on a path to achieve more substantial long-term reductions in the post-2020 period. Achieving this level of emissions will ensure that the contribution to greenhouse gas emissions from activities covered by the GHG Plan will not be cumulatively considerable.

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

Implementation of the County’s GHG Plan is achieved through the Development Review Process by applying appropriate reduction requirements to projects, which reduce GHG emissions. All new development is required to quantify the project’s GHG emissions and adopt feasible mitigation to reduce project emissions below a level of significance. A review threshold of 3,000 metric tons of carbon dioxide equivalent (MTCO2e) per year is used to identify and mitigate project emissions. Based on a CalEEMod statistical analysis, warehouse projects that exceed 53,000 square feet typically generate more than 3,000 MTCO2e. For projects exceeding 3,000 MTCO2e per year of GHG emissions, the developer may use the GHG Plan Screening Tables as a tool to assist with calculating GHG reduction measures and the determination of a significance finding. Projects that garner 100 or more points in the Screening Tables do not require quantification of project-specific GHG emissions. The point system was devised to ensure project compliance with the reduction measures in the GHG Plan such that the GHG emissions from new development, when considered together with those from existing development, will allow the County to meet its 2020 target and support longer-term reductions in GHG emissions beyond 2020. Consistent with the CEQA Guidelines, such projects are consistent with the Plan and therefore will be determined to have a less than significant individual and cumulative impact for GHG emissions.

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

- b) **Less than Significant Impact.** The proposed project is not anticipated to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. In January of 2012, the County of San Bernardino adopted a Greenhouse Gas Emissions Reduction Plan (GHG Plan). The proposed project is consistent with the GHG Plan with the inclusion in that 100 or more points were garnered through the Screening Table Analysis as described in Section a) above.

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

SUBSTANTIATION:

- a) **Less than Significant Impact.** The project, as proposed, will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The intended use of the proposed project is general warehousing of non-hazardous materials. Prior to occupancy of the site, the applicant is required to submit a Business Emergency/Contingency Plan for emergency release or threatened release of hazardous materials and waste or a letter of exemption to the Hazardous Materials Division of County Fire Department. This is a mandatory requirement and not considered mitigation. Due to the close proximity of the Packinghouse Christian Academy, any proposal to use the facility for routine transport, use, or disposal of hazardous materials will require subsequent review under a Revision to an Approved Action.
- b) **Less than Significant Impact.** The project will not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, because any proposed use or construction activity that might use hazardous materials is subject to permit and inspection by the Hazardous Materials Division of the County Fire Department. Prior to occupancy of the site, the applicant is required to submit a Business Emergency/Contingency Plan for emergency release or threatened release of hazardous materials and waste or a letter of exemption to the Hazardous Materials Division of County Fire Department. This is a mandatory requirement and not considered mitigation. Due to the close proximity of the Packinghouse Christian Academy, any proposal to use the facility for routine transport, use, or disposal of hazardous materials will require subsequent review under a Revision to an Approved Action.
- c) **Less than Significant Impact.** The 8.75 gross acre project site is across San Bernardino Avenue from the Packinghouse Christian Academy, a K-12 private school. The proposed project is a “high cube” warehouse used for the storage of manufactured goods prior to their distribution locally or regionally. As such, it is not considered a “hazardous waste generator” (e.g. chemical manufacturer; electronic manufacturer; furniture/wood manufacturing) or a use that involves a significant amount of hazardous substances. A high cube warehouse also does not emit hazardous emissions (i.e. outdoor air toxics that are emitted from stationary sources such as factories, refineries, power plants, dry cleaners, painting, and agricultural production).
- While the warehouse facility itself is not expected to utilize hazardous materials, the possibility exists that such materials could be stored or transported to and from the project site. The handling of hazardous materials or emission of hazardous substances is regulated by the County of San Bernardino Fire Department, Hazardous Materials Division. Prior to occupancy of the site, the applicant is required to submit a Business Emergency/Contingency Plan for emergency release or threatened release of hazardous materials and waste or a letter of exemption to the Hazardous Materials Division of County Fire. If such uses are proposed on-site in the future, the applicant will be subject to permit and inspection by the Hazardous Materials Division of the County Fire Department. This is a mandatory requirement and not considered mitigation. Due to the close proximity of the Packinghouse Christian Academy, any proposal to use the facility for routine transport, use, or disposal of hazardous materials will require subsequent review under a Revision to an Approved Action.
- d) **Less than Significant Impact.** The project site is not located on a known site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The project, as proposed, will not create a significant hazard to the public or the environment as a result of the presence of toxic substances onsite.

- e) **Less than Significant with Mitigation Incorporated.** The project site is approximately 1.4 miles southeast of the runway for San Bernardino International Airport (SBIA) formerly known as Norton Air Force Base and is located within an Airport Safety Review Area 3 (AR3). The project site is not within the established landing or takeoff zones. The mitigation measures titled AR3 established below are proposed to ensure compatibility with operations of SBIA:
- f) **No Impact.** The proposed project area is not located within the vicinity of a private airstrip; therefore, it would not result in a safety hazard for people residing or working in the project area.
- g) **Less than Significant Impact.** The project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, because the project has adequate access from two or more directions via San Bernardino Avenue, California Street and Almond Avenue.
- h) **No Impact.** The project will not expose people or structures to a significant risk of loss, injury or death involving wild land fires, because the site is not adjacent to dense brush or other features typically associated with wildfires. The site is not identified as being in a high fire hazard area by the County's Hazard Overlay Maps.

