



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



HEARING DATE: November 21, 2013

AGENDA ITEM # 2

Project Description

APN: 0292-071-58
APPLICANT: PROLOGIS/JIM JACHETTA
COMMUNITY: REDLANDS/3RD SUPERVISORIAL DISTRICT
LOCATION: NORTH OF PALMETTO AVENUE, WEST OF ROUTE 210, SOUTH OF RIVER BLUFF AVENUE, AND EAST OF ALABAMA AVENUE
PROJECT NO: P201300064/CUP
CONTRACT STAFF: JIM MORRISSEY, CONTRACT PLANNER
REP(S): MIG/HOGLE-IRELAND INC., DEIRDRE MCCOLLISTER
PROPOSAL: CONDITIONAL USE PERMIT TO CONSTRUCT ONE INDUSTRIAL BUILDING AS A 289,327 SQ. FT. INDUSTRIAL DISTRIBUTION WAREHOUSE, ON 13.29 ACRES



8 Hearing Notices Sent On: November 5, 2013
P.C. Field Inspection Date: November 6, 2013

Report Prepared By: Jim Morrissey, RPG, Inc.
Inspected By: Commissioner Smith

SITE INFORMATION:

Parcel Size: 13.29 acres
Terrain: Generally flat; gently sloping
Vegetation: Currently vacant, substantially disturbed, with some seasonal weeds.

SURROUNDING LAND DESCRIPTION:

AREA	EXISTING LAND USE	LAND USE ZONING DISTRICT
SITE	Vacant	East Valley Area Plan, Regional Industrial (EV/IR)
North	Warehouse	East Valley Area Plan, Regional Industrial (EV/IR)
South	Agricultural, citrus grove	East Valley Area Plan, Regional Industrial (EV/IR). Southwest of the site, East Valley Regional Plan, Special Development (EV/SD)
East	Vacant. To the southeast exists a warehouse.	East Valley Area Plan, Regional Industrial (EV/IR)
West	Vacant	East Valley Area Plan, Regional Industrial (EV/IR)

AGENCY

Water Service:
Sewer Service

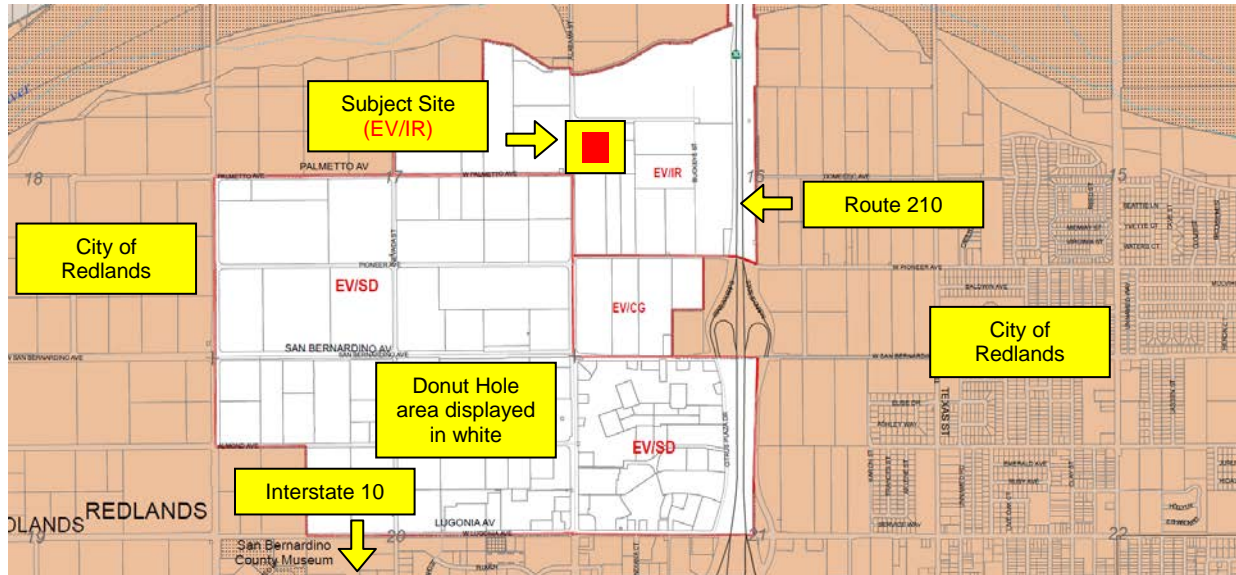
COMMENT

City of Redlands
City of Redlands
Refer to Page 8
Refer to Page 8

STAFF RECOMMENDATION: That the Planning Commission **APPROVE** the Conditional Use Permit subject to the attached Conditions of Approval, **ADOPT** the Findings, and **FILE** a Notice of Determination for the Mitigated Negative Declaration.¹

¹ 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 Commission hearing.

Site Location & Zoning



Existing Site Photos

View to the North from Palmetto Avenue on South End of Site



View to the west from Palmetto Avenue and Alabama Street on South Side of Site



View to the South along Alabama Street at Palmetto Avenue and displaying new traffic signals.



SUMMARY

The proposed project is a Conditional Use Permit to construct one (1) industrial building to be used as an industrial distribution warehouse. The building is 289,327 square feet in size, including 10,000 square feet of interior office area, situated on a 13.29 acre site. Although the building generally fronts upon Alabama Street, with office space equally divided between the northwest and southwest corners of structure, access to the site is provided from only River Bluff Avenue and Palmetto Avenue to the north and south, respectively. Truck docks are located on the north and south sides of the structure and are screened from the adjoining roadways by dense vegetation, consisting of trees, shrubs, and ground cover. The proposed building is generally oriented in an east/west alignment, with a building coverage of 49.96%, with 15% of the site area landscaped. Parking areas are predominately located along the north and south sides of the property across from the truck docks, although a limited number of parking spaces is provided immediately adjacent to the office use portions of the building.

BACKGROUND

The project site is located within the East Valley Area Plan, sometimes referred to as the Donut Hole. The project site is designated Regional Industrial (EV/IR) as part of the East Valley Area Plan. The Area Plan lists a number of manufacturing and industrial categories allowed within the EV/IR District, including warehouse and distribution centers. The proposed project is located near several existing warehouse facilities to the north and southeast of the project site.

Notable improvements proposed and required in and around the project site include a detention basin at the west end of the building, half width roadway improvements for Alabama Street, River Bluff Avenue, and Palmetto Avenue, and a modification of the existing traffic signal at the northeast corner of Alabama Street and Palmetto Avenue. A fire access lane is proposed around the entire site.

An end user has not been identified for the proposed project.

PROJECT PROPOSAL

The proposed project involves the development of an existing vacant property that is adjacent to improved roadways to the north (River Bluff Avenue) and west (Alabama Street). A traffic signal has been recently installed at the intersection of Alabama Street and Palmetto Avenue, in addition to the existing signal at Alabama Street and River Bluff Avenue. As such, controlled access to Alabama Street exists on the north and south side of the project site. The proposed 289,327 square foot building has a variable height of 36 to 42 feet, with 35 truck dock doors on the north and south sides of the building.

ANALYSIS

The project meets all of the County Development Code's standards and the requirements of the East Valley Area Plan. The various project features are analyzed in this section of the staff report:

1. Land Use Compatibility
2. Development Standards Compliance
3. Floor Plans
4. Exterior Design/Parking & Landscaping
5. Building Design/Elevations
6. Traffic/Roadway Improvements
7. Environmental Determination
8. City of Redlands Information

1. Land Use Compatibility. The site is located within an unincorporated area referred to as the Donut Hole, surrounded by the City of Redlands. The subject property is designated EV/IR (East Valley Area Plan/Regional Industrial), as are the surrounding properties, except to the southwest, which is designated EV/SD (East Valley Area Plan/Special Development). EV/SD allows a variety of uses, including agricultural, commercial, industrial, recreational entertainment, transportation, and public services. Nearby warehouses to the north and southeast are also located within the EV/IR District. Based on the existing land uses and land use designations in the area, the proposed facility is compatible with existing and future development plans. The site has been designed and conditioned to ensure compatibility and prevent impacts to surrounding properties.

2. Development Standards Compliance

The development requirements identified in the table below are those contained within the East Valley Area Plan, except for parking, which is provided in the County Development Code.

Table 1. Development Standards Compliance

Development Standard	Project Proposal	Code Requirement
Lot Size	13.29 acres (579,107 sq. ft.)	20,000 sq. ft.
Front Yard Setback	87½ feet	25 feet min. ²
Street Side Yard Setback	96 feet and 115 feet on the north and south, respectively	25 feet min.
Rear Yard Setback	40 feet, 8 inches	0 feet ³
Lot Coverage	49.96%	50% max.
Floor Area Ratio (F.A.R.)	0.499	0.8 max. ⁴
Building Height	36 to 42 feet	50 feet max.
Landscaping	15%	15% min.

² If designated Special Landscaped Street, setback increases to 30 feet. Alabama Street is a Special Landscaped Street.

³ Only required when adjacent residential property.

⁴ Industrial uses are permitted 0.8 FAR in the East Valley Area Plan.

Development Standard	Project Proposal	Code Requirement
Parking	154 spaces (148 standard and 6 handicapped)	1 space/250 sq. ft. for office, 1 space/1000 sq. ft. for warehouse up to 40,000, and 1 space/4,000 above 40,000 sq. ft. for warehouse = 140

3. Floor Plans. No specific user is proposed. As such, no detailed interior plans have been submitted for the office or warehouse portions of the building.

4. Exterior Design/Parking & Landscaping. The project site is designed with three (3) distinct elements: Exterior or perimeter landscaping, vehicular access and parking areas for workers and trucks, and the warehouse/office building.

5. Building Design/Elevations. The proposed structure is a tilt-up design with large expanses of flat walls. The proposed architectural features include a variety of vertical and horizontal design patterns, including variable wall heights and colors, reveals, and materials to break-up this large expanse of exterior wall space. The west elevation or front portion of the building will have reflective glass (includes spandrel glass, vision glass or tempered vision glass) along the office portions or ends of the building, with horizontal and vertical reveals, and a variety of colors. These features will wrap around the corners of the building and extend onto portions of the north and south sides of the building.

The proposed building will also be painted with white (Paris White), light browns (Stone Lion and Tavern Taupe), and green (New Dark Green). The colors will be interspersed around the building in horizontal and vertical patterns and coordinated with variations in roof heights to provide a visual sense of building articulation. The north and south elevations will include horizontal and vertical bands of green and brown over the truck docks and along the top of the roof wall. Rectangular color patterns that mimic window frames are also included above the truck docks and on the west and east elevations of the building. The rear or easterly elevation is to be similar to the front of the building in its use of color and reveals, but not include the use of reflective glass materials.

An existing warehouse structure on Pioneer Avenue, to the southeast of the project site, is similar in many of its architectural features and colors to that of the proposed structure. Proposed project elevations and photos of that warehouse (identified as "Sample Building") are provided on the following pages

Proposed Project Elevations

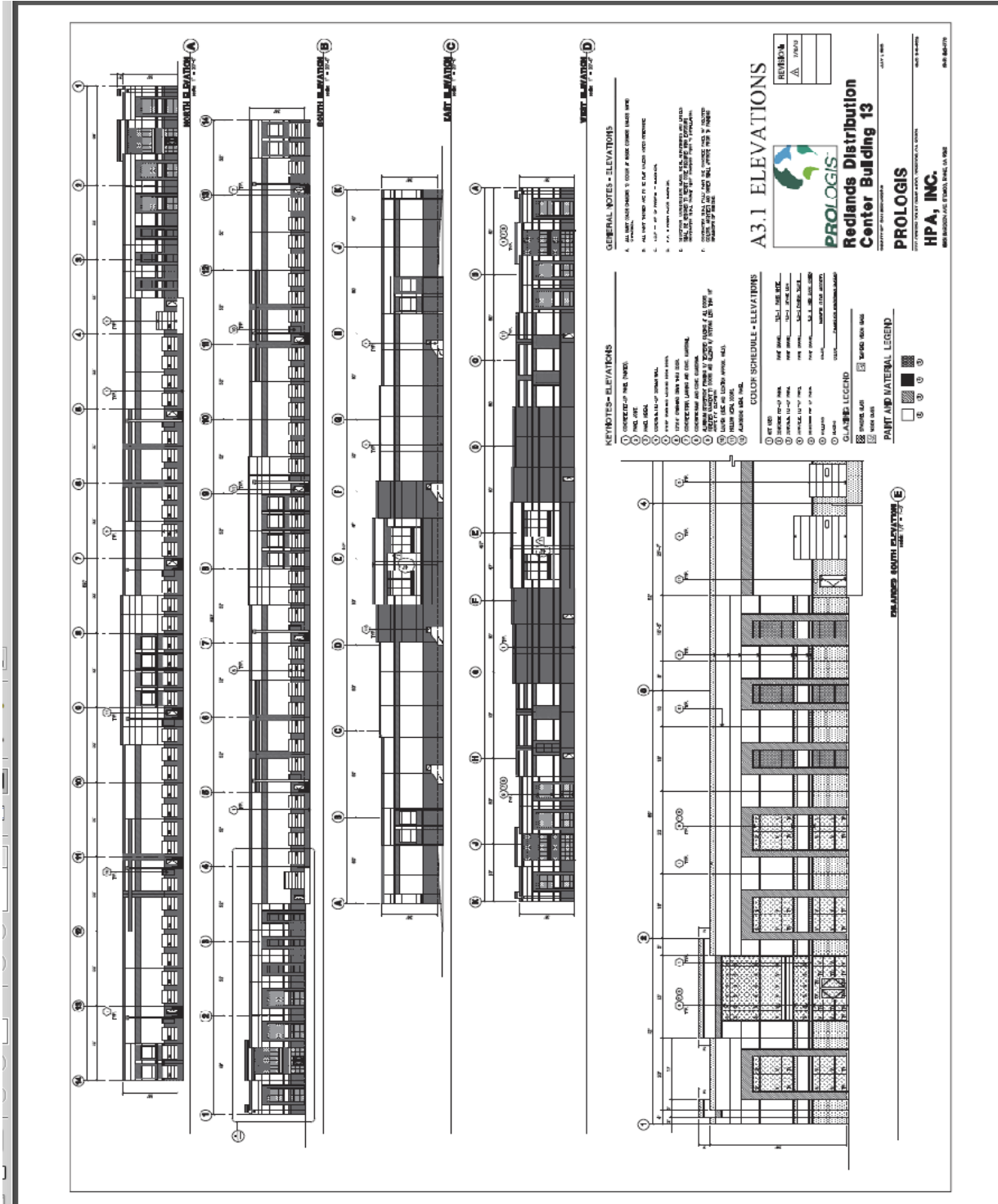


Photo 1 Example Building
Corner office portion of warehouse building, with loading docks located to the right.



Photo 2 Example Building
Loading dock elevation display variable wall height, color bands, and simulated window frames.
The office portion displayed in the first photo is located off picture to the left.



Photo 3 Example Building

The non-Loading dock elevation, with variable wall heights and reflective glass is shown below. The office portion located at the corner of the building is on the right hand side of the picture.