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

MM# Mitigation Measures

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

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

[Mitigation Measure VIII-2] General Requirement/Planning

VIII-2 AR3 Design Requirements. *The project is within the Airport Safety Review Area Three (AR-3) Overlay. The developer shall grant an Avigation and Noise Easement to the San Bernardino International Airport. The developer shall submit copies of the proposed Avigation & Noise Easement to both County Planning and the affected airport for review and approval. Also, notice shall be provided to any renters, lessees or buyers of the subject property that the site is subject to this Avigation and Noise Easement and that there will be aircraft over-flight with potential noise problems associated with aircraft operations. This information shall be incorporated into the CC & R's, if any, and in all lease and rental agreements. [Mitigation Measure VIII-3] Prior to Building Permit/Planning*

<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>
IX HYDROLOGY AND WATER QUALITY - Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level, which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structure which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

This project included the preparation of a Preliminary Water Quality Management Plan was prepared by Albert A. Webb Associates dated November 6, 2014. The project is not located in a Flood Hazard Overlay District or Flood Zone.

- a) **Less than Significant Impact.** The project will not violate any water quality standards or waste discharge requirements, because the project's design incorporates measures to diminish impacts to water quality to an acceptable level as required by state and federal regulations. The project requires the preparation of a Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP) to control the project's potential impacts on water quality caused by storm event runoff. Since project construction would encompass an area greater than an acre, the project would be subject to a General Construction Permit under the NPDES permit program of the federal Clean Water Act. As required under the General Construction Permit, the project applicant (or contractor) would prepare and implement a SWPPP. The SWPPP requires submittal of a Notice of Intent (NOI) to the Santa Ana RWQCB prior to construction activities. Implementation of the SWPPP would begin with the commencement of construction and continue through the completion of the project. The objectives of a SWPPP are to identify pollutant sources (such as sediment) that may affect the quality of storm water discharge and to implement Best Management Practices (BMPs) to reduce pollutants in storm water.

The project applicant and/or its construction contractor would use BMPs as described in the WQMP. These BMPs would be used to prevent the degradation of water quality in the construction area and during operation of the project.

In addition, the project will be served by the City of Redlands for potable water and sewer services and is subject to independent regulation by local and state agencies that ensure compliance with both water quality and waste discharge requirements. Potential impacts to these purveyors' facilities are detailed further in the Utilities and Service Systems section.

- b) **Less than Significant Impact.** The project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level, because the project is served by an existing water purveyor that has indicated that there is currently sufficient capacity in the existing water system to serve the anticipated needs of this project. The project will change the majority of the project site to an impervious surface due to paving and building construction. The project will have a detention basin located on the east side of the project. This detention basin will serve to capture the excess runoff created by the additional on-site impervious surfaces, and thus minimize impacts the project has on local groundwater recharge. Impacts will be less than significant.
- c) **Less than Significant Impact.** The project will not substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site, because the project does not propose any substantial alteration to a drainage pattern, stream or river and the project is required to submit and implement an erosion control plan.
- d) **Less than Significant Impact.** The project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, because the project does not propose any substantial alteration to a drainage pattern, stream or river. County Public Works has reviewed the Preliminary Water Quality Management Plan and Hydrology Study for this project and has determined that all necessary drainage improvements, both on and off site, have been included in the project design or are required as conditions of project

construction.

- e) **Less than Significant Impact.** The project will not create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff because County Public Works has reviewed the proposed project drainage and has determined that the proposed systems are adequate to handle anticipated flows. All necessary drainage improvements both on- and off-site will be required as conditions of the construction of the project. There will be adequate capacity in the local and regional drainage systems so that downstream properties are not negatively impacted by any increases or changes in volume, velocity or direction of storm water flows originating from or altered by the project.
- f) **Less than Significant Impact.** The proposed project would not otherwise substantially degrade water quality because appropriate measures relating to water quality protection, including erosion control measures have been required. A Preliminary Water Quality Management Plan (WQMP), dated November 6, 2014, was prepared by Albert A. Webb Associates to describe the project's compliance with the requirements of the County of San Bernardino's NPDES Stormwater Program. This Preliminary Plan has been approved by County Land Development Division and Impacts are less than significant
- g) **No Impact.** The project will not place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, because the project does not propose housing and is not within an identified flood hazard areas as shown on *San Bernardino County's General Plan Geologic Hazard Overlays Map*. (Map FH31C).
- h) **No Impact.** The project will not place within a 100-year flood hazard area structures which would impede or redirect flood flows, because the site is not within an identified FEMA designated flood hazard area as shown on San Bernardino County's General Plan Geologic Hazard Overlays Map. (Map FH31C).
- i) **No Impact.** According to the County of San Bernardino Geologic Hazards Overlay Map (Map FH31C), the project site and surrounding area is not located within a designated dam inundation area. The project would not expose people or structures to a significant risk of loss, injury or deaths involving flooding, including flooding as a result of the failure of a levee or dam, as no levee or dam are located in the vicinity of the project.
- j) **No Impact.** The project will not be impacted by inundation by seiche, tsunami, or mudflow, because the project is not adjacent to any body of water that has the potential of seiche or tsunami nor is the project site in the path of any potential mudflow. Based on the responses to Geology and Soils Issues VI (a) and VI (c) of this Initial Study Checklist, the project site is not located in an area prone to landslides, soil slips, or slumps. Therefore, the proposed project would have no impacts from mudflows.

Therefore, no significant adverse impacts are identified or anticipated with implementation of applicable County Development Code conditions of approval and no additional mitigation measures are required.