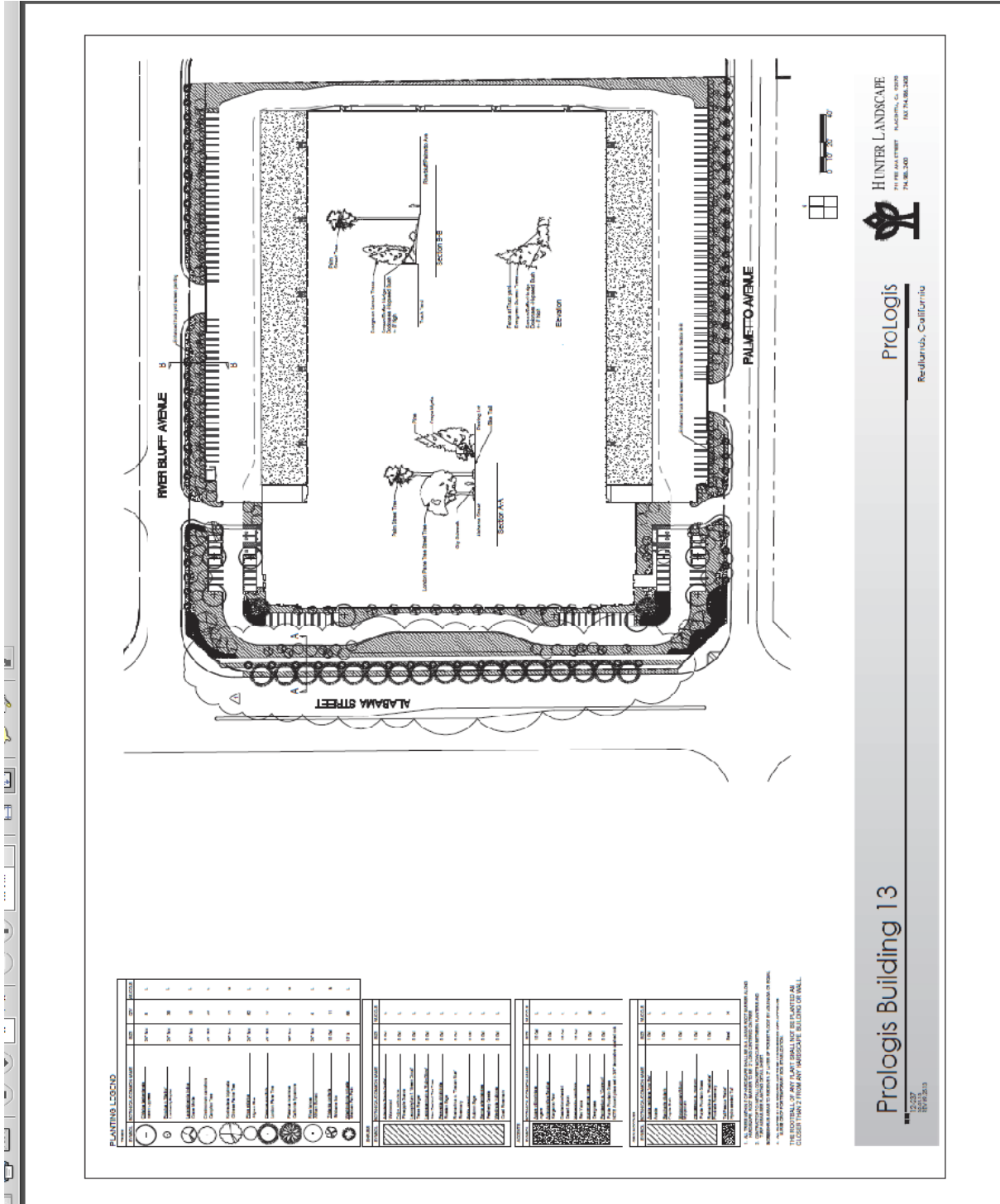


a. Landscaping

The exterior or perimeter landscape area fronts upon the three (3) perimeter streets. That portion of the site along Alabama Street must comply with the East Valley Area Plan as it relates to landscape criteria along certain designated streets. The East Valley Area Plan designates San Bernardino Avenue, Alabama Street, California Street, and Lugonia Avenue as “Special Landscaped Streets within the East Valley Corridor area”. The Plan provides that “The intent of the landscape guidelines for Alabama Street is to create a unified appearance along the street throughout the planning area despite varying land uses, while recognizing existing development and building on established landscape treatment.” (p. EV-35) The Plan also specifies three (3) other features: That sidewalks are to be six (6) feet behind palm planting area; berms or other screening required where parking areas are visible from right-of-way, and; street trees are to include *Washingtonia robusta*, planted 40 feet on center, with an understory of *Platanus acerifolia* [London Plane], and regularly spaced in triangular pattern with the palms. This pattern is displayed at the adjoining Prologis site north of River Bluff Avenue. The proposed project provides a similar organization and triangular pattern, including the installation of an adjoining bicycle trail.

Landscaping along Alabama Street extends to a depth of approximately 36 feet from the proposed right of way, which includes the sidewalk and bicycle trail. A detention basin is proposed between the bicycle trail and the fire lane encircling the warehouse building, which would expand the depth of landscaping provided at that location. The basin will contain shrubs and plants with small rocks at the bottom. Trees will abut the north and south ends of the basin.

Proposed Project Landscaping



Within the required parking areas the East Valley Area Plan requires the installation of landscape peninsulas or fingers every 20 parking spaces. The purpose of these features is to provide shade and aesthetics within the parking area. In-lieu of this the applicant can provide increased vegetation adjacent to the parking area. Trees, hedges/shrubs, and ground cover have been proposed that would increase the amount of shade extended into the parking area and screen the parking spaces and building from view.

b. Parking

The parking areas provide for a total of 154 parking spaces, generally divided between the north and south sides of the proposed building. Dual access is available from both sides of the site into each parking area. Most of the parking areas share aisle access with trucks using the building's docking facilities, both of which are located within the gated portion of the site. Based upon the County parking standards for warehouses, which require a ratio of 1 space for each 1,000 square feet up to 40,000 square feet and then 1 space for each 4,000 square feet thereafter, a total of 100 spaces are required. In addition parking is required for the office use in a ratio of 1 space for each 250 square feet or 40 additional spaces. The amount of handicapped parking required for 140 parking spaces is 6, which can be part of the total number of spaces. However, handicapped parking and 16 vanpool spaces have been added in addition to the total number of spaces required.

c. Building Placement and Accessibility

The proposed building meets required setbacks and affords access to employees on the north and south sides. The building placement provides adequate area for landscaping and vehicular and truck access and maneuverability. The proposed project is consistent with the requirement of the East Valley Area Plan to prohibit loading docks in the front of the building. Proposed truck aisle access exceeds the minimum width requirement of 40 feet.

6. Traffic/Roadway Improvements. A traffic study was completed for the proposed project. Based upon that analysis roadway improvements and mitigation fees have been determined. Roadways around the project site are to be widened or improved to their half width consistent with County roadway standards. Fair share costs have been determined by the Traffic Division and the newly installed traffic signal at the northeast corner of Alabama Street and Palmetto Avenue is to be modified due to the required widening of the roadway.

7. Airport Safety Review and Sphere of Influence. The proposed project is subject to Airport Safety Review (AR-3). The site is in the Inland Valley Development Agency (IVDA) Redevelopment Project Area. The IVDA is a joint powers authority comprised of the County and Cities of San Bernardino, Colton, and Loma Linda. Formed in 1990, the IVDA is responsible for the development of the non-aviation portion of the San Bernardino International Airport (SBIA), formerly Norton Air Force Base. This area includes all the unincorporated area of the East Valley Area Plan (also known as the "Donut Hole" as it is totally surrounded by the City of Redlands, but is not in the City of Redlands Sphere of Influence).

8. Environmental Determination: An Initial Study has been prepared and a Mitigated Negative Declaration is proposed, consistent with the California Environmental Quality Act (CEQA). Mitigation measures have been proposed and incorporated into the proposed conditions of approval. A Notice of Availability and Notice of Intent to adopt an Initial Study/Negative

Declaration were posted and advertised, with the comment period ending August 16, 2013. No agency or public comments have been received. Therefore, if the Project is approved, a Notice of Determination would be filed finding the proposal would not result in a significant impact upon the environment.

9. City of Redlands Information: The City of Redlands has provided the applicant with a letter acknowledging that they would provide water and sewer service to the proposed project, subject to compliance with the City's sewer and water requirements.

CONCLUSION

Based upon the findings of fact, overall building layout and design, project compliance with the County's development standards, and applicant acceptance of the conditions of approval, it is staff's opinion that the proposed industrial warehouse merits approval.

RECOMMENDATION: That the Planning Commission:

- 1) **ADOPT** the Findings as attached to the Staff Report (Exhibit A);
- 2) **APPROVE** the Conditional Use Permit, subject to the attached conditions of approval (Exhibit B); and
- 3) **FILE** a Notice of Determination, in compliance with the California Environmental Quality Act.

ATTACHMENTS:

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

EXHIBIT A

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:

<p>APN: 0292-071-58</p> <p>APPLICANT: Prologis/Jim Jachetta</p> <p>COMMUNITY: Redlands/3rd Supervisorial District</p> <p>LOCATION: North of Palmetto Avenue, west of Buckeye Street, south of River Bluff Avenue, and east of Alabama Street</p> <p>PROJECT NO: P201300064/CUP</p> <p>STAFF: Ernest Perea, Contract Planner</p> <p>REP('S): MIG Hogle-Ireland Inc. (Pamela Steele)</p> <p>PROPOSAL: CUP to construct one industrial building to be used as an Industrial Distribution Warehouse not to exceed 289,327 square feet on 13.29 acres.</p>	<p>USGS Quad: Redlands 7.5 Minute 1996</p> <p>T, R, Section: T1S R3W Sec.16 NW ¼</p> <p>Thomas Bros.: Page 607 Grid: H3</p> <p>Area Plan: East Valley Area Plan</p> <p>OLUD: EV/IR (Regional Industrial)</p> <p>Overlays: AR-3 (Airport Safety)</p>
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PROJECT CONTACT INFORMATION:

Lead agency: San Bernardino County
Land Use Services Department - Current Planning Division
385 North Arrowhead Avenue, First Floor
San Bernardino, CA 92415-0182

Contact person: Ernest Perea, Contract Planner

Phone No: 951-214-2739

E-mail: ernestperea@ymail.com

Project Sponsor: Jim Jachetta - Prologis
17777 Center Court Drive N, Suite # 100, Cerritos, CA 90703

Consultant: MIG|Hogle-Ireland, Inc.
1500 Iowa Avenue, Suite 110, Riverside, CA 92507

Fax No: (909) 387-3249

PROJECT DESCRIPTION:

The proposed project is a Conditional Use Permit to construct one industrial building to be used as an Industrial Distribution Warehouse. The building totals 289,327 sq. ft. including 10,000 sq. ft. of office space. The project site has a gross net area of 13.29 acres. The percentage of building coverage is 49.96% and landscaping covers 86,977 sq. ft. A vegetated detention basin will be constructed along the west side of the building on Alabama Street. The project will be located north of Palmetto Avenue, east of Alabama Street, west of Buckeye Street and south of River Bluff Avenue in the 3rd Supervisorial District and not within the City of Redlands Sphere of Influence.

The proposed building is intended to be used as an Industrial Distribution Warehouse; however, an end user has not been identified at this time, as such, specific details about the future operation of the facility are not currently available. The proposed design will be a concrete tilt-up building. The project includes 154 standard, clean air/vanpool/electric vehicle, and handicap parking spaces and 70 dock doors.

The project will have access to River Bluff Avenue via one 26-foot and one 40-foot driveway. Additional access is provided via a 26-foot and 40-foot driveway south of the site on Palmetto Avenue. Interior drive aisles have a minimum width of 26 feet to provide adequate emergency access as required by the Fire Department.

The project will include the following street improvements:

- Construct full depth pavement widening on the east side of Alabama Street and construct a 14 foot wide median with turn pockets at Palmetto Avenue and River Bluff Avenue
- Construct curb return and handicap ramp at the northeast corner of Alabama Street and Palmetto Avenue
- Construct an eight-inch curb and gutter and six foot sidewalk on north side of Palmetto Avenue and include minor pavement widening

As defined by San Bernardino County, warehouse/distribution facilities are 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 concrete tilt-up technique, with a typical ceiling height of at least 24 feet. High-cube Warehouse/distribution centers are generally greater than 100,000 SF in size with a land coverage ratio of approximately 50% and a dock-high loading ratio of approximately 1:5,000-10,000 SF.

ENVIRONMENTAL/EXISTING SITE CONDITIONS:

The project site is a highly disturbed vacant industrially zoned lot with significant debris found on site during inspection. The site is surrounded by warehouse distribution facilities to the north, a vacant lot to the west and privately owned citrus groves to the east and south. On-site vegetation is minimal consisting of ruderal grasses and weeds. The topography of the site increases in elevation from north to south by approximately 15 feet, ranging from 1,225 feet to 1,249 feet.

The project site is approximately 0.94 miles southeast of the San Bernardino International Airport formerly known as Norton Air Force Base and is located within an Airport Safety Review Area 3 (AR3.)

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AREA	EXISTING LAND USE	OFFICIAL LAND USE DISTRICT
SITE	Vacant	East Valley Regional Industrial (EV/IR)
North	Light Industrial	East Valley Regional Industrial (EV/IR)
South	Orange Groves	East Valley Regional Industrial (EV/IR)
East	Vacant/Orange Groves	East Valley Regional Industrial (EV/IR)
West	Vacant	East Valley Regional Industrial (EV/IR)

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 - Code Enforcement; Building and Safety, Public Health-Environmental Health Services, Special Districts, Public Works. County Fire and Sheriff

Local: None

EVALUATION FORMAT

This initial study is prepared in compliance with the California Environmental Quality Act (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	Less than Significant 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.** Therefore, no impacts are identified or anticipated and no mitigation measures are required.
2. **Less Than Significant Impact.** Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.
3. **Less Than Significant Impact with Mitigation.** 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 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 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 & 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:

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

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

 Signature (prepared by): Ernest Perea, Contract Planner

 Date

 Signature: David Prusch, Supervising Planner

 Date

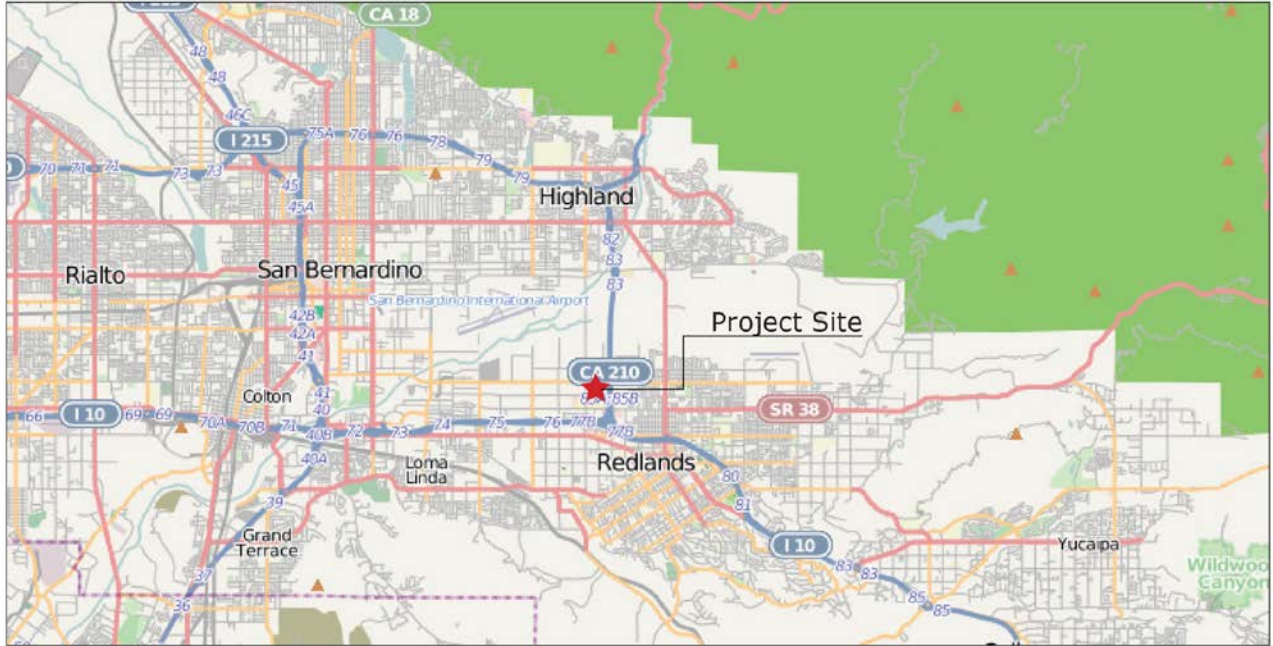
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APPENDICES (On Compact Disk)

- A.** Air Quality and Climate Change Assessment.
- B.** Phase 1 Environmental Site Assessment
- C.** Noise Study
- D.** Traffic Study



Regional Context Map



Vicinity Map

Prologis Park – Redlands #13

Location Map

Exhibit 1

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

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

- I a) **No Impact.** The proposed project is not located within a designated State or local 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. .
- I b) **No Impact.** The project will not substantially damage scenic resources, including, but not limited to, rock outcroppings and historic buildings within a state scenic highway, because the site is not adjacent to a state scenic highway and there are no rock outcroppings, or historic buildings on the project site. No impacts will occur.
- I c) **Less Than Significant Impact.** The proposed project will not substantially degrade the existing visual character or quality of the site and its surroundings. The site north of the project is an existing industrial facility; the lot east of the project across Alabama Street is vacant. Palmetto Avenue will be extended east of Alabama Street and continue east to the end of the project site. Landscaping will be provided along the project perimeters, which includes canopying and flowering accent trees as well as groundcover. This landscaping will be consistent with what currently exists in the surrounding area. The proposed project is consistent with the planned visual character of the area and will incorporate the design guidelines/standards found in the East Valley Area Plan, including landscaping, buffering, and screening as appropriate. With these design features, impacts to visual character and quality to the site and surroundings are considered less than significant.
- I d) **Less Than Significant Impact.** Lighting proposed onsite will be designed in accordance with the design standards of the County Development Code and Specific Plan. Adherence to these standards will ensure that the project will not create a new source of substantial light or glare by requiring lighting to be shielded or hooded and to prohibit light trespass onto adjacent properties. Impacts are considered less than significant.

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

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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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 Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. 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 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):

II a) **Less than Significant Impact.** The subject property is identified as Prime Farmland in the Farmland Mapping and Monitoring Program (FMMP) prepared by the California Department of Conservation. Prime Farmland is considered to be land with the best combination of physical and chemical characteristics able to sustain long term production of agricultural crops. Implementation of the project will entail the loss of soils that are associated with the Prime Farmland designation. However, the County of San Bernardino General Plan contemplated the loss of designated farmland in the General Plan EIR. In it, the County found that the loss of designated farmland would occur in the project area. The County General Plan adopted overriding considerations for the significant unmitigatable impact associated with loss of farmland. Because of this General Plan finding, the proposed project's impact to designated farmland is considered less than significant.

- II 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. No impact would occur.
- II c) **No Impact.** The site is not zoned as forest land or timberland by San Bernardino County or the State of California Conservation Department as denoted by the San Bernardino General Plan and California Department of Conservation Maps. No impact would occur.
- II d) **No Impact.** There is no forest or timberland located on the project site. No impact could occur.
- II e) **Less Than Significant Impact.** The proposed project will develop approximately 13.29 acres of an existing vacant lot that is covered with ruderal vegetation and debris. Although the area has a history of agricultural use and on adjacent parcels to the east and south, the project in and of itself will not involve changes that could result in the conversion of Farmland to non-agricultural uses as discussed in the response to Question IIa above.

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

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

SUBSTANTIATION *The following summaries are based in part on the project Air Quality Assessment prepared by Hogle-Ireland in April 2013. Please reference this document for further details (Appendix A).*

III a) **Less Than Significant Impact.** A significant impact could occur if the proposed project conflicts with or obstructs the implementation of South Coast Air Basin 2012 Air Quality Management Plan. Conflicts and obstructions that hinder implementation of the AQMP can delay efforts to meet attainment deadlines for criteria pollutants and maintaining existing compliance with applicable air quality standards. Pursuant to the methodology provided in Chapter 12 of the 1993 SCAQMD CEQA Air Quality Handbook, consistency with the South Coast Air Basin 2012 Air Quality Management Plan (AQMP) is affirmed when a project (1) does not increase the frequency or severity of an air quality standards violation or cause a new violation and (2) is consistent with the growth assumptions in the AQMP. Consistency review is presented below:

1. The project would result in short-term construction and long-term pollutant emissions that are less than the CEQA significance emissions thresholds established by the SCAQMD, with mitigation incorporated, as demonstrated in Section IIIb of this Initial Study; therefore, the project could not result in an

increase in the frequency or severity of any air quality standards violation and will not cause a new air quality standard violation.

2. The project includes construction of 186,800 SF of warehousing and office space on 9.05 AC. The proposed warehouse is consistent with the development and use standards for the East Valley Area Plan. The Area Plan was last revised in 2008 and has not been comprehensively updated since the 2012 AQMP was adopted, therefore, the land use projections used in the Area Plan are assumed to be equivalent to the growth projections utilized in the 2012 AQMP.

Based on the consistency analysis presented above, the proposed project will not conflict with the 2012 AQMP.

- III b) **Less Than Significant Impact With Mitigation Incorporated.** Short-term criteria pollutant emissions will occur during site preparation, grading, building construction, paving, and painting activities. Emissions will occur from use of equipment, worker, vendor, and hauling trips, and disturbance of onsite soils (fugitive dust). To determine if construction of the proposed warehouse could result in a significant air quality impact, the California Emissions Estimator Model (CalEEMod) has been utilized. The results of the CalEEMod outputs are summarized in Table 1 (Unmitigated Maximum Daily Construction Emissions) and Table 2 (Mitigated Maximum Daily Construction Emissions). Based on the results of the model, without mitigation, maximum daily emissions from the construction of the warehouse will result in excessive emissions of volatile organic chemicals (identified as reactive organic gases) associated with interior and exterior coating activities.

Table 1
Unmitigated Maximum Daily Construction Emissions (lbs/day)

Source	ROG	NO _x	CO	SO ₂	PM ¹⁰	PM ^{2.5}
<i>Summer</i>						
2014	2.58	15.65	23.81	0.06	5.19	0.79
2015	671.14	30.18	21.73	0.06	5.15	2.56
<i>Winter</i>						
2014	2.64	16.21	22.71	0.05	5.20	0.80
2015	671.14	30.19	21.34	0.05	5.16	2.56
Threshold	75	100	550	150	150	55
Substantial?	Yes	No	No	No	No	No

To compensate for excessive VOC emissions from coating activities, the following mitigation measure is required:

Mitigation Measure III-1. Coating Restrictions. Prior to issuance of building permits, the project proponent shall submit, to the satisfaction of County Planning, a Coating Restriction Plan (CRP), consistent with South Coast Air Quality Management District (SCAQMD) guidelines and a letter agreeing to

include in any construction contracts and/or subcontracts a requirement that the contractors adhere to the requirements of the CRP. The CRP measures shall be implemented to the satisfaction of County Building and Safety. These shall include the following:

- *The volatile organic compounds (VOC) of proposed architectural coatings shall not exceed 25 g/l for interior applications.*
- *The volatile organic compounds (VOC) of proposed architectural coatings shall not exceed 25 g/l for exterior applications.*

This measure shall conform to the performance standard that emissions of volatile organic compounds from application of interior or exterior coatings shall not exceed the daily emissions thresholds established by the South Coast Air Quality Management District. The CRP shall specify use of High-Volume, Low Pressure (HVLP) spray guns for application of coatings.

Use of low-VOC coatings during construction activities will reduce VOC emissions to 67.72 lbs/day, less than the threshold established by SCAQMD as shown in Table 2 below.

Table 2
Mitigated Maximum Daily Construction Emissions for ROG (lbs/day)

Source	ROG
<i>Summer</i>	
2014	2.58
2015	67.72
<i>Winter</i>	
2014	2.64
2015	67.72
Threshold	75
Substantial?	No

Long-term criteria air pollutant emissions will result from the operation of the proposed warehouse. Long-term emissions are categorized as area source emissions, energy demand emissions, and operational emissions. Operational emissions will result from automobile, truck, and other vehicle sources associated with daily trips to and from the warehouse. The California Emissions Estimator Model (CalEEMod) was utilized to estimate mobile source emissions. Trip generation (1.68 daily trips per 1,000 SF) based on the project traffic study prepared by Kunzman Associates. The fleet mix was converted from axels into vehicle weight class based on guidance provided by SCAQMD in Appendix E of the CalEEMod *Users Guide*. The heavy duty fleet mix is comprised of approximately seven percent heavy-heavy-duty (HHD), nine percent medium-heavy-duty (MHD), and 24 percent light-heavy-duty (LHD1). The remaining 60 percent of the fleet mix is allocated to passenger vehicles (LDA). It should be noted that NO_x emissions, as modeled in CalEEMod, do not account for the five-minute idling restrictions required by State law. Idling emissions factors were reduced to account for these regulations. Assuming an opening year of 2016 with the building

occupied and operational, the total results of the CalEEMod model for summer and winter conditions are summarized in Table 3 (Operational Daily Emissions (lbs/day)).

Area source emissions are the combination of many small emissions sources that include use of outdoor landscape maintenance equipment, use of consumer products such as cleaning products, and periodic repainting of the proposed warehouse. Energy demand emissions result from use of electricity and natural gas. Emissions from area and energy sources were estimated using CalEEMod defaults. Area and energy source emissions are included in Table 3. Based on the results of the model, maximum daily operational emissions associated with the proposed warehouse will not exceed the thresholds established by SCAQMD. Operational air quality impacts will be a less than significant.

Table 3
Operational Daily Emissions (lbs/day)

Source	ROG	NO _x	CO	SO ₂	PM ¹⁰	PM ^{2.5}
<i>Summer</i>						
Area Sources	15.14	0.00	0.00	0.00	0.00	0.00
Energy Demand	0.02	0.17	0.14	0.00	0.01	0.01
Mobile Sources	5.38	46.41	40.11	0.11	11.36	2.22
<i>Summer Total</i>	<i>20.54</i>	<i>46.58</i>	<i>40.25</i>	<i>0.11</i>	<i>11.37</i>	<i>2.23</i>
<i>Winter</i>						
Area Sources	15.14	0.00	0.00	0.00	0.00	0.00
Energy Demand	0.02	0.17	0.14	0.00	0.01	0.01
Mobile Sources	5.45	48.12	40.08	0.10	11.38	2.24
<i>Winter Total</i>	<i>20.61</i>	<i>48.29</i>	<i>40.22</i>	<i>0.10</i>	<i>11.39</i>	<i>2.25</i>
Threshold	55	55	550	150	150	55
Substantial?	No	No	No	No	No	No

- III c) **Less Than Significant with Mitigation Incorporated.** Cumulative short-term, construction-related emissions from the project will not contribute considerably to any potential cumulative air quality impact because short-term project emissions will be less than significant with mitigation incorporated as identified in Mitigation Measure III-1 above and other concurrent construction projects in the region will be required to implement standard air quality regulations and mitigation pursuant to State CEQA requirements, just as this project has.

The SCAQMD CEQA Air Quality Handbook identifies methodologies for analyzing long-term cumulative air quality impacts. These methodologies identify three performance standards that can be used to determine if long-term emissions will result in cumulative impacts. Essentially, these methodologies assess growth associated with a land use project and are evaluated for consistency with regional projections. Consistency with the Air Quality Handbook methodology would demonstrate that the project's cumulative impacts are not significant. Exceedance of regional projections could result in potentially significant impacts.

To determine if the project could result in cumulative impacts, the methodology identified in Table A9-15 of the Air Quality Handbook has been utilized. This method establishes a minimum one percent per year reduction in project emissions over the life of the project. If this minimum reduction were met, the project would not result in a significant cumulative impact because emissions would demonstrate consistency with the AQMP.

Opening-year emissions (2016) and year 2040 emissions are summarized in Table 4 (Long-Term Cumulative Emissions Reductions (tons/yr)), based on an assumed 24-year (2016 to 2040) lifespan for the proposed warehouse. Generally, a 30-year lifespan is utilized for the life of a project; however, CalEEMod only provides emissions estimated up to year 2040. As emissions technology improves past year 2040, emissions will be reduced beyond those modeled in Table 4. The variance between year 2040 emissions and the maximum allowable one percent per year emissions threshold indicates that Year 2040 cumulative emissions from operation of the proposed building will be less than maximum allowable emissions as summarized in Table 4.

Table 4
Long-Term Cumulative Emissions Reductions (tons/yr)

Year	ROG	NO _x	CO	SO ₂	PM ¹⁰	PM ^{2.5}
2016	3.72	8.48	7.30	0.02	1.89	0.40
2040	3.19	3.93	3.31	0.02	1.71	0.16
<i>Maximum Allowable Emissions</i>	<i>2.92</i>	<i>6.66</i>	<i>5.74</i>	<i>0.02</i>	<i>1.48</i>	<i>0.31</i>
Variance	0.27	-2.73	-2.43	0.00	0.23	-0.15
Year 2040 > Max Allowable?	Yes	No	No	No	Yes	No

- III d) **Less Than Significant Impact.** Distribution warehouses result in the generation of heavy diesel truck traffic and have been linked with high emissions of diesel particulate matter (DPM), established as an air toxic contaminant by ARB in 1998. DPM was identified as a toxic because of its potential to cause cancer, premature deaths, and other health problems. Health hazards associated with DPM are especially hazardous for children because their lungs are still developing, and the elderly who may have other serious health problems. There is one sensitive land use located within one-quarter mile of the proposed warehouse, a single-family home approximately 0.22 miles south of the project.