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

SUBSTANTIATION:

- a) **No Impact.** The project will not physically divide an established community, because the project is a logical and orderly extension of the planned land uses and development that are established within the surrounding area. The proposed project area is located in an unincorporated part of the County that is planned for mixed use development under the East Valley Specific Plan and the *Special Development* General Plan and Zoning designation. The project is a logical and orderly extension of the planned land uses and development that are established within the surrounding area.
- b) **Less than Significant Impact.** The project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect, because the project is consistent with all applicable land use policies and regulations of the County Code and General Plan. In all instances where significant impacts have been identified, mitigation is provided to reduce each impact to less-than-significant levels. Much of the surrounding property is either already developed or in the process of requesting entitlements for industrial warehouse buildings, so the proposed land use is consistent with the established land uses in the surrounding area. The project will comply with all hazard protection, resource preservation and land use modifying Overlay District regulations.
- c) **No Impact.** The proposed project does not conflict with any applicable habitat conservation plans or natural community conservation plans.

Therefore, 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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XI. MINERAL RESOURCES - Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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

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

The MR Overlay shall be applied on the following areas:

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

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

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

The MR Overlay shall be applied on the following areas:

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

Although the underlying aggregate soils in the area could be recovered, the area has already been developed with nearby commercial and industrial uses and would be impractical to mine for potential resources. As such the area has not been identified as a locally important mineral resource.

Therefore, 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
XII. NOISE - Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

- a) **Less than Significant Impact.** The project is not expected to expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, because the project is not located in the Noise Hazard (NH) Overlay District (Map FH31B) and will not be subject to severe noise levels according to the General Plan Noise Element.

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

- b) **Less than Significant Impact.** The project will not create exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels, because the project has been conditioned to comply with the vibration standards of the County Development Code and no vibration exceeding these standards is anticipated to be generated by the proposed uses.
- c) **Less than Significant Impact With Mitigation Incorporated.** Construction of a warehouse distribution facility will, by its nature, generate a permanent increase in ambient noise levels in the project vicinity above levels existing or allowed without the project.

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

The project is adjacent to an existing warehouse project to the north/northwest, and a proposed warehouse to the west. The property to the south across San Bernardino Avenue is a private school, therefore, implementation of Mitigation Measures NOISE-1 and NOISE-2 below, for Construction Noise and Operational Noise, respectively, will minimize the increase in levels of noise from the project.

Construction Noise

Construction noise will result from site grading and building construction during the day. The following mitigation measures will reduce impacts to less than significant:

Operational Noise

Off-Site: Off-site operational noise will result from vehicle traffic generated by the project. Roadway noise impacts would be considered significant if the project increases noise levels for a noise sensitive land use by 3dBA CNEL and if: (1) the existing noise levels already exceed the standard appropriate for the receiving land use (65 dBA CNEL for churches and schools), or (2) the project increases noise levels from below the standard appropriate for the receiving land use to a level above the standard (i.e. 65 dBA CNEL for churches and schools).

On-Site: The proposed on-site uses would generate noise from truck delivery, loading/unloading activities at the loading areas, and other noise-producing activities within the parking lot. All loading and unloading activities will take place on the northern portion of the site. As such, the building serves as a buffer between truck related noise activities and the Packinghouse Christian Academy.

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

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

MM# Mitigation Measures

XII-1 Construction Noise. The “developer” shall submit and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce noise impacts during construction, which shall include the following 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. During the project site excavation and grading, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with the manufactures standards.
- b. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.
- c. The construction contractor shall limit all construction-related activities that would result in high noise levels between the hours of 7:00 a.m. and 6:00 p.m., Monday through Saturday excluding holidays.
- d. The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site during all project construction.

The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings. [Mitigation Measure XII-1] - Prior to Grading Permit/Planning

XII-2 Operational Noise Controls. The County shall verify that the following notes shall be cited in the CUP Site Plan that:

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

<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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XIII. POPULATION AND HOUSING - Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

SUBSTANTIATION:

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

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

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

SUBSTANTIATION:

a) **Less than Significant Impact.** The proposed project will not result substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services, including fire and police protection, schools, parks or other public facilities.

Fire Protection: The City of Redlands will provide fire services per an existing agreement between the County and the City. To offset the increased demand for fire protection services, the proposed project would be conditioned by the County to provide a minimum of fire safety and support fire suppression activities, including compliance with State and local fire codes, fire sprinklers, a fire hydrant system, paved access, and secondary access routes.

Police Protection: The City of Redlands will provide police services per an existing agreement between the County and the City. The proposed project's demand on police protection services would not be significant on a direct basis as the project would not create the need to construct a new police station or physically alter an existing station.

Schools: The project is located in the Redlands Unified School District (District). As such, the District requires payment of school fees at the applicable rate, in accordance with the Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50). Pursuant to Senate Bill 50, payment of school impact fees constitutes complete mitigation for project-related impacts to school services. Mandatory payment of school impact fees would reduce the project's impacts to school facilities to a level below significant, and no mitigation would be required.

Parks: The project will not create a demand for additional park service in that the project is an industrial development (no housing is proposed). Accordingly, implementation of the project would

not adversely affect any park facility and impacts are regarded as less than significant.

Other Public Facilities: Implementation of the project would not result in a direct increase in the population in the project area and would not substantially increase the demand for public services, including public health services and library services because it is a warehouse use.

The developer is required to contribute a fair share fee of \$1,435 per net acre for construction of the East Valley Area Plan segment of the Santa Ana River Trail (SART) from California Street to the SH30 bridge. The SART is more specifically discussed in Section III Air Quality.

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

SUBSTANTIATION:

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

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

SUBSTANTIATION:

A Traffic Impact Analysis was prepared for the Project by Albert A. Webb Associates, dated July 2014 and revised January, 2015.

a,b) **Less than Significant Impact with Mitigation.** The proposed development is projected to generate a total of approximately 999 daily vehicle trips (in Passenger Car Equivalents), 170 Passenger Car Equivalents of which will occur during the morning peak hour and 126 Passenger Car Equivalents of which will occur during the evening peak hour. The *Traffic Impact Analysis* prepared by Albert A. Webb Associates included traffic projections based on the following scenarios: *Existing Plus Ambient Growth Plus Project Conditions*, *Existing Plus Ambient Growth Plus Cumulative Plus Project Conditions*, *Year 2035 with Cumulative and Project Conditions*.

Existing Plus Ambient Growth Plus Project Conditions. For existing plus ambient growth plus project traffic conditions without off-site improvements, the study area intersections are expected to operate at levels of service that vary from LOS A to D. None of the study area intersections would operate at an unacceptable LOS.

Existing Plus Ambient Growth Plus Cumulative Plus Project Conditions. For existing plus ambient growth plus cumulative plus project traffic conditions without off-site improvements, the study area intersections are expected to operate at levels of service that vary from LOS A to E. The following study area intersections would operate at an unacceptable LOS:

- Alabama Street (NS)/Lugonia Avenue (EW) – PM Peak Hour (LOS D)
- Alabama Street (NS)/I-10 Westbound Ramps (EW) – PM Peak Hour (LOS E)

With the recommended improvements, the levels of service at the impacted study area intersections could be improved to meet the required level of service.

Year 2035 with Cumulative and Project Conditions. For Year 2035 with cumulative and project conditions project traffic conditions without off-site improvements, the study area intersections are expected to operate at levels of service that vary from LOS A to F. The following study area intersections would operate at an unacceptable LOS:

- I-210 Eastbound Ramps – Citrus Plaza Drive (NS)/San Bernardino Avenue (EW) – AM Peak Hour (LOS E)
- I-210 Westbound Ramps – Tennessee Street (NS)/San Bernardino Avenue (EW) – AM & PM Peak Hour (LOS E & F)
- Alabama Street (NS)/Lugonia Avenue (EW) – PM Peak Hour (LOS F)
- Alabama Street (NS)/I-10 Westbound Ramps (EW) – PM Peak Hour (LOS F)
- Alabama Street (NS)/I-10 Eastbound Ramps (EW) – PM Peak Hour (LOS F)

With the recommended improvements, the levels of service at the impacted study area intersections could be improved to meet the required level of service. Incorporation of the recommended on-site improvements listed in the *Traffic Impact Analysis* would result in an acceptable LOS at impacted intersections. These are deemed standard development requirements and are not considered mitigation.

On-Site Improvements:

Roadways

- Construct full width improvements on all internal roadways
- Construct partial width improvements on the westerly side of Alabama Street at its ultimate cross-section as a major arterial adjacent to the project boundary line
- Construct partial width improvements on the northerly side of San Bernardino Avenue at its ultimate cross-section as a major arterial adjacent to the project boundary line.

Intersections

- Construct the intersection of Alabama Street and Alabama Project Driveway to restrict movement to right-in and right-out only from the driveway with the following geometrics:

Two through northbound lanes, one through southbound lane; one shared through and right turn southbound lane; and one right turn eastbound lane.

- Construct the intersection of West Project Driveway and San Bernardino Avenue to restrict movement to right-in and right-out only from the driveway with the following

One right turn southbound lane, two through eastbound lanes; one through westbound lane; and one shared through and right turn lane

Off-Site Fair Share Contributions to Regional Funding Mechanisms

The project will participate in the cost of off-site improvements through payment of the following “fair share” mitigation fees:

County of San Bernardino Regional Transportation Development Mitigation Plan Fee (RTDMP), current at time of construction. These fees are collected and utilized by San Bernardino County to construct the improvements necessary to maintain the required level of service within the County's jurisdictional boundaries. There are no funding mechanisms in place to collect fair shares for any improvements outside the County's jurisdictional boundaries.

The Traffic Impact Analysis summarizes the approximate Fair Share Responsibility of the Project as follows:

Table 7 – Regional Transportation Mitigation Fees

Location	Fair Share % of Mitigation Cost
I-210 Eastbound Ramps–Citrus Plaza Drive (NS)/San Bernardino Avenue (EW)	5.1%
I-210 Westbound Ramps–Tennessee Street (NS)/San Bernardino Avenue (EW)	2.5%
Alabama Street (NS)/Lugonia Avenue (EW)	3.4%

- c) **No Impact.** The project site is approximately 1.7 miles southeast of the San Bernardino International Airport. The project will not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks, because there is no anticipated notable impact on air traffic volumes by passengers or freight generated by the proposed uses and no new air traffic facilities are proposed.
- d) **Less than Significant Impact.** The project will not substantially increase hazards due to a design feature or incompatible uses because the project site is adjacent to an established road that is accessed at points with good site distance and properly controlled intersections. There are no incompatible uses proposed by the project that will impact surrounding land uses.
- e) **Less than Significant Impact.** The project will not result in inadequate emergency access, because there is a minimum of two access points to the site.
- f) **Less than Significant Impact.** The project will not conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks), because these have been required to be installed as conditions of approval.

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

MM# Mitigation Measures

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

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

SUBSTANTIATION:

- a) **Less than Significant Impact.** Wastewater treatment and collection services would be provided to the project site by the City of Redlands Utilities Department. The City of Redlands Utilities Department is required to operate all of its treatment facilities in accordance with the waste treatment and discharge standards and requirements set forth by the Regional Water Quality Control Board (RWQCB). The proposed project would not install or utilize septic systems or alternative wastewater treatment systems; therefore, the project would have no potential to exceed the applicable wastewater treatment requirements established by the RWQCB. Accordingly, impacts would be less than significant.
- b) **Less than Significant Impact.** The proposed project will not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, as there is sufficient capacity in the existing system for the proposed use. The proposed project will be serviced by existing sewer and water lines in proximity to the project. Wastewater and water treatment facilities will be provided by the City of Redlands.
- c) **Less than Significant Impact.** The proposed project will not require or result in the construction of new storm water drainage facilities or expansion of existing facilities that could cause significant environmental effects. The County Land Development Division has reviewed the Preliminary Water

Quality Development Plan which implements Low Impact Development (LID) methods such as landscape swales and detention basins which are designed to keep the bulk of stormwater flows onsite. These LIDs significantly reduce demands on flood control facilities while enhancing water quality by keeping potential pollutants from entering major waterways. The Land Development Division has determined there is sufficient capacity in the existing storm water system to absorb any additional storm water drainage caused by the project.