Cancer risk and non-cancer health risks from construction activities were analyzed using the EPA SCREEN3 model and guidance provided by SCAQMD. SCREEN3 is a single source Gaussian plume model that provides maximum ground-level concentrations for point, area, flare, and volume sources. The emissions factors for idling trucks and on-site truck movement were modeled using EMFAC2011. EMFAC2011 was developed by ARB to calculate emissions inventories for mobile vehicles operating in California based on raw vehicle data.

Idling and running emissions (10 miles per hour) were for afternoon peak hour truck traffic consisting of seven light-heavy duty trucks (LHD1), six medium-heavy duty trucks (T6), and four heavy-heavy duty trucks (T7). With a building size of 289,327

square meters (m²), the maximum idling and running emissions factor from the proposed building is 1.32908E-09 grams per second per square meter (g/sec/m²). Truck movement was estimated at 0.25 miles per truck reflecting the length of the longest proposed drive aisle. These emissions factors were input into SCREEN3 to estimate DPM concentrations in a 1,000-meter grid around the project site at 100-meter transects. SCREEN3 indicates that the *worst-case* maximum concentration will occur 251 meters (824 feet) from the southwest of the project site at 0.3518E-01 µg/m³. The discrete and maximum grid receptor concentrations around the proposed warehouse are summarized in Table 5 (Maximum Diesel Particulate Concentrations).

Table 5
Maximum Diesel Particulate Concentrations (µg/m³)

Distance (m)	Concentration	Direction (deg)
1	0.2417E-01	16
100	0.2983E-01	10
200	0.3321E-01	5
300	0.3243E-01	22
400	0.2206E-01	17
500	0.1704E-01	9
600	0.1400E-01	0
700	0.1178E-01	0
800	0.1006E-01	0
900	0.8704E-02	0
1000	0.7617E-02	0

The incremental increase of cancer risk in the project vicinity ranges from 6.42 persons in one million at the nearby residence (approximately 353 meters from the project site) to 6.96 persons in one million at maximum concentration. These incremental increases are less than the threshold of 10 in one million (1.000E-05) established by SCAQMD. The non-cancer hazard index ranges from 0.005 to 0.006. These hazard index values are less than the threshold of 1.0 established by SCAQMD. The results of the cancer and non-cancer risk assessments are summarized in Table 6 (Cancer and Non-Cancer Risk).

Table 6
Cancer and Non-Cancer Risk

Distance	Cancer Risk	Non-Cancer Risk
251	6.966E-06	0.007
Threshold	10.000E-06	1.000
Substantial?	No	No

A carbon monoxide (CO) hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO hotspots have the potential to violate state and federal CO standards at intersections, even if the broader Basin is in attainment for federal and state levels. In general, SCAQMD and the California Department of Transportation *Project-Level Carbon Monoxide Protocol* (CO Protocol) recommend analysis of CO hotspots when a project

increases traffic volumes at an intersection by more than two percent that is operating at LOS D or worse.^{1 2} According to Section 3.1.3 of the Protocol, the project is not regionally significant and therefore is only required to examine local impacts. Regionally significant projects are defined in 40 CFR Section 93.101 and through extension in 40 CFR Section 93.105(c)(1)(ii), as follows:

Regionally significant project means a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

Localized impacts are analyzed in Protocol Section 4. The local analysis procedures in Section 4.7.1 indicate that the project has the potential to worsen air quality (as defined for Protocol purposes only) because it will result in an increase in the number of vehicles operating in *cold start* mode by more than two percent. *Cold Start* mode refers to a vehicle started after an hour or more being turned off. The project will also increase average daily trip (ADT) by more than two percent on local roadways and will likely result in some decrease in average speeds due to the increased traffic at the project site ingresses and egresses. The local analysis procedures then direct to Protocol Sections 4.7.3 and 4.7.4. These sections indicate that if the project involves signalized intersections performing at Level of Service (LOS) E or worse than the project will be subject to a screening analysis. The proposed project will not involve signalized intersections operating at LOS E or worse as identified in the project traffic study (with improvements). The final section (4.7.5) looks at special conditions that could result in potential hotspot formations even if poorly performing intersections are not involved. Because the project includes a high percentage of vehicles operating in cold start mode coupled with high traffic volumes, a screening analysis is performed to determine if a detailed analysis will be required. Section 4.4 references Appendix A of the Protocol for screening purposes; however, because of the age of the assumptions used in the screening procedures, they are no longer acceptable. The Sacramento Metropolitan Air Quality Management District (SAQMD) developed a screening threshold that states that any project involving an intersection experiencing 31,600 vehicles per hour or more will require detailed analysis.³ The project will not involve an intersection experiencing this level of traffic; therefore, the project passes the screening analysis and impacts are deemed acceptable. Based on the local analysis procedures, the project is satisfactory pursuant to the Protocol and will not result in a CO hotspot.

- III e) **No Impact.** According to the CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals,

paper, etc.). The proposed warehouses are not considered sensitive receptors and will not be substantially affected by potential odors from any surrounding operations that may potentially produce odors. The proposed warehouses, in turn, do not produce odors that would affect a substantial number of people.

Therefore, significant adverse impacts are identified without mitigation; Mitigation Measure III-1 will reduce the project's air quality impacts to less than significant on both a regional and localized level.

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

SUBSTANTIATION :

- IV a) **No Impact.** Little vegetation exists on the site to provide habitat for 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. The project site is highly disturbed with light non-native vegetation and construction debris.
- IV b) **No Impact.** The project site is currently vacant and no riparian habitat or other sensitive natural community is present. The project is not anticipated to impact any such habitats.

IV c) **No Impact.** Section 404 of the Clean Water Act defines wetlands as “those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas.” [Ref. EPA Regulations listed at 40 CFR 230.3(t)].

The California Department of Fish and Wildlife found the U.S. Fish and Wildlife Service (Section 404 definition above) wetland definition and classification system to be the most biologically valid. The Department of Fish and Wildlife staff uses this definition as a guide in identifying wetlands. Based on a field survey, the site does not contain any features that meet the definition of “wetlands.”

IV d) **No Impact.** Wildlife corridors link together areas of suitable habitat that are otherwise separated by rugged terrain, changes in vegetation, or human development. Corridors effectively act as links between different populations of a species. Interference with the movement of native resident migratory fish or wildlife species occurs through the fragmentation of open space areas caused by urbanization

Wildlife nursery sites are areas that provide valuable spawning and nursery habitat for fish and wildlife. Wildlife nursery sites occur in a variety of settings, such as trees, wetlands, rivers, lakes, forests, woodlands and grasslands to name a few. The use of a nursery site would be impeded if the use of the nursery site was interfered with directly or indirectly by a Project’s development or activities.

As noted in the responses to Questions IV a-c above, the site does not have habitat or features that would support a wildlife corridor or a wildlife nursery site. In addition, the project site is surrounded by development to the north, vacant to the west and citrus orchards to the south and east, preventing the use of the project site and surrounding area as a wildlife corridor.

IV e) **No Impact.** As noted in the responses to Questions IV a-d above, the site does not support sensitive biological resources or trees and therefore will not be in conflict with local policies or ordinances protecting biological resources, including a tree protection ordinance.

IV f) **No Impact** This project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, because no such plan has been adopted in the area of the project site. The County of San Bernardino has not adopted a Habitat Conservation Plan for the region. Likewise, there is no local, regional or state habitat conservation plan that governs the project site or vicinity.

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

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

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

- V a) **Less Than Significant Impact.** The project will not cause a substantial adverse change in the significance of a historical resource, because no historic resources currently exist on the site. Further, should historical resources of significance be found during grading or excavation activities, the project is subject to the County's standard condition of approval regarding historical resources that requires the developer to contact the County Museum for determination of appropriate mitigation measures, such as isolation of the resource site, recovery of the item, and appropriate curation and documentation.
- V b) **Less Than Significant Impact.** The project site is covered with ruderal vegetation and debris, and is routinely disturbed by weed abatement discs. Minimal grading is proposed that would disturb the underlying soil that has potential for containing archaeological resources. In addition to the site's current condition, the site and surrounding area have in recent history (30 years and prior) been utilized for agricultural purposes that will have previously disturbed the ground. This project will not cause a substantial adverse change in the significance of an archaeological resource, because no resources have been identified on the site. Further, should archaeological resources of significance be found during grading or excavation activities, the project is subject to the County's standard condition of approval regarding historical resources that requires the developer to contact the County Museum for determination of appropriate mitigation measures, such as isolation of the resource site, recovery of the item, and appropriate curation and documentation.
- V c) **Less Than Significant Impact.** This project will not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature because the site and surrounding area surface is characterized as alluvial fan deposits of the Pliocene to Holocene era. Sediments from this more recent era of geologic activity do not typically contain fossil or other paleontological resources. While later aged sediments may exist beneath the surface deposits on the site, the minimal amount of grading proposed for the

project is not anticipated to disturb any potential paleontological resources that may exist beneath the surface. To further reduce the potential for impacts, the project will be subject to the County's standard condition which requires the developer to contact the County Museum for determination of appropriate mitigation measures if any finds are made during project construction.

- V d) **Less than Significant Impact.** No formal cemeteries are located on the project site. Disturbance of subsurface soils has the potential to uncover buried remains. If buried remains are discovered, the project proponent is required to comply with Section 5097.98 of the California Public Resources Code and Section 7050.5-7055 of the California Health and Safety Code, requiring halting of construction activities until a County coroner can evaluate the find and notify a Native American Representative if the remains are of Native American origin. With compliance with these regulations, impacts would be less than significant.

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

VI. GEOLOGY AND SOILS - Would the project:

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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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?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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ii. Strong seismic ground shaking?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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iii. Seismic-related ground failure, including liquefaction?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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iv. Landslides?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Result in substantial soil erosion or the loss of topsoil?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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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"/>
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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"/>
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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"/>
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SUBSTANTIATION (Check if project is located in the Geologic Hazards Overlay District):

ai) **No Impact.** The project site is not located on a known fault as delineated by the *County of San Bernardino Geologic Hazards Map* (Map FH31C).

a ii) **Less Than Significant Impact.** The project will not expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. The nearest fault zones are the San Andreas fault zone located northeast (San Jacinto fault) of the project site. An earthquake produced from this or other nearby faults could result in strong ground shaking; however, the project will be reviewed and approved by County Building and Safety with appropriate seismic standards implemented. Adherence to standards and requirements contained in the building code for the design of the proposed structures will ensure that any impacts are less than significant by ensuring that structures do not collapse during strong ground shaking.

a iii) **Less Than Significant Impact.** The project site is not located within a suspected or generalized liquefaction susceptibility zone according to the *County of San Bernardino Geologic Hazards Map* (Map FH31C). Standard building code requirements would provide for less than significant impacts.

a iv) **No Impact.** According to the *County of San Bernardino Geologic Hazards Overlay Map* (Map FH31C), the Project is not located in an area susceptible to landslides. In addition, the project site is relatively flat and no new significant slopes will be created that would contribute to a landslide.

VI 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 after it is developed. To control soil erosion during construction the Project proponent is required to comply with the National Pollutant Discharge Elimination System permit applicable to the Project area and prepare a Storm Water Pollution Prevention Plan. In addition, a Water Quality Management Plan is required which addresses post-construction soil erosion. Preparation and implementation of these plans is a mandatory requirement.

VI c) **Less Than Significant Impact.** Lateral spreading is a term referring to landslides that commonly form on gentle slopes and that have rapid fluid-like flow movement, like water. As noted in the response to Question VI (aiv) above, the site is not susceptible to landslides thus the impacts from lateral spreading are considered less than significant.

According to the *County of San Bernardino Geologic Hazards Overlay Map* (Map FH31C), the project is not located in an area that is susceptible to liquefaction or subsidence.

Adherence to standards and requirements contained in the Building Code for the design of the proposed structure will ensure that any impacts are less than significant. Compliance with the Building Code is a mandatory requirement.

VI d) **Less Than Significant Impact.** Expansive soils are not anticipated to occur on site in substantial amounts. Prior to grading, a soils report is required to ensure minimal impacts from expansive soils. These standard measures would reduce impacts from expansive soils to a less than significant level as concluded by the report.

VI e) **No Impact.** The project site will be served by a fully functional sewer system. The project will connect to this system and will not require use of septic tanks. No impact will occur.

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

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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.

Potentially Significant Impact Less than Significant with Mitigation Incorp. Less than Significant No Impact

b) Conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases.

SUBSTANTIATION *The following summaries are based in part on the project Climate Change Assessment prepared by MIG|Hogle-Ireland in April 2013. Please reference this document for further details. (Appendix A).*

- VII a) **Less Than Significant with Mitigation Incorporated.** The project will result in short-term greenhouse gas emissions from construction and installation activities associated with construction of the proposed warehouse. Greenhouse gas emissions will be released by equipment used for grading, paving, and building construction activities. GHG emissions will also result from worker and vendor trips to and from the project site. Table 7 (Construction Greenhouse Gas Emissions) summarizes the estimated yearly emissions from construction activities. Carbon dioxide emissions from construction equipment and worker/vendor trips were estimated utilizing the California Emissions Estimator Model (CalEEMod) version 2011.1.1. Construction activities are short-term and cease to emit greenhouse gases upon completion, unlike operational emissions that are continuous year after year until operation of the use ceases. Because of this difference, SCAQMD recommends in its draft threshold to amortize construction emissions over a 30-year operational lifetime. This normalizes construction emissions so that they can be grouped with operational emissions in order to generate a precise project GHG inventory. Amortized construction emissions are included in Table 7.

**Table 7
 Construction Greenhouse Gas Emissions**

Construction Year	GHG Emissions (MT/YR)			
	CO2	CH4	N2O	TOTAL*
2014	528.77	0.02	0.00	529.19
2015	222.20	0.01	0.00	222.44
SUB-TOTAL	750.97	0.03	0.00	751.63
AMORTIZED TOTAL [^]	25.03	0.001	0.00	25.05

* MTCO2E

Note: Slight variations may occur due to rounding and variations in modeling software

[^] Amortized over 30-years

Warehousing and distribution activities will result in continuous greenhouse gas emissions from mobile, area, and operational sources. Mobile sources including vehicle trips to and

from the project site will result primarily in emissions of CO₂ with minor emissions of CH₄ and N₂O. The most significant GHG emission from natural gas usage will be methane. Electricity usage by the warehouse and indirect usage of electricity for water and wastewater conveyance will result primarily in emissions of carbon dioxide. Disposal of solid waste will result in emissions of methane from the decomposition of waste at landfills coupled with CO₂ emission from the handling and transport of solid waste. These sources combine to define the long-term greenhouse gas inventory for the build-out of the proposed project.

To determine this inventory, CalEEMod was used. The methodology utilized for each emissions source is based on the CAPCOA *Quantifying Greenhouse Gas Mitigation Measures* handbook. A summary of the project's long-term greenhouse gas emissions inventory is included in Table 8 (Long-Term Greenhouse Gas Emissions). The emissions inventory is presented as metric tons of carbon dioxide equivalent (MTCO₂E) meaning that all emissions have been weighted based on their Global Warming Potential (GWP) (a metric ton is equal to 1.102 US short tons). Mobile sources are based on annual vehicle miles traveled (VMT) based on daily trip generation identified in the project traffic study. Natural gas usage and electricity usage are based on default demand figures utilized in CalEEMod.