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

Therefore, no significant adverse impacts are identified or anticipated with implementation of applicable County Development Code conditions of approval and no additional 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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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE:

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects, which shall cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

SUBSTANTIATION:

- a) **Less than Significant with Mitigation Incorporated.** All impacts to the environment, including impacts to habitat for fish and wildlife species, fish and wildlife populations, plant and animal communities, rare and endangered plants and animals, and historical and pre-historical resources were evaluated as part of this Initial Study Checklist. Throughout this Initial Study Checklist, where impacts were determined to be potentially significant, mitigation measures have been imposed to reduce those impacts to less-than-significant levels. Accordingly, with incorporation of the mitigation measures imposed throughout this Initial Study Checklist, the project would not substantially degrade the quality of the environment and impacts would be less than significant.
- b) **Less than Significant with Mitigation Incorporated.** As discussed in this Initial Study Checklist, construction of the proposed project has the potential to result in effects to the environment that are individually limited, but cumulatively considerable with respect to Localized Air Quality impacts on sensitive receptors. With incorporation of the established Air Quality Mitigation Measures, impacts are expected to be less than significant for Localized Air Quality impacts on sensitive receptors.
- In all other instances where the project has the potential to contribute to a cumulatively considerable impact to the environment, mitigation measures have been imposed to reduce potential effects to less than significant levels. As such, with incorporation of the mitigation measures imposed throughout this Initial Study Checklist, the project would not contribute to environmental effects that are individually limited, but cumulatively considerable, and impacts would be less than significant.
- c) **Less than Significant with Mitigation Incorporated.** The project’s potential to result in environmental effects that could adversely affect human beings, either directly or indirectly, has been discussed throughout this Initial Study Checklist. In instances where the project has potential to result in direct or indirect adverse effects to human beings, including impacts to Localized Air Quality, Hazards and Hazardous Materials, and Noise, mitigation measures have been applied to

reduce the impact to below a level of significance. With required implementation of mitigation measures identified in this Initial Study Checklist, construction and operation of the proposed project would not involve any activities that would result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly.

XIX. MITIGATION MEASURES

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

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

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

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

[Mitigation Measure III-1] General Requirements/Planning

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

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

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

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

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

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

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

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

[Mitigation Measure VIII-1] General Requirement/Planning

VIII-2 AR3 Design Requirements. The project is within the Airport Safety Review Area Three (AR-3) Overlay. The developer shall grant an Avigation and Noise Easement to the San Bernardino International Airport. The developer shall submit copies of the proposed Avigation & Noise Easement to both County Planning and the affected airport for review and approval. Also, notice shall be provided to any renters, lessees or buyers of the subject property that the site is subject to this Avigation and Noise Easement and that there will be aircraft over-flight with potential noise problems associated with aircraft operations. This information shall be incorporated into the CC & R's, if any, and in all lease and rental agreements. [Mitigation Measure VIII-3] Prior to Building Permit/Planning

XII-1 Construction Noise. The “developer” shall submit and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce noise impacts during construction, which shall include the following 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:

- e. During the project site excavation and grading, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with the manufactures standards.
- f. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.
- g. The construction contractor shall limit all construction-related activities that would result in high noise levels between the hours of 7:00 a.m. and 6:00 p.m., Monday through Saturday excluding holidays.
- h. The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site during all project construction.

The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings. [Mitigation Measure XII-1] - Prior to Grading Permit/Planning

XII-2 Operational Noise Controls. The County shall verify that the following notes shall be cited in the CUP Site Plan that:

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

[Mitigation Measure XII-2] General Requirement/Planning

XVI-1 Regional Transportation Mitigation Fees. This project is subject to the Regional Transportation Development Mitigation Plan for the Redlands Donut Hole subarea. The required fee for this project shall be paid by cashier's check to the Department of Public Works Business Office. The Regional Transportation Fee Plan can be found at the following website:

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

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

GENERAL REFERENCES

California Department of Transportation (Caltrans), California Standard Specifications, July 1992.

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

California Geological Survey, Alquist-Priolo Special Studies Zone Act Map Series (PRC 27500)
California Natural Resources Agency, CEQA Guidelines, Appendix G

County of San Bernardino, Museum Archaeological Information Center

County of San Bernardino, Development Code, 2007

County of San Bernardino, General Plan, adopted 2007

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

County of San Bernardino, Countywide Integrated Waste Management Plan.

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

County of San Bernardino Road Planning and Design Standards

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

County of San Bernardino, 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.

South Coast Air Quality Management District, South Coast Air Quality Management District's Health Risk Assessment CEQA guidance, August 2003.

PROJECT SPECIFIC STUDIES:

Albert A. Webb Associates, Air Quality Analysis for the Perricone Industrial Center Project (CUP No. 201400078), August 13, 2014.

Albert A. Webb Associates, Diesel Particulate Matter Health Risk Assessment, Perricone Industrial Center (CUP Project No. P201400078) County of San Bernardino, August 14, 2014, Revised December 23, 2014.

Albert A. Webb Associates, Preliminary Water Quality Management Plan, Alabama Street Project, August 13, 2014, Revised December 23, 2014.

Albert A. Webb Associates, Revised Traffic Impact Analysis Report, Perricone Industrial Center (CUP No. 201400078), December, 2014.

EXHIBIT D

Comments to Project Notice

Mawby, Linda

Subject: Comments on Project Number P201400078/CUP

From: jlindeman [<mailto:jlindeman@packinghouseacademy.org>]
Sent: Friday, May 02, 2014 11:13 AM
To: Warrick, Chris - LUS
Subject: comments on Project Number P201400078/CUP

May 2, 2014

San Bernardino County Land Use Services
Planner Mr. Chris Warrick
385 North Arrowhead Ave
San Bernardino, CA 92415
RE: Project Number P201400078/CUP
Parcel Number 0292-051-14

Dear Mr. Warrick,

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

My immediate concern is the health and well-being of my students. Having industrial warehouses in such close proximity to our children raises some potentially serious health/safety issues. First, I am very worried about the impact on the air quality on our campus due to the diesel exhaust released from truck traffic. Based on the size of the proposed warehouse, there is obviously potential for significant trucking traffic (and, consequently, significant exhaust that my students will be breathing in). Additionally, with this increased trucking traffic comes the inherent risk of potential traffic accidents involving our parents dropping off and picking up their students. Another concern is the noise pollution created by the trucks, and the impact it will have on the learning environment of our campus.

From my understanding of the California Education Code section 172213, the concern over air pollution has been a significant enough concern that there are restrictions in place regarding how close a public school can be built relative to a high traffic area or diesel truck facility. If the state of California has identified the air pollution risks for students of newly constructed public schools, I would hope that the students at our existing private school would get the same protection.

Not only am I writing on behalf of our school and church community, but as a lifelong resident of the city of Redlands. I am also writing as a protective father (and on behalf of all other parents) whose children are currently attending Packinghouse Christian Academy and Packinghouse Church. Please consider an alternate use of that land that will create a healthier, safer environment for our students. Thank you!

Sincerely,

Jeff Lindeman
Principal
Packinghouse Christian Academy
9700 Alabama St.
Redlands, CA 92374
Phone: (909) 793-4984
Fax: (909) 307-1852





**SAN BERNARDINO COUNTY
LAND USE SERVICES
PLANNING PROJECT NOTICE**

385 North Arrowhead Avenue, First Floor, San Bernardino, CA 92415-0182

**FAX 387-3713
ATTN: CHRIS WARRICK**

Referral Date:
April 18, 2014

ATTENTION PROPERTY OWNERS

Page 1 of 2

The development proposal listed below has been filed with County Planning. Please comment in the space below. You may attach additional pages as necessary.

Your comments must be received by Planning no later than May 02, 2014 to be sure that they are included in the final project action. However, comments will be taken up to the time of the project decision. Please refer to this project by the Applicant's name and the Assessor Parcel Number indicated below. If you have no comment, a reply is not necessary. If you have any questions regarding this proposal, please contact Planner, CHRIS WARRICK at (909) 387-4112, by email at Chris.Warrick@lms.sbcounty.gov, or mail your comments to the address above. If you wish, you may also FAX your comments to (909) 387-3223.

ASSESSOR PARCEL NUMBER: 0292-051-14

(See map below for more information)

PROJECT NUMBER: ~~P201400051-14~~

APPLICANT: MANNY GONZALES ALBERT A WEBB ASSOCIATES

P201400051-14

LAND USE DISTRICT (ZONING): EV/SD-JND

IN THE COMMUNITY OF: REDLANDS/SRD/ SUPERVISORIAL DISTRICT

LOCATED AT: ALABAMA ST, WEST SIDE, SAN BERNARDINO AVE, NORTH SIDE

PROPOSAL: CONDITIONAL USE PERMIT FOR A 165,241 SQUARE FOOT HIGH CUBE WAREHOUSE DISTRIBUTION FACILITY WITH 10,000 SQUARE FEET OF OFFICE AREA ON 8.13 ACRES.

If you want to be notified of the project decision, please print your name clearly and legibly on this form and mail it to the address above along with a self-addressed, stamped envelope. All decisions are subject to an appeal period of ten (10) calendar days after an action is taken.

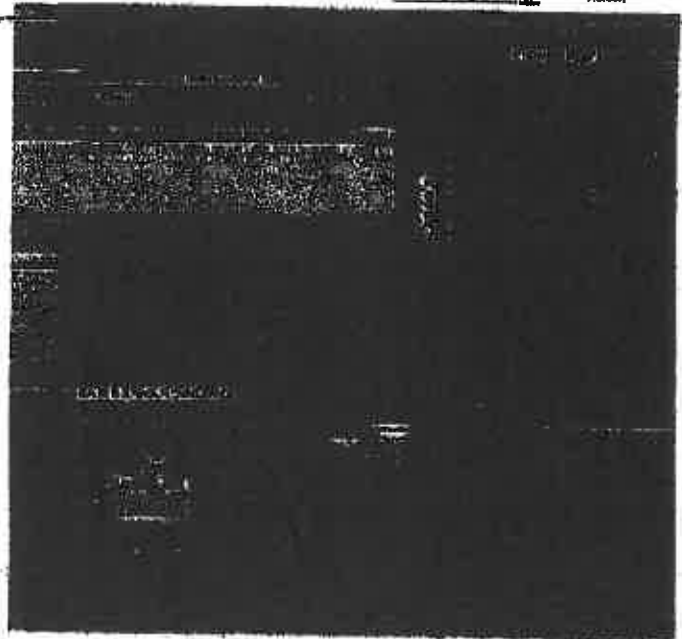
Comments (If you need additional space, please attach additional pages):

VICINITY MAP



SEE PRIOR 6 PAGES FAXED @ 1:03 PM. TODAY 5/2/14

KEN KIENOW, P.E.
CALVARY CHAPEL REDLANDS
27165 SAN BERNARDINO AVENUE
REDLANDS, CA 92374
909-793-8744 CHURCH
909-773-1129 CELL



SIGNATURE

DATE

AGENCY

IF THIS DECISION IS CHALLENGED IN COURT, SUCH CHALLENGE MAY BE LIMITED TO ONLY THOSE ISSUES RAISED IN WRITING AND DELIVERED TO LAND USE SERVICES BEFORE THE PROJECT DECISION IS MADE.