Table 8
Long-Term Greenhouse Gas Emissions

Source	GHG Emissions (MT/YR)			
	CO ₂	CH ₄	N ₂ O	TOTAL*
Energy	287.19	0.01	0.00	288.99
Mobile	2,618.04	0.04	0.00	2,618.98
Solid Waste	634.30	37.49	0.00	1,421.50
Water/Wastewater	5,404.02	11.36	1.17	6,005.09
<i>TOTAL</i>	<i>8,943.55</i>	<i>48.90</i>	<i>1.17</i>	<i>10,334.56</i>
* MTCO ₂ E/YR				
Note: Slight variations may occur due to rounding				

According to the *County of San Bernardino Greenhouse Gas Emissions Plan*, because the project exceeds 3,000 MTCO₂E/YR for operational emissions as shown in Table 8, the project must either reach 100 points on the County's mitigation checklist or quantify a 31 percent reduction in greenhouse gas emissions. This 31 percent reduction is calculated from *business-as-usual* conditions, meaning greenhouse gas emissions are calculated for the project as if measures required by AB32 were not in effect.

Greenhouse gas emission reductions are primarily based on statewide requirements and are consistent with the County's Greenhouse Gas Emissions Development Review Process. Each reduction is summarized below. Table 9 (Reduced Greenhouse Gas Emissions Inventory) summarizes the reductions applied to the project. Reductions equating to 34.99 percent have been identified; therefore, the project will not result in any substantial impacts related to greenhouse gas emissions. It should be noted that Table 9 does not account for other regulatory requirements such as commercial lighting requirements, heavy-duty vehicle efficiencies, and other State and local measures identified in the County's Development Review Process or the Scoping Plan that will further

reduce GHG emissions. Impacts will be less than significant with mitigation incorporated.

Table 9
Reduced Greenhouse Gas Emissions Inventory

Source	GHG Emissions (MTCO ₂ E/YR)*			
	Unmitigated	Reductions		Mitigated
Construction [^]	25.05	--		25.05
Energy Demand	288.99	E-3	-17.90	271.09
Mobile Emissions	2,618.98	T-1 & T-2	-157.55	2,093.90
		Idling Restrictions	-367.53	
Solid Waste Disposal	1,421.50	Recycling	-1,066.12	355.38
Water/Wastewater	6,005.09	Low-Flow Fixtures	-1,036.19	4,144.78
		E-3	-824.12	
Sequestration	0.00	-155.61		-155.61
TOTAL[#]	10,359.61	-3,625.02		6,734.59
Reduction (%)				34.99
* MTCO ₂ E/YR: metric tons of carbon dioxide equivalent per year				
[^] Construction impacts amortized over 30-years				
[#] Minor discrepancies may occur due to rounding				

Pavley and Low Carbon Fuel Standard Requirements

Scoping Plan Measures T-1 and T-2 (see Table 6 of the air quality report) identify emissions standards designed to reduce greenhouse gas emissions in fuels dispensed in California. Emissions reductions from these measures were calculated using EMFAC2011 and resulted in a reduction of 157.55 MTCO₂E/YR, 1.52 percent of the project greenhouse gas emissions inventory.

Idling Restrictions

As discussed in Section 4.4 of the project air quality and climate change report, California has implemented a five minute maximum idling restriction on Class 3 or greater trucks. This results in an approximate 92 percent (5 minutes from 60 minutes) decrease in idling emissions from these vehicles. Applying this regulatory requirement to the project CO₂ idling emissions factor reduced emissions by 367.53 MTCO₂E/YR, 3.55 percent of the project greenhouse gas emissions inventory. This requirement has been incorporated as Mitigation Measure VII-1.

Low-Flow Fixtures

Pursuant to California Green Building Standards Code (CALGREEN) requirements, as discussed in Section 4.11 of the project air quality and climate change report, indoor water demand must be reduced by a minimum of 20 percent. This requirement was applied to the project using default reduction factors provided in CalEEMod. Use of low-flow fixtures will reduce greenhouse gas emissions from indoor water demand by 1,036.19 MTCO₂E/YR, 10.00 percent of the project greenhouse gas emissions inventory. This requirement has been incorporated as Mitigation Measure VII-2.

Renewable Portfolio Standard

Scoping Plan Measure E-3 (see Table 6 of the project air quality and climate change report) will increase electricity production from eligible renewable power sources to 33 percent by 2020. By 2020, this requirement will reduce emissions from electricity used for

water supply and conveyance in California by approximately 15.2 percent of emissions from electricity generation (in-State and imports) and operational electricity requirements by seven percent. This will reduce greenhouse gas emissions from water conveyance by 824.12 MTCO₂E/YR and non-renewable electricity demand by 17.9 MTCO₂E/YR, 8.13 percent of the project greenhouse gas emissions inventory.

Recycling Program

A 75 percent diversion rate was applied to the project solid waste disposal rate consistent with the County diversion goals as identified as Reduction Measure R2W6 in the Greenhouse Gas Emissions Reduction Plan and Development Review Process manual. This will reduce greenhouse gas emissions from solid waste disposal by 1,066.12 MTCO₂E/YR, 10.29 of the project greenhouse gas emissions inventory.

Carbon Sequestration

Carbon sequestration is the process of storing or removing CO₂ from the atmosphere. Forests, vegetation, wetlands, and other ecosystems act as CO₂ *scrubbers* by absorbing CO₂ as they grow.⁴ CalEEMod calculates sequestration in project landscaping utilizing the methodology in the CAPCOA mitigation handbook. Currently, there are no hardwood trees on the project site with the remainder of the site covered in grasses (ruderal). The project includes planting of 212 new trees including Italian Cypress, Lombardy Poplar, Crape Myrtle, Camphor Tree, California Pepper, Chinese Flame Tree, Afghan Pine, London Plane Tree, California Sycamore, African Sumac, Brisbane Box, and Mexican Fan Palm. A net increase in 212 trees will accumulate approximately 155.61 MTCO₂E/YR, 1.50 of the project greenhouse gas emissions inventory.

- VII b) **Less Than Significant Impact.** In August 2007, the San Bernardino County Board of Supervisors launched four environmental initiatives known as Green County San Bernardino. These initiatives include use of green building practices in all new/redeveloped County buildings, a voluntary green building program for developers, waiver of County building fees for incorporation of green building techniques, and establishment of the Green County San Bernardino website. These initiatives are critically tied with the County's current efforts to reduce greenhouse gas emissions through a GHG reduction plan and General Plan amendment. The County's Green County website provides information related to transportation, construction, recycling, and landscaping for the community to learn how to reduce individual and development-related carbon footprints.

In September 2011, the County of San Bernardino adopted the "Greenhouse Gas Emissions Reduction Plan". The purpose of the GHG Plan is to reduce the County's internal and external GHG emissions by 15 percent below current (2011) levels by year 2020 in consistency with State climate change goals pursuant to AB32. The specific objectives of the GHG Plan are as follows:

- Reduce emissions from activities over which the County has jurisdictional and operational control consistent with the target reductions of Assembly Bill (AB) 32 Scoping Plan;
- Provide estimated GHG reductions associated with the County's existing

sustainability efforts and integrate the County's sustainability efforts into the discrete actions of this Plan;

- Provide a list of discrete actions that will reduce GHG emissions; and Approve a GHG Plan that satisfies the requirements of Section 15183.5 of the California Environmental Quality Act (CEQA) Guidelines, so that compliance with the GHG Plan can be used in appropriate situations to determine the significance of a project's effects relating to GHG emissions, thus providing streamlined CEQA analysis of future projects that are consistent with the approved GHG Plan.

The GHG Plan identifies goals and strategies to obtain the 2020 reduction target. Reduction measures are classified into broad classes based on the source of the reduction measure. Class 1 (R1) reduction measures are those adopted at the state or regional level and require no additional action on behalf of the County other than required implementation. Class 2 (R2) reflect quantified measures that have or will be implemented by the County as a result of the GHG Plan. Class 3 (R3) measures are qualified measures that have or will be implemented by the County as a result of the GHG Plan.

Section 5.6 of the GHG Plan identifies the procedures for reviewing development projects for consistency with the GHG Plan. The GHG Plan has been designed in accordance with Section 15183.5 of the State CEQA Guidelines which provides for streamline review of climate change issues related to development projects when found consistent with an applicable greenhouse gas emissions reduction plan. The GHG Plan includes a two-tiered development review procedure to determine if a project could result in a significant impact related to greenhouse gas emissions or otherwise comply with the Plan pursuant to Section 15183.5 of the state CEQA Guidelines. The initial screening procedure is to determine if a project will emit 3,000 metric tons of carbon dioxide equivalent (MTCO₂E) per year or more. Projects that do not exceed this threshold require no further climate change analysis. Projects exceeding this threshold must meet a minimum 31 percent emissions reduction in order to garner a less than significant determination. This can be met by either (1) achieving 100 points from a menu of mitigation options provided in the GHG Plan or (2) quantifying proposed reduction measures. Projects failing to meet the 31 percent reduction threshold would have a potentially significant impact related to climate change and greenhouse gas emissions.

As analyzed and discussed in VII a), the project will exceed the 3,000 MTC₂O₂E/YR screening threshold identified in the GHG Plan but a 31 percent reduction in business-as-usual GHG emissions has been demonstrated; therefore, the project is consistent with the GHG Plan pursuant to Section 15183.5 of the State CEQA Guidelines.

Therefore, with incorporation of Mitigation Measures VII-1 through VII-2, impacts will be less than significant.

Mitigation Measure VII-1. *Idling Restrictions.* Tenants of the proposed project shall comply with State idling requirements.

Mitigation Measure VII-2. *CALGREEN Requirements.* Prior to issuance of building permits, the County Building and Safety Division shall verify that construction drawings reflect all applicable

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CALGREEN requirements of the California Building Code in the design of each proposed building, including use of low-flow fixtures.

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VIII. HAZARDS AND HAZARDOUS MATERIALS -	Potentially Significant Impact	Less than Significant with Mitigation Incorpor.	Less than Significant	No Impact
Would the project:				
a) Create a significant hazard to the public or the Environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, 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

- VIII a) **Less Than Significant Impact.** The project will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials because 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.
- VIII 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 activity that might use hazardous materials is subject to permit and inspection by the Hazardous Materials Division of the County Fire Department.
- VIII c) **No Impact.** The project is not located within ¼ mile of an existing or proposed school and the project, as proposed, will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. The closest school, Packinghouse Christian Academy is 0.52 miles south of the project site.
- VIII d) **No Impact.** The project site is not included on the list of hazardous materials sites compiled in accordance with Government Code No. 65962.5.
- VIII e) **Less than Significant with Mitigation Incorporated.** The project site is approximately 0.94 miles southeast of the 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 landing or takeoff zones of the airport runways. An Airport Comprehensive Land Use Plan (ACLUP) has not been adopted for the SBIA, but is in preparation. The proposed structure height of 36 feet does not conflict with any height restrictions required for safe airport operations established in Federal Aviation Regulations (FAR) Part 77.17 (i.e. A height that is 200 feet above ground level, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport).

The following mitigation measures are proposed to ensure compatibility with operations of SBIA:

Mitigation Measure VIII-1. AR3 Operational Requirements. 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. (to be confirmed prior to issuance of building permits)

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)

Mitigation Measure VIII-2. AR3 Design Requirements. 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 San Bernardino International Airport for review and approval. Also, notice shall be provided to any renters, lessees or buyers of the subject property that the site is subject to this Avigation and Noise Easement and that there will be aircraft over-flight with potential noise problems associated with aircraft operations. This information shall be incorporated into the CC & R's, if any, and in all lease and rental agreements. [Mitigation Measure VIII-2] Prior to Building Permit/Planning

- VIII f) **No Impact.** The project site is not within the vicinity or approach/departure flight path of a private airstrip.
- VIII 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. The project proponent will be constructing Palmetto Avenue from just past the intersection of Alabama Street and Palmetto Avenue to east of the project boundary. The interior drive lanes will be the minimum width of 26 feet as required by the Uniform Fire Code. The project will not result in any substantial alteration to road design or capacity that would affect implementation of evacuation procedures nor result in any substantial increase in natural or man-made hazards that would increase the potential for evacuation. In addition, the project has adequate emergency access via River Bluff Avenue and Palmetto Avenue.
- VIII h) **No Impact.** The project will not expose people or structures to a significant risk of loss, injury or death involving wildland fires, because the site is not adjacent to dense brush or other features typically associated with wildfires.

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

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	Potentially Significant Impact	Less than Significant with Mitigation Incorpor.	Less than Significant	No Impact
IX. HYDROLOGY AND WATER QUALITY - Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level, which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<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 that would result in flooding on- or off-site?	<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 checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" 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 that 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				

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- flooding as a result of the failure of a levee or dam?
- j) Inundation by seiche, tsunami, or mudflow?

SUBSTANTIATION

- IX 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 determine 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.

- IX 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 west side of the project along Alabama Street. 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.
- IX 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 with the submittal of final grading plans.

The site will drain into a detention basin located on the west side of the project site.

- IX d) **Less Than Significant Impact.** As discussed in Section IX c) above, a vegetated detention basin will be located west of Building 13. The proposed detention basin would limit the increase of outflow from the project site. This increase in outflow is anticipated to be adequately handled by downstream facilities, thus limiting these impacts to less than significant. The project includes a typical stormwater drainage design where flows are directed towards on-site catch basins and are ultimately discharged into the proposed basin. Flows will be retained and stormwater will percolate into the groundwater basin, thus the drainage design of the project will ensure that on- or off-site impacts are minimized. Impacts will be less than significant.
- IX e) **Less Than Significant Impact.** The project will not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. The project includes a series of onsite storm drains and a detention basin that will collect, detain, and treat flows. See the previous discussion in Subsection VII c) regarding existing and proposed drainage design and the increase in flow rates. According to the WQMP prepared for the project, these basins will provide adequate treatment for the runoff anticipated by the project. All necessary drainage improvements on site will be required as conditions of the construction of the project. There will be adequate capacity in the local and regional drainage systems so that downstream properties are not negatively impacted by any increases or changes in volume, velocity or direction of stormwater flows originating from or altered by the project.
- IX f) **Less Than Significant Impact.** The project will not otherwise substantially degrade water quality, because appropriate measures relating to water quality protection, including erosion control measures have been included in the project design as described in Subsection IXa above . The project is not anticipated to result in any other water quality impacts that are not otherwise regulated by local, state, or federal regulations.
- IX 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 identified FEMA designated flood hazard areas as shown on *San Bernardino County's General Plan Hazard Overlays Map*. (Map FH31C),
- IX 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 Hazard Overlays Map*. (Map FH31C),
- IX i) **No Impact.** According to the *County of San Bernardino 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 death 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.

- IX 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. Based on the responses to Questions 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 and no mitigation measures are required.

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	Potentially Significant Impact	Less than Significant with Mitigation Incorpor.	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 type="checkbox"/>	<input checked="" 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

- X 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.
- X b) **No Impact.** The project will not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect, because the project is consistent with all applicable land use policies and regulations of the County Code and General Plan. The project is not located within any of the hazard protection, resource preservation and land use overlays as identified in the overlay maps for Biotic Resources, Open Space, Cultural Resources, Flooding, Dam Inundation, Noise, Fire, and Airport Safety Review. The project site is designated as IR (Regional Industrial) and the proposed use is consistent with that designation.
- X c) **No Impact.** The project site is not located within any habitat conservation plan or natural community conservation plan, therefore no conflict will occur. ^{5 6}

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
XI. MINERAL RESOURCES - Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION :

XI a) **Less Than Significant Impact.** According to the City of Redlands General Plan Mineral Land Classification Map and the USGS Geological Survey Map, the project is located in a Mineral Resource Zone (MRZ) 2 and is identified as an area of significant mineral resources based on geologic data.⁷ MRZ 2 is defined as an area where adequate information indicates that significant mineral deposits are present, or where there is a high likelihood of their presence exists.

Extraction of mineral resources in the project area is not supported by the San Bernardino County General Plan, which has designated the area for industrial uses. Currently there is an intensive industrial development in the EV/IR region that would make mineral extraction incompatible. Over the long-term, as existing agricultural parcels are developed into industrial uses in accordance with the General Plan, mineral extraction operations will no longer be compatible with the area as defined by the State Geologist. Based on the nominal amount of resource loss and current land use designations, impacts related to the loss of known, valuable mineral resources will be less than significant.

XI b) **No Impact.** The County of San Bernardino General Plan does not identify any locally important mineral resources. No impact will occur.⁸

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

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	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, 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 :

- XII a) **Less Than Significant Impact.** Noise can be defined as unwanted sound. Sound (and therefore noise) consists of energy waves that people receive and interpret. Sound pressure levels are described in logarithmic units of ratios of sound pressures to a reference pressure, squared. These units are called *bels*. In order to provide a finer description of sound, a *bel* is subdivided into ten *decibels*, abbreviated dB. To account for the range of sound that human hearing perceives, a modified scale is utilized known as the A-weighted decibel (dBA). Since decibels are logarithmic units, sound pressure levels cannot be added or subtracted by ordinary arithmetic means. For example, if one automobile produces a sound pressure level of 70 dBA when it passes an observer, two cars passing simultaneously would not produce 140 dBA. In fact, they would combine to produce 73 dBA. This same principle can be applied to other traffic quantities as well. In other words, doubling the traffic volume on a street or the speed of the traffic will increase the traffic noise level by 3 dBA. Conversely, halving the traffic volume or speed will reduce the traffic noise level by 3 dBA. A 3 dBA change in sound is the beginning at which

humans generally notice a *barely perceptible* change in sound and a 5 dBA change is generally *readily perceptible*.⁹

Noise consists of pitch, loudness, and duration; therefore, a variety of methods for measuring noise has been developed. According to the California General Plan Guidelines for Noise Elements, the following are common metrics for measuring noise:¹⁰

L_{EQ} (Equivalent Energy Noise Level): The sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over given sample periods. L_{EQ} is typically computed over 1-, 8-, and 24-hour sample periods.

CNEL (Community Noise Equivalent Level): The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7:00pm to 10:00pm and after addition of ten decibels to sound levels in the night from 10:00pm to 7:00am.

L_{DN} (Day-Night Average Level): The average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of ten decibels to sound levels in the night after 10:00pm and before 7:00am.

CNEL and L_{DN} are utilized for describing ambient noise levels because they account for all noise sources over an extended period of time and account for the heightened sensitivity of people to noise during the night. L_{EQ} is better utilized for describing specific and consistent sources because of the shorter reference period. The project will not expose persons to or generate noise levels in excess of standards published in the local general plan or noise ordinance. The proposed warehouse is not a sensitive receptor to noise and is not subject to County noise standards for exposure to mobile noise sources. The project is subject to the San Bernardino County Development Code Noise 70 decibel standard¹¹, A-weighted (dBA) noise standard for noise generated by stationary sources. Project operational activities will take place within the proposed warehouse and docking area, keeping any associated noise near the center of the project area. Loading and unloading activities do not generate excessive noise like some industrial activities. The project has been conditioned to comply with the noise standards of the County Development Code. Impacts will be less than significant.

- XII b) **Less Than Significant Impact.** Ground-borne vibration is an oscillatory motion that is often described by the average amplitude of its velocity in inches per second or more specifically, peak particle velocity. Ground-borne vibration is much less common than airborne noise; the ambient peak particle velocity of a residential area is commonly 0.0003 inches per second or less, well below the threshold of human perception of 0.0059 inches per second. Nonetheless, human reactions to vibration are highly subjective, and even levels below the threshold can cause minor annoyances like rattling of dishes, doors, or fixtures.

Passing haul trucks may generate ground-borne vibration noise that may be perceptible at adjacent sensitive receptors. Based on Caltrans data, haul trucks would not be anticipated to exceed a 0.10 in/sec peak particle velocity (ppv) at 10 feet. Predicted vibration levels at the nearest offsite structures, which are located 35 feet or more from the traveled roadway

segments, would not be anticipated to exceed even the most conservative damage threshold of 0.2 inch/second ppv.

Hauling and vibration intensive construction activities should be limited to daytime hours whenever feasible to minimize any ground vibration noise impacts related to construction at adjacent sensitive receptors.

The project will not expose persons to or generate 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 project.

- XII c) **Less Than Significant Impact with Mitigation.** Existing and Existing Plus Project noise levels were modeled for each roadway segment included in the traffic study in order to calculate project generated increases in ambient noise levels, as well as noise levels overall with operation of the project. The noise level was found at the nearest sensitive receptor for each roadway segment.

The existing traffic noise model resulted in noise levels of 46.0-67.0 dBA CNEL at nearby sensitive receptors near roadways. The ambient noise levels at several sensitive receptors in the project vicinity are already above standards set by both the County of San Bernardino and the City of Redlands. The results of the Existing traffic noise model are shown in Table 10 (FHWA-RD-77-108 Traffic Noise Model Results).

Table 10
FHWA-RD-77-108 Traffic Noise Model Results

Roadway	Segment	Distance from roadway centerline to receiver (ft)	Modeled Noise Levels (dBA CNEL)		
			Existing	Existing Plus Project	Increase
Alabama Street	South of San Bernardino Avenue	95	67.0	67.3	+0.2
Palmetto Avenue	West of Alabama Street	700	46.0	48.2	+2.2
Pioneer Avenue	East of Alabama Street	40	60.7	60.7	0.0
San Bernardino Avenue	West of Alabama Street	60	66.8	66.9	+0.1
	East of Alabama Street	90	65.8	66.2	+0.4

The Existing Plus Project traffic noise model resulted in noise levels of 48.2-67.3 dBA CNEL at nearby sensitive receptors.

It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA; that a change of 5 dBA is readily perceptible, and that an increase or decrease of 10 dBA sounds twice or half as loud. For example, doubling the traffic on a highway would result in an increase of 3 dB. Conversely, reducing traffic by one half would reduce the noise level by 3 dB. For purposes of this study, roadway noise impacts would be considered significant if the project increases noise levels for a noise sensitive land use by 3 dB CNEL and if: (1) the existing noise levels already exceed the 65 dBA CNEL residential standard, or (2) the project increases noise levels from below the 65 dBA CNEL standard to above 65 dBA CNEL.

Noise levels along project area roadways are projected to increase from 0.0 to 2.2 dBA with the completion and operation of the proposed project. No road segment will experience an increase of more than 3 dBA. Therefore, project traffic would not result in a substantial increase in ambient noise levels.

The project will also include a substantial area for employee and visitor parking. Typical noises that may be generated by the proposed parking lot include landscaping maintenance, conversations and/or yelling in parking lots, vehicle doors closing, and car alarms. Activities that typically occur in parking lots can generate noise levels between 49 dBA (tire squeals) and 74 dBA (car alarms) at 50 feet. Because this is a private, almost entirely employee parking lot, these types of noises are not expected to occur as often as they would in a retail parking lot.

There are two sensitive receptors within one half mile of the proposed project. One is a single-family detached residential dwelling unit located along Pioneer Avenue south of the project site, and the other is a high school on the other (east) side of the I-210 Freeway. Project operational noise levels are expected to reach 33.7 dBA L_{eq} / 47.2 dBA L_{max} at the single-family detached residential dwelling unit location, and 29.5 dBA L_{eq} / 40.7 dBA L_{max} at the high school.

The daytime, evening, and nighttime average noise level (L_{eq}) contour maps are shown on Exhibits 4.12-1 through 4.12-3 of the project noise study. The maximum noise level contour map is shown on Exhibit 4.12-4 of the project noise study. Exhibit 4.12-5 of the project noise study and shows the operational noise level at specific sensitive receptors.

Operation of the proposed project will not violate any County or City standards. Implementation of Mitigation Measure XVII-1 will further reduce the affect on the community and reduce the impact to less than significant.

- XII d) **Less Than Significant Impact with Mitigation.** Construction noise varies depending on the construction process, type of equipment involved, location of the construction site with respect to sensitive receptors, the schedule proposed to carry out each task e.g., hours and days of the week) and the duration of the construction work.

The initial phase of construction would involve mass grading of the site, along with site development activities, including construction of internal roadways and parking which involves fine grading, trenching, and paving activities. Following site preparation activities, the project would include construction of the building. Construction of the building would require the following phases: site development (fine grading, trenching, and paving), building construction, architectural coatings application, and paving associated with buildings. Mass site grading is expected to produce the highest construction noise levels. Grading of the site usually requires graders, dozers, excavators, and scrapers.

Noise levels associated with a worst-case construction scenario were calculated at nearby sensitive receptors utilizing the Road Construction Noise Model (RCNM) provided by the FHWA. Unmitigated noise levels could reach 54.4 dBA L_{eq} at the single-family detached

residential dwelling unit and 50.1 dBA L_{eq} at the high school. These noise levels are similar to the existing ambient noise levels at these locations, and will likely be indistinguishable.

Project construction is not exempt from County of San Bernardino's Noise Standards for Stationary Noise Sources between the hours of 7:00 PM and 7:00 AM, on Sundays, or on Federal holidays. However, modeled construction noise levels do not exceed either the 30-minute (L_{30}) or maximum (L_{max}) County standard at the closest sensitive receptor, and are not likely to violate County standards for any period of time. Project construction will not result in a substantial increase in ambient noise levels.

Section 8.06.090(F) of the City of Redlands Municipal Ordinance requires that all mobile or stationary internal combustion engine powered equipment or machinery shall be equipped with exhaust and air intake silencers in proper working order, or suitable to meet the City of Redlands noise standards. Implementation of Mitigation Measures 12-2 and 12-3 will reduce the impact to less than significant levels.

- XII e) **Less Than Significant Impact.** The project is located approximately 0.94 miles southeast of the San Bernardino International Airport (formerly Norton Air Force Base). The project is located outside of the 65 dBA CNEL noise contours of the former Norton Air Force Base in the East Valley Regional Industrial area.¹² According to the East Valley Area Specific Plan, the surrounding land uses will transition to light industrial and the project will be in coherence with those uses.
- XII f) **No Impact.** The project is located southwest of a public airport and is not located within two miles of a private airstrip and therefore will not expose persons to excessive noise levels from aircraft operations from private airstrips.

Therefore, significant adverse impacts are identified without mitigation; Mitigation Measure XII-1 and XII-2 will reduce the project's noise impacts to less than significant.

Mitigation Measure XII-1. All operational equipment, fixed or mobile, shall be fitted with properly operating and maintained mufflers, consistent with manufacturers' standards. All available noise suppression devices and techniques should be utilized whenever possible to reduce exterior operational equipment noise to acceptable levels that are compatible with adjacent land uses. All stationary noise generating equipment shall be placed so that emitted noise is directed away from the noise sensitive receptors nearest the project site.

Mitigation Measure XII-2. During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. 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.

Mitigation Measure XII-3. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings, especially outside of the hours in which construction is exempt from the County of San Bernardino's noise ordinance.

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	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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

- XIII a) **Less Than Significant Impact.** The project site will be an industrial distribution warehouse facility and will require the extension of Palmetto Avenue which is classified as an arterial highway in the region. The project site is zoned regional industrial and will not include residential. Therefore, it will not directly or substantially increase population in the area. In addition, the project will not substantially increase the local population needing a particular type of infrastructure, directly or indirectly.

The project will generate new jobs and employment opportunities. This may generate a need for housing for new employees; however, considering the high unemployment rate for the area, the existing housing stock should accommodate the housing needs for those employed by the jobs generated by the project.

The project proposes a new warehouse facility, however, no tenants have been proposed so the number of employees cannot be determined at this time. Typically, new warehouses generate 100 to 250 jobs including warehouse employees and drivers that will be on-site in shifts. Employees could be full-time or part-time depending on the ultimate tenant. The Inland Empire has been considered to be housing rich with employees having to travel out of the area to work. Recently, warehouse and other industrial uses have begun to be developed in the area such that local residents are now able to commute shorter distances to work. The proposed project and any employment from indirect infrastructure improvement will likely draw from the local employment base for most of its workers. Therefore, the potential for substantial population growth in the area is less than significant.

- XIII b) **No Impact.** The proposed use will not displace substantial numbers of existing housing units, necessitating the construction of replacement housing, because the project site is vacant.
- XIII c) **No Impact.** The proposed use will not displace substantial numbers of people necessitating the construction of replacement housing elsewhere, because the project site is currently vacant.

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

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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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 type="checkbox"/>	<input checked="" type="checkbox"/>
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION

XIV a) **Less Than Significant Impact.** The proposed project will not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services, including fire and police protection, schools, parks or other facilities. Any incremental impacts on level of service will be offset by the payment of development impact fees and/or property taxes. Impacts related to expansion of fire protection services will be less than significant.

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

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

SUBSTANTIATION

- XV a) **Less Than Significant Impact.** The proposed project will not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, because the project will not generate any new residential units and the impacts to parks generated by the employees of this project will be minimal.
- XV b) **Less Than Significant Impact.** The proposed 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. Impacts are considered less than significant.

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

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	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	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 freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION *The following summaries are based in part on the project Traffic Study prepared by Kunzman Associates dated February 5, 2013. Please reference this document for further details (Appendix F).*

- XVI a) **Less Than Significant Impact.** The project will result in the addition of approximately 900 daily vehicle trips in Passenger Car Equivalents, 60 Passenger Car Equivalents of which will occur during the morning peak hour and 66 Passenger Car Equivalents of which will occur during the evening peak hour, on roadways in the project vicinity, which is not anticipated to contribute traffic greater than the Congestion Management Plan (CMP) freeway threshold volume on Interstate 10 and Interstate 210 or CMP arterial link volume on roadway links serving CMP intersections in the City of Redlands. The traffic study prepared by Kunzman Associates, dated February 5, 2013, included traffic projections based on anticipated opening year (2014) conditions and "horizon year" (2035) conditions. For the Opening Year (2014) With Project traffic conditions, all study area intersections are

projected to operate within acceptable levels of service except Alabama Street at Palmetto Avenue during the peak hours. For Year 2035 With Project traffic conditions, all study area intersections are projected to operate within acceptable levels of service during peak hours except for Alabama Street at River Bluff Avenue, Palmetto Avenue, Pioneer Avenue, and San Bernardino Avenue. Despite this, the LOS would not decrease from the levels anticipated for 2014 and 2035 without the project.