May 2, 2014 Via FAX to: 909-387-3223

total six pages

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

RE: Project Number: P201400078/CUP Parcel Number: 0292-051-14
Developer: Manny Gonzalez, Albert A. Webb Associates
N/W Corner Alabama Street and San Bernardino Avenue

Dear Mr. Warrick:

We received the referenced Planning Project Notice by mail on April 23rd, during our school's Easter week break. The proposed development is directly North across San Bernardino Avenue from our existing child care, Kindergarten through high school building. There was no way to get this information to teachers, staff, or parents until this week, when school resumed, which hardly allowed time for them to be advised and submit their comments. Therefore, we request a two week extension of the May 2nd deadline for comments to May 16th so that our school parents, teachers, and staff have a reasonable time frame to form an opinion and submit their comments.

We (the Corporate Board of Directors of Calvary Chapel of Redlands, Inc. and Packinghouse Christian Academy) have serious concerns about the health risks to our students from the proposed Warehouse Distribution Facility to be located just a few hundred feet north of our school building which has been operating in the same location for three decades. There are many published scientific articles showing significant adverse health effects to children from diesel truck's particulate matter and benzene emissions near schools and roads. We have enclosed a recent Health News article that reports research done by the University of Cincinnati. This extensive study verifies the unhealthy effects of these emissions on young school children when diesel trucks operate within five hundred feet of schools. We have also enclosed a copy of the California Commercial Vehicle Idling Regulations prohibiting idling of diesel trucks within one hundred feet of a school.

The proposed facility will be much closer to our school building than the five hundred foot minimum clearance recommended by the University of Cincinnati study. The State of California Education Code Section 172213 requires a five hundred foot separation from diesel truck facilities for all new public school sites. The State will not allow a new public school to be constructed within five hundred feet (about a city block) of a trucking warehouse facility, due to the well documented diesel

pollution health risks to young school children. This effectively puts a five hundred foot "No trucking facility zone" in all directions from a public school, or about a city block in all directions. It is our opinion that the County of San Bernardino also should not allow a trucking facility to be constructed within five hundred feet of a private school. Distance is the only effective mitigating factor against the known health dangers to children from diesel air pollution at schools. The State feels that distance is five hundred feet.

A second serious concern is the possibility that materials that are toxic, hazardous, flammable, volatile, or explosive may be stored in a warehouse facility so close to our school.

Our private school students are entitled to the same five hundred foot protection from known carcinogens and dangerous diesel emissions as the State of California Code requires for public school students.

We request that the County reject the proposed development in total, considering the proximity of the warehouse and diesel trucks to the school. There are no practical mitigation measures that can be taken to mediate the health risks. The fact is the wind blows where it will, 10 foot wall or not. The students breathe whatever air is available to them wherever they are, in the classroom, or playing on our ball field. The County has a responsibility and a duty to protect their health.

The teachers, staff, parents, and grandparents of our 150 school children are also very concerned as you can imagine. We would be pleased to discuss these issues further with you at your convenience. Thank you for your time.

Sincerely,

Calvary Chapel of Redlands, Inc.
Packinghouse Christian Academy
Corporate Board of Directors
On behalf of the Board By:



Pastor Kenneth K. Kienow, P.E., C.E.#14811, G.E.#465
Board Member

Attachments: U of C Study, CA Diesel Idling Regulations

Date: 08/18/08
Media Contact: AHC Public Relations, (513) 558-4553

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

CINCINNATI—One in three U.S. public schools are in the "air pollution danger zone," according to new research from the University of Cincinnati (UC).

UC researchers have found that more than 30 percent of American public schools are within 400 meters, or a quarter mile, of major highways that consistently serve as main truck and traffic routes.

Research has shown that proximity to major highways—and thus environmental pollutants, such as aerosolizing diesel exhaust particles—can leave school-age children more susceptible to respiratory diseases later in life.

"This is a major public health concern that should be given serious consideration in future urban development, transportation planning and environmental policies," says Sergey Grinshpun, PhD, principal investigator of the study and professor of environmental health at UC.

To protect the health of young children with developing lungs, he says new schools should be built further from major highways.

"Health risk can be mitigated through proper urban planning, but that doesn't erase the immediate risk to school-age children attending schools that are too close to highways right now," he adds. "Existing schools should be retrofitted with air filtration systems that will reduce students' exposure to traffic pollutants."

The UC-led team reports its findings in the September 2008 issue of the *Journal of Environmental Planning and Management*, an international scientific journal. This is believed to be the first national study of school proximity and health risks associated with major roadways.

For this study, Grinshpun's team conducted a survey of major metropolitan areas representative of all geographical regions of the United States: Atlanta, Boston, Cincinnati, Denver, Philadelphia, Los Angeles, Memphis, Minneapolis and San Antonio.

More than 8,800 schools representing 6 million students were included in the survey. Primary data was collected through the U.S. Department of Education's National Center for Education Statistics.

Schools within this data set were then geocoded to accurately calculate distance to the nearest interstate, U.S. highway or state highway.

Past research on highway-related air pollution exposure has focused on residences located close to major roads. Grinshpun points out, however, that school-age children spend more than 30 percent of their day on school grounds—in classrooms, after-school care or extracurricular activities.

"For many years, our focus has been on homes when it comes to air pollution. School attendance may result in a large dose of inhaled traffic pollutants that—until now—have been completely overlooked," he adds.