Incorporation of the following recommended on-site improvements would result in an acceptable LOS at impacted intersections. These are deemed standard development requirements and are not considered mitigation.

On-Site Improvements:

- Construct Alabama Street from River Bluff Avenue to Palmetto Avenue at its ultimate half-section width including landscaping and parkway improvements in conjunction with development, as necessary.
- Construct River Bluff Avenue from Alabama Street to the east project boundary at its ultimate half-section width including landscaping and parkway improvements in conjunction with development, as necessary.
- Construct Palmetto Avenue from Alabama Street to the east project boundary at its ultimate half-section width including landscaping and parkway improvements in conjunction with development, as necessary.

In addition to the proposed improvements, the payment of standard traffic impact fees would diminish any incremental impacts on area roadways and intersections from the project. Therefore, incorporation of recommended improvements and payment of impact fees will reduce potential impacts to a less than significant level.

- XVI b) **Less Than Significant Impact.** The project will not exceed, either individually or cumulatively, a Level of Service (LOS) standard established by the County Congestion Management Agency for designated roads or highways. The traffic study prepared by Kunzman Associates, dated February 5, 2013, determined that the project would not contribute traffic greater than the freeway threshold of 100 two-way peak trips or arterial link threshold of 50-two way peak trips in the morning and evening peak hours as defined by the County's Congestion Management Plan to the respective surrounding roads.
- XVI c) **No Impact.** The proposed project is located approximately 0.94 miles southeast of the San Bernardino International Airport (formerly Norton Air Force Base). The project site would not alter air traffic patterns and would therefore not result in substantial safety risks.
- XVI d) **Less Than Significant Impact.** If the project will substantially increase hazards due to a design feature, a significant impact could occur. No existing traffic hazards are known to exist in the immediate vicinity of the project. Roadways and intersections provide sufficient sight distance to limit the potential of any hazards and stop signs and traffic signals are placed at intersections to safely control traffic movements. The project will include the extension of Palmetto Avenue to just past the end of the project site. The project traffic study included in its recommendation that sight distance at each project access should be reviewed with respect to California Department of Transportation/County of San Bernardino standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.

The project proposes a warehouse, which will accommodate large trailer trucks that will not result in undue stacking that could lead to overflow onto Alabama Avenue. River Bluff Avenue and Palmetto Avenue have adequate queuing distance to accommodate up to four trucks on Palmetto Avenue and six trucks on River Bluff Avenue. Considering the project traffic study identifies 23 morning peak hour inbound trucks, equivalent to less than one truck per minute, no queuing will occur. Impacts will be less than significant.

- XVI e) **Less Than Significant Impact.** The proposed project will be accessible via Palmetto Avenue, Alabama Street and River Bluff Avenue. The project site plan identifies the 26 foot wide fire department access and turning radii entering the site and within the site, which are adequate to serve the site in case of an emergency. Therefore, the project would have less than significant impacts on the provision of adequate emergency access.
- XV f) **Less Than Significant Impact.** The project will not result in conflicts with adopted policies or plans related to alternative modes of travel, such as bus transit, bicycles or walking paths. The project is not located adjacent to or near an existing bike path or pedestrian facilities it could conflict with, nor does the County have adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities that apply to the proposed project site. Therefore, a less than significant impact will occur.

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

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	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION

- XVII a) **Less Than Significant Impact.** The proposed project could affect Regional Water Quality Control Board treatment standards by increasing wastewater production, which would require expansion of existing facilities or construction of new facilities. Exceeding the RWQCB treatment standards could result in contamination of surface or ground waters with pollutants such as pathogens and nitrates.

Wastewater from the project will be collected through existing sewer infrastructure provided by the City of Redlands Municipal Utilities, Redlands Wastewater Treatment Facility (WWTF) where primary, secondary and tertiary treatment is performed onsite. The project proposes to replace a vacant lot with industrial use. The proposed warehouse use will discharge common wastewater from lavatory and kitchen activities. Such discharges will not require upgrades or new technology to be installed at the wastewater treatment facility to ensure continued compliance with wastewater discharge requirements.

XVII b) **Less Than Significant Impact.** According to the San Bernardino Valley Regional Urban Water Management Plan, the City of Redlands will provide water to the project site, and projects adequate water supplies for the project based upon current water supply and projected growth rates, estimated between 2015 and 2030.¹³ No additional improvements to water lines or other facilities are required to serve the project.¹⁴ Any incremental impacts on existing facilities would be offset by the payment of standard connection fees. Therefore, no substantial net increase in water demand will occur as a result of the project. Impacts related to expansion of water conveyance facilities will be less than significant.

Standard connection fees as established by the City will address incremental changes in wastewater flows resulting from proposed project and support periodic maintenance. Impacts related to expansion of wastewater facilities will be less than significant.

XVII c) **Less Than Significant Impact.** The project site is currently vacant. A detention basin will be constructed on the west side of the project site. As is detailed in Section IX above, the project will not result in any off-site storm drain improvements. All onsite storm drain improvements are already addressed in the analysis included in the remainder of this initial study. Less than significant impact.

XVII 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) 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. A "Will Serve" letter was provided by the City of Redlands dated October 24, 2012 stating that adequate storage and line capacity exists to serve the project.

XVII e) **Less Than Significant Impact.** The project could result in significant impacts if the project required additional water supplies than are currently entitled. As discussed in Section b), the project would not substantially increase water demand. Therefore the project would have a less than significant impact on entitled water supplies.

XVII f) **Less Than Significant Impact.** Various landfills serve the City of Redlands and surrounding areas. According to the California Department of Resources Recycling and Recovery, the California Street Sanitary Landfill provided for over 90% of the City of Redlands' total disposal by weight in 2011. The project site is located 1.5 miles north of the California Street Sanitary Landfill. As of 2009, the landfill had approximately 68% of its total capacity remaining and is planned not to close until 2042. This landfill and others utilized in the area are expected to have sufficient permitted capacity to accommodate the project's solid waste disposal needs for the foreseeable future.¹⁵

XVII g) **No Impact.** The project will comply with all pertinent federal, state, and local statutes and regulations related to solid waste.

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

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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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?

- b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

- c) Does the project have environmental effects, which will cause Substantial adverse effects on human beings, either directly Or indirectly?

SUBSTANTIATION

- XVIII a) **Less Than Significant Impact.** The project does not have the potential to significantly degrade the overall quality of the region’s environment, or substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population 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. There are no rare or endangered species or other species of plants or animals or habitat identified as being significantly and negatively impacted by this project. There are no identified historic or prehistoric resources identified on this site. If any archaeological or paleontological resources are identified during construction, the project is conditioned to stop and identify appropriate authorities, who properly record and/or remove for classification any such finds.

- XVIII b) **Less Than Significant Impact.** The project does not have impacts that are individually limited, but cumulatively considerable. The projects in the area to which this project would add cumulative impacts have either existing or planned infrastructure that is sufficient for all planned uses. These sites either are occupied or are capable of absorbing such uses without generating any cumulatively significant impacts. In addition, the analysis in this Initial Study Checklist demonstrated that the project is in compliance with all applicable regional plans including but not limited to, water quality control plan, air quality maintenance plan, and plans or regulations for the reduction of greenhouse gas emissions. Compliance with these regional plans serves to reduce impacts on a regional

basis so that the Project would not produce impacts, that considered with the effects of other past, present, and probable future projects, would be cumulatively considerable.

- XVIII c) **Less Than Significant Impact.** The project will not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly, as there are no such impacts identified by the studies conducted for this project or identified by review of other sources or by other agencies.

Increases in air quality and greenhouse gas emissions and noise will be created by the implementation of the project. These potential impacts have been thoroughly evaluated and appropriate mitigation measures have been required to be implemented.

Implementation of the mitigation measures will reduce the level of these impacts so that they are neither individually significant nor cumulatively considerable in terms of any adverse affects upon the region. Additionally, the project will be required to meet the conditions of approval for the project to be implemented. It is anticipated that all such conditions of approval will further ensure that no potential for adverse impacts will be introduced by construction activities, initial or future land uses authorized by the project approval.

Therefore, no significant adverse impacts are identified or anticipated with mitigation measures incorporated.

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)

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

Mitigation Measure III-1. Coating Restrictions. Prior to issuance of building permits, the project proponent shall submit, to the satisfaction of County Planning, a Coating Restriction Plan (CRP), consistent with South Coast Air Quality Management District (SCAQMD) guidelines and a letter agreeing to include in any construction contracts and/or subcontracts a requirement that the contractors adhere to the requirements of the CRP. The CRP measures shall be implemented to the satisfaction of County Building and Safety. These shall include the following:

- The volatile organic compounds (VOC) of proposed architectural coatings shall not exceed 25 g/l for interior applications.
- The volatile organic compounds (VOC) of proposed architectural coatings shall not exceed 25 g/l for exterior applications.

This measure shall conform to the performance standard that emissions of volatile organic compounds from application of interior or exterior coatings shall not exceed the daily emissions thresholds established by the South Coast Air Quality Management District. The CRP shall specify use of High-Volume, Low Pressure (HVLP) spray guns for application of coatings.

Mitigation Measure VII-1. Idling Restrictions. Tenants of the proposed project shall comply with State idling requirements.

Mitigation Measure VII-2. CALGREEN Requirements. Prior to issuance of building permits, the County Building and Safety Division shall verify that construction drawings reflect all applicable CALGREEN requirements of the California Building Code in the design of each proposed building, including use of low-flow fixtures.

Mitigation Measure XII-1. All operational equipment, fixed or mobile, shall be fitted with properly operating and maintained mufflers, consistent with manufacturers' standards. All available noise suppression devices and techniques should be utilized whenever possible to reduce exterior operational equipment noise to acceptable levels that are compatible with adjacent land uses. All stationary noise generating equipment shall be placed so that emitted noise is directed away from the noise sensitive receptors nearest the project site.

Mitigation Measure XII-2. During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. 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.

Mitigation Measure XII-3. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings, especially outside of the hours in which construction is exempt from the County of San Bernardino's noise ordinance.

GENERAL REFERENCES (List author or agency, date, title)

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2010 San Bernardino Valley Regional Urban Water Management Plan. City of Redlands Water Utility. May 2011.

City of Redlands. Will Serve Letter for Water Service. October 24, 2012.

Cal Recycle Facility/Site Summary Details. California Street Landfill (36-AA-0017) 2009 [October 25, 2012].

EXHIBIT B

Findings

CONDITIONAL USE PERMIT FINDINGS

1. The site for the proposed use is adequate in terms of shape and size to accommodate the proposed use and all landscaping, loading areas, open spaces, parking areas, setbacks, walls and fences, yards, and other required features pertaining to the application because the proposed industrial building has been designed to meet required setbacks, parking and truck yards are appropriately screened, and the minimum required 15% landscaping area has been provided.
2. The site for the proposed use has adequate access, which means that the site design incorporates appropriate street and highway characteristics to serve the proposed use because the streets surrounding the site are required to be improved to provide legal and physical access to the site and appropriate regional circulation mitigation has been required. River Bluff Avenue, Palmetto Avenue, and Pioneer Avenue are County-maintained roads and will provide legal and adequate physical access to the project site.
3. The proposed use will not have a substantial adverse effect on abutting property or the allowed use of the abutting property, which means that the use will not generate excessive noise, traffic, vibration, or other disturbances, nor will the use substantially interfere with the present or future ability to use solar energy systems, because the proposed industrial building will: a) incorporate sufficient road improvements, b) adhere to County industrial performance standards, including those for noise and vibration, and; c) the building design does not preclude the future use of solar energy.
4. The proposed use and manner of development are consistent with the goals, maps, policies, and standards of the General Plan and any applicable community or specific plan because the conditions of approval incorporate the provisions of the East Valley Area Plan and the use is a logical and orderly extension of similar development in the area.
5. There is supporting infrastructure, existing or available, consistent with the intensity of development, to accommodate the proposed development without significantly lowering service levels because the City of Redlands has the capacity and facilities to provide water and wastewater services to this area and the on-site detention basin will attenuate storm water flows to ensure on- and off-site impacts are minimized.
6. The lawful conditions stated in the approval are deemed reasonable and necessary to protect the public health, safety and general welfare because the conditions of approval incorporate any necessary mitigation measures intended to reduce any identified potential impacts of the project below a level of significance.
7. The design of the site has considered the potential for the use of solar energy systems and passive or natural heating and cooling opportunities because the proposed industrial building incorporates passive solar lighting and heating through the use of roof mounted skylights.
8. The Initial Study and the proposed Mitigated Negative Declaration have been prepared in compliance with the California Environmental Quality Act (CEQA) and each represents the independent judgment of the County acting as lead agency for the project. Therefore, if the project is approved, a Notice of Determination will be filed.

EXHIBIT C

Conditions of Approval

CONDITIONS OF APPROVAL

CONDITIONAL USE PERMIT P201300064 CONDITIONAL USE PERMIT FOR A 289,327 SF WAREHOUSE/DISTRIBUTION FACILITY

Alabama Street and River Bluff Road
Redlands, CA

GENERAL REQUIREMENTS PROCEDURAL OR OPERATIONAL CONDITIONS

LAND USE SERVICES DEPARTMENT – Current Planning Division (909) 387-4115

1. Project Approval Description & Location. This project is approved to be constructed and operated in compliance with the following conditions of approval, the approved site plan and any other required and approved displays (e.g. landscape plan & elevations) and/or reports. The Project entails approval of a Conditional Use Permit.

Conditional Use Permit P201300064 approves a 289,327 square foot warehouse/distribution facility at the southeast corner of Alabama Street and River Bluff Avenue (Third Supervisorial District; Redlands). The site has a gross area of 13.29 acres. Parking approved for the facility is based upon the above land use description and Conditional Use Permit analysis. A copy of these conditions shall be provided to any future owner or tenant. APN: 0292-071-58 and Project No: P201300064/CUP.

- a) Project signs shall comply with SBCC Chapter 83.13.
 - b) Project landscaping shall comply with SBCC chapter 83.10.
 - c) Project parking and internal access shall comply with SBCC Chapter 83.11. There are 140 parking spaces required and 154 parking spaces are proposed, which include 148 standard spaces and 6 disabled accessible spaces.
2. “Developer” Defined. The term “developer”, as used in these conditions of approval for this project and for any development of this project site, includes all of the following: The applicant, the property owner and any lessee, tenant or sub-tenant, operator and/or any other agent or other interested party of the subject project and/or project site and/or any heir or any other successor in interest in the project site or project land use by sale or by lease of all or of a portion of the project site or project land uses and/or any other right given to conduct any land use in any or all of the project structures or any area on the project site.
 3. 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,

ENVIRONMENTAL MITIGATION MEASURE: Shown in Italic Type

(clients and/or employees); or a proposed change in the conditions of approval, including operational restrictions from those shown either on the approved site plan and/or in the conditions of approval shall require that an additional land use application (e.g. Revision to an Approved Action) be submitted to County Planning for review and approval.