These past studies suggest this proximity to highway traffic puts school-age children at an increased risk for asthma and respiratory problems later in life from air pollutants and aeroallergens.

This includes research from the UC Cincinnati Childhood Allergy and Air Pollution Study (CCAAPS) which has reported that exposure to traffic pollutants in close proximity to main roads has been associated with increased risk for asthma and other chronic respiratory problems during childhood.

Grinshpun's team found that public school students were more likely to attend schools near major highways compared to

the general population. Researchers say the rapid expansion of metropolitan areas in recent years—deemed “urban sprawl”—seems to be associated with the consistent building of schools near highways.

“Major roads play an important role in the economy, but we need to strike a balance between economic and health considerations as we break ground on new areas,” says Alexandra Appatova, the study’s first author. “Policymakers need to develop new effective strategies that would encourage urban planners to reconsider our current infrastructure, particularly when it comes to building new schools and maintaining existing ones.”

The state of California, for example, has passed a law prohibiting the building of new schools within 500 feet (168 meters) of a busy road. New Jersey is moving a bill through the legislature to require highway entrance and exit ramps to be at least 1,000 feet from schools.

This study was funded in part by grants from UC’s Center for Sustainable Urban Engineering and the National Institute of Environmental Health Sciences. UC’s Patrick Ryan, PhD, and Grace LeMasters, PhD, also participated in this study. Appatova was an intern in UC’s department of environmental health when the study was being conducted.

FACTS ABOUT

California's Commercial Vehicle Idling Regulations

Idling diesel trucks and buses create toxic air pollution, contribute to global warming, and waste costly fuel – and in some cases, the operator may be breaking the law. Find out how you can help keep emissions in check so we can all breathe easier.

Which vehicles are covered?

Heavy-duty diesel vehicles with a Gross Vehicle Weight Rating (GVWR) of 10,000 lbs. or heavier.

How long can I idle?

Idling for more than 5 minutes is prohibited within California's borders. While at a school, the driver must shut down the engine immediately upon arrival and leave within 30 seconds of starting the engine.

What are the fines?

Fines start at \$300 and can be as much as \$1000 per day.

Are there situations where idling is allowed?

Yes. Idling is allowed in the following situations:

- You are stuck in traffic
- When idling is necessary to inspect or service your vehicle
- You are operating a power take-off device
- You cannot move due to adverse weather conditions or mechanical failure
- You are queuing (must be beyond 100 feet from any residential area)
- Your truck's engine meets the optional low-NOx idling emission standard, and your truck is located more than 100 feet from any residential area (clean-idle label required)

See www.arb.ca.gov/noidle for a complete list of exemptions.

If I can't idle, what can I do about cab comfort?

Listed below are some available idle reduction technologies:

- Battery-powered auxiliary power systems
- Fuel-fired heaters (restrictions apply; see www.arb.ca.gov/noidle)
- Diesel-fueled auxiliary power systems (restrictions apply; see www.arb.ca.gov/noidle)
- Truck stop hookups that provide heat, cooling, electricity and other services throughout California

Visit www.arb.ca.gov/cabcomfort for further details on these and other idle-reduction technologies.

What restrictions apply to idle-reduction technologies?

- You may not operate a diesel-fueled auxiliary power system for more than 5 minutes within a 100 feet of a residential area
- Diesel-fueled auxiliary power systems (APS) on trucks with 2007 or newer model year engines must meet additional requirements (verified clean APS label required)
- Fuel-fired heaters must meet certain emission standards

Visit www.arb.ca.gov/noidle for further details.

If I see a truck illegally idling, what should I do?

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

- Date and time you saw violation
- Location (cross streets or address, and city) of the incident
- License plate number from the front of the truck, including state
- DOT, MC and MX number from side of door
- Company name and any identifying marks on the truck
- Details about the observed idling violation

Your calls or email may be kept anonymous, if requested.

Where can I get more information?

- www.arb.ca.gov/noidle
- 1-800-242-4450

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

2014 JUN -2

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

To: Clay Corwin, Stone Creek Company

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

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

Dear Clay et al:

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

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

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

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

Point #1 Problem:

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

Possible Solution:

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

Point #5 Problem:

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

Possible solution:

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

Point #6 Problem:

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

Possible Solution:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

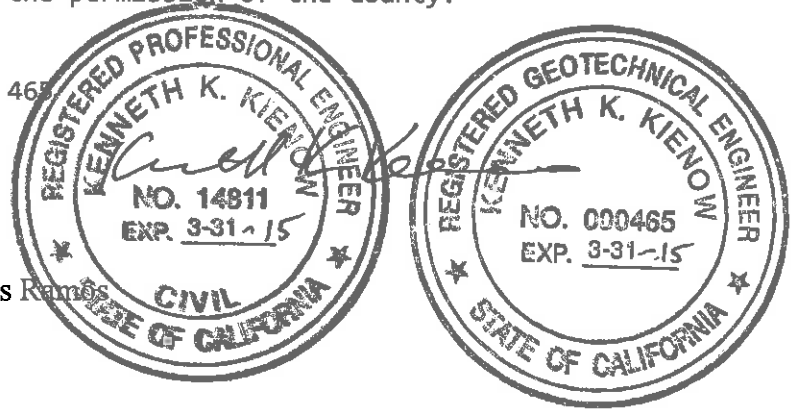
Ken Kienow, P.E., C.E.#14,811, G.E.# 463

Board Member

Calvary Chapel of Redlands. Inc.

kkienow@charter.net

ph 909-866-8636 cell 909-223-1129



Hard copy via US Mail to: Supervisor James Ramos

Hard Copy to:

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

Hard Copy to:

Planner Mr Chris Warrick, SBCLUS, RE Project P201400078/CUP, Parcel# 0292 051
14, Manny Gonzales, Webb Associates.