4. Indemnification. In compliance with San Bernardino County Development Code Section 81.01.070, the applicant shall agree, to defend, indemnify, and hold harmless the County or its agents, officers, and employees from any claim, action, or proceeding against the County or its agents, officers, or employees to attack, set aside, void, or annul an approval of the County, an advisory agency, appeal board or legislative body concerning the map or permit or any other action relating to or arising out of County approval. In the alternative the applicant may agree to relinquish such approval.

Any condition of approval imposed in compliance with the County Development Code, County General Plan or East Valley Specific 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, its agents, officers, or employees for all expenses resulting from such actions, including any court costs and attorney's fees which the County, its agents, officers or employees 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 developer of their obligations under this condition to reimburse the County, its agents, officers, or employees for all expenses.

5. Continuous Effect/Revocation. All of the conditions of this project are continuously in effect throughout the operative life of the project for the use approved. Failure of the property owner, tenant, applicant, developer or any operator (herein "developer") to comply with any or all of the conditions at any time may result in the County pursuing an enforcement action that may include a public hearing and revocation of the approved land use, provided adequate notice, time and opportunity is provided to the property owner or other party to correct the non-complying situation.
6. Expiration. This Conditional Use Permit approval shall expire and become void if it is not "exercised" within three (3) years of the effective date of this approval, unless an Extension of Time is granted. The permit is deemed "exercised" when either:
- 1) The permittee has commenced actual construction or alteration under a validly issued Building Permit, or

2) 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:

- a) Construction permits for all or part of the project are not issued or the construction permits expire before the structure is completed and a final inspection is approved.
- b) The land use is determined by the County to be abandoned or non-conforming.
- c) The land use is determined to be not operating in compliance with either of these conditions of approval, the County Code, or other applicable laws, ordinances or regulations and the violation is not corrected. 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 request and the granting of such extension is a discretionary action.

7. Extension of Time. Extensions of time to the expiration date (listed above or as otherwise extended) may be granted in increments each not to exceed an additional three (3) years beyond the current expiration date. An application to request consideration of an extension of time may be filed with the appropriate fees no less than thirty days before the expiration date. Extensions of time may be granted based on a review of the application, which includes a justification of the delay in construction and a plan of action for completion. The granting of such an extension request is a discretionary action that may be subject to additional or revised conditions of approval or site plan modifications. (SBCC §86.06.060)
8. Project Account. The Job Costing System (JCS) account number is P201300064. This is an actual cost project with a deposit account to which hourly charges are assessed by various county agency staff (e.g. Land Use Services, Public Works, and County Counsel). Upon notice, the “developer” shall deposit additional funds to maintain or return the account to a positive balance. The “developer” is responsible for all expense charged to this account. Processing of the project shall cease, if it is determined that the account has a negative balance and that an additional deposit has not been made in a timely manner. A minimum balance of \$3,000.00 must be in the project account at the time the Condition Compliance Review is initiated. Sufficient funds must remain in the account to cover the charges during each compliance review. All fees required for processing shall be paid in full prior to final inspection, occupancy and operation of the approved use.

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).

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. Condition Compliance. In order to obtain construction permits for grading, building, final inspection, and tenant occupancy for each approved building, the developer shall process a Condition Compliance Release Form (CCRF) for each respective building and/or phase of the development through County Planning in accordance with the directions stated in the Approval letter. County Planning shall release 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 Inspection - a copy of the signed CCRF for final inspection of each respective building, after an on-site compliance inspection by County Planning.
 - d. Tenant Occupancy - a copy of the signed CCRF for tenant occupancy of each respective building, after an on-site compliance inspection by County Planning.
11. 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 may include:
 - a. FEDERAL: None.
 - b. STATE: Regional Water Quality Control Board (RWQCB) – Santa Ana Region, South Coast Air Quality Management District (AQMD).
 - c. COUNTY: Land Use Services-Building and Safety/Code Enforcement, County Fire; Public Health-Environmental Health Services (DEHS), Public Works, AND;
 - d. LOCAL: County Special Districts (Street Lighting and franchise); City of Redlands Municipal Utilities (Water and Sewer).
12. Continuous Maintenance. The project property owner and “developer” shall continually maintain the property so that it is visually attractive and not dangerous to the health, safety and general welfare of both on-site users (e.g. employees)

and surrounding properties. The property owner and “developer” shall ensure that all facets of the development are regularly Inspected, maintained and that any defects are timely repaired. Among the elements to be maintained, include but are not limited to:

- a. Annual maintenance and repair inspections shall be conducted for all structures, fencing/walls, walks, parking lots, driveways, and signs to assure proper structural, electrical and mechanical safety and a properly operating irrigation system.
- b. Graffiti and debris shall be removed immediately with weekly maintenance.
- c. Landscaping shall be maintained in a continual healthy thriving manner at proper height for required screening. Drought-resistant, fire retardant vegetation shall be used where practicable. Where landscaped areas are irrigated it shall be done in a manner designed to conserve water, minimizing aerial spraying.
- d. Erosion control measures shall be maintained to reduce water run-off, siltation, and promote slope stability.
- e. Architectural controls shall be enforced by the property owner to maintain compatibility of theme, materials, unfaded colors, building mass, size and height.
- f. External Storage, loading, recycling and trash storage areas shall be kept neat and orderly and fully screened from public view with a solid masonry wall not less than six (6) feet in height and sight obscuring gates. The solid walls(s) and gate(s) shall be continually maintained in good repair. Outside storage shall not exceed the height of the screening walls. No outdoor storage is allowed within any required setback.
- g. Metal Storage Containers are NOT allowed in loading areas or other areas unless specifically approved by this or subsequent land use approvals.
- h. Screening shall be visually attractive. All trash areas, loading areas, mechanical equipment (including roof top) shall be screened from public view.
- i. Signage. All on-site signs, including posted area signs (e.g. “No Trespassing”) shall be maintained in a clean readable condition at all times and all graffiti and vandalism shall be removed and repaired on a regular weekly basis. On-site signs shall conform with Chapter 83.13 Sign Regulations and Table 83-28 of the County Development Code. All illuminated signs shall be internally illuminated. Signs on the site shall be of the size and general location as shown on the approved site plan or an approved sign plan.
- j. Parking and Circulation Maintenance. On-site parking and circulation requirements, including surfaces, all markings and traffic/directional signs shall be maintained in an unfaded condition as identified on the approved site plan. Any modification to parking and access layout requires County Planning review and approval. The markings and signs shall be clearly

defined, unfaded and legible, these include parking spaces, disable space and access path of travel, directional designations and signs, stop signs, pedestrian crossing, speed humps, and “No Parking” “Carpool” and “Fire Lane” designations.

- k. Fire Lanes. All markings required by the Fire Department including “No Parking” designations, and “Fire Lane” designations shall be clearly defined and shall be maintained in good condition at all times.
13. Performance Standards. The approved land uses shall operate in compliance with the general performance standards listed in the County Development Code Chapter 83.01, regarding air quality, electrical disturbance, fire hazards (storage of flammable or other hazardous materials), heat, noise, vibration, and the disposal of liquid waste.
14. Lighting & Signs. The glare from any on-site luminous source, including on-site lighting shall not exceed one-half (0.5) foot-candle at property line. This does not include any required streetlights. All illuminated signs shall be internally illuminated. No light shall project onto adjacent roadways in a manner that interferes with on-coming traffic.
15. Signs. Signs are not a part of this approval. Any future freestanding sign proposed must be treated with anti-graffiti coating.
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. Signs and other structures located within the clear sight triangle, shall comply with the height and location requirements specified by the County Development Code or as otherwise required by County Traffic.
17. Access. The access point to the facility shall remain unobstructed at all times.
18. Operational Mitigation Measures. *The following actions are to be undertaken during the operation of the facility:*
 - a) *Tenants of the proposed project shall comply with State idling requirements. [Mitigation Measure VII-1]*
 - b) *All operational equipment, fixed or mobile, shall be fitted with properly operating and maintained mufflers, consistent with manufactures’ standards. All available noise suppression devices and techniques should be utilized whenever possible to reduce exterior operational equipment noise to acceptable levels that are compatible with adjacent land uses. All stationary noise generating equipment shall be placed so that emitted noise is directed away from the noise sensitive receptors nearest the project site. [Mitigation Measure XII-1]*

- c) *To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings, especially outside of the hours in which construction is exempt from the County of San Bernardino's noise ordinance. [Mitigation Measure XII-3]*
 - d) *All structures and land uses shall be designed and operated so that they shall not reflect flare, 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. (To be confirmed prior to issuance of building permit.) [Mitigation Measure VIII-1, a)]*
 - e) *Vegetation shall be maintained not to exceed the height limitations established in Federal Aviation Regulations (FAR) Part 77, unless otherwise provide by Form 7460-1). [Mitigation Measure VIII-1b)*
 - f) *The project is within the Airport Safety Review Area Three (AR3) 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 and Noise Easement to both County Planning and the San Bernardino International 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 Aviation 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 prior to Building Permit/Planning. [Mitigation Measure VIII-2]*
19. **AR3 Requirements.** 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 for noise problems associated with aircraft operations, and is subject to an Avigation Easement and Noise Easement. Proposed uses and structures shall be consistent with the San Bernardino International Airport Comprehensive Land Use Plan (ACLUP).

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

20. **Enforcement.** If any County enforcement activities are 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.

21. Weed Abatement. The applicant shall comply with San Bernardino County weed abatement regulations and periodically clear the site of all non-complying vegetation.

ENVIRONMENTAL HEALTH SERVICES. – Water, Waste Water and Land Use Program (909) 387-2283

22. Noise Level. Noise level shall be maintained at or below County Standards, Development Code Section 83.01.080. For information, call DEHS at (800) 442-2283.
23. Refuse Storage/Disposal. All refuse generated at the premises shall at all times be stored in approved containers and shall be placed in a manner so that environmental public health nuisances are minimized. All refuse not containing garbage shall be removed from the premises at least **1** time per week, or as often as necessary to minimize public health nuisances. Refuse containing garbage shall be removed from the premises at least at least **2** times per week, or as often if necessary to minimize public health nuisances, by a permitted hauler to an approved solid waste facility in conformance with San Bernardino County Code Chapter 8, Section 33.0830 et. seq. For information, call DEHS/LEA at (800) 422-2283.

PUBLIC WORKS - Land Development Division- Drainage (909) 387-8311

24. FEMA Flood Zone. The project is located within Flood Zone X-shaded according to FEMA Panel Number 8704H dated 08/28/2008. No requirements.
25. Tributary Drainage. Adequate provisions should be made to intercept and conduct the tributary off site-on site drainage flows around and through the site in a manner which will not adversely affect adjacent or downstream properties at the time the site is developed.
26. Natural Drainage. The natural drainage courses traversing the site shall not be occupied or obstructed.
27. Additional Drainage Requirements. In addition to drainage requirements stated herein, other "on-site" and/or "off-site" improvements may be required which cannot be determined from tentative plans at this time and would have to be reviewed after more complete improvement plans and profiles have been submitted to this office.

28. 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.
29. BMP Enforcement. In the event the property owner/“developer” (including any successors or assigns) fails to accomplish the necessary BMP maintenance within five (5) days of being given written notice by County Public Works, then the County shall cause any required maintenance to be done. The entire cost and expense of the required maintenance shall be charged to the property owner and/or “developer”, including administrative costs, attorney’s fees and interest thereon at the rate authorized by the County Code from the date of the original notice to the date the expense is paid in full.

PUBLIC WORKS / Land Development Division – Road Section (909) 387-8311

30. Road Standards. All required street improvements shall comply with latest San Bernardino County Road Planning and Design Standards and the San Bernardino County Standard Plans.

PUBLIC WORKS -Solid Waste Division (909) 386-8701

31. 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.
32. Mandatory Commercial Recycling. Beginning July 1, 2012, all businesses defined to include a commercial or public entity that generates 4 or more cubic yards of commercial solid waste a week or is a multi-family residential dwelling of 5 units or more shall 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.
33. Mandatory Trash Service. This project falls within a Uniform Handling Service area. If uniform handling service is implemented for 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

34. Jurisdiction. The above referenced project is under the jurisdiction of the San Bernardino County Fire Department herein (“Fire Department”). Prior to any construction occurring on any parcel, the applicant shall contact the Fire Department for verification of current fire protection requirements. All new construction shall comply with the current Uniform Fire Code requirements and all applicable statutes, codes, ordinances and standards of the Fire Department. [F01].
35. Construction permits, including Fire Condition Letters, shall automatically expire and become invalid unless the work authorized by such permit is commenced within 180 days after its issuance, or if the work authorized by such permit is suspended or abandoned for a period of 180 days after the time the work is commenced. Suspension or abandonment shall mean that no inspection by the Department has occurred within 180 days of any previous inspection. After a construction permit or Fire Condition Letter becomes invalid and before such previously approved work recommences, a new permit shall be first obtained and the fee to recommence work shall be one-half the fee for the new permit for such work, provided no changes have been made or will be made in the original construction documents for such work, and provided further that such suspension or abandonment has not exceeded one year. A request to extend the Fire Condition Letter or Permit may be made in writing PRIOR TO the expiration date justifying the reason that the Fire Condition Letter should be extended.
36. Any required fire sprinklers, fire hydrant, fire main and fire alarm system installations necessitated by this construction must be made under separate detailed fire protection plans approved by the fire department prior to installation.
37. A Knox box must be provided for this project and installed.
38. This review did not include analysis of any rack or high piled combustible storage to be present. If there is to be any high piled or rack storage present (including plastics storage greater than 6 feet), the applicant must provide storage plans and a letter to identify the commodities to be present.

39. This review did not include analysis of any flammable liquids or hazardous materials to be present. If there are to be any hazardous materials present in excess of exempt amounts, the applicant must provide a letter identifying the materials to be stored and/or used and return it to the Fire Department for review and approval prior to introduction of such materials into the building.
40. Portable fire extinguishers shall be provided.
41. The submittal did not include a storage letter signed by the occupant to clearly indicate what commodities, packaging, method of storage, type of pallets, maximum height and method of encapsulation.
42. Additional Requirements. In addition to the Fire requirements stated herein, other on-site and off-site improvements may be required which cannot be determined from tentative plans at this time and would have to be reviewed after more complete improvement plans and profiles have been submitted to this office. [F01A].
43. Access. The development shall have a minimum of two (2) points of vehicular access. These are for fire/emergency equipment access and for evacuation routes. Standard 902.2.1.
44. Single-Story Road Access Width. All buildings shall have access provided by approved roads, alleys and private drives with a minimum twenty six (26) foot unobstructed width and vertically to fourteen (14) feet six (6) inches in height. [F41]
45. Multi-Store Road Access Width. Buildings three (3) stories in height or more shall have a minimum access of thirty (30) feet unobstructed width and vertically to fourteen (14) feet six (6) inches in height. [F41]
46. Building Plans. Not less than two (2) complete sets of Building Plans shall be submitted to the Fire Department for review and approval. Other recognized standards may be more restrictive by requiring wider access provisions.
47. Water System Large Commercial. A water system approved and inspected by the Fire Department is required. The system shall be operational, prior to any combustibles being stored on the site. The applicant is required to provide a minimum of one new six (6) inch fire hydrant assembly with one (1) two and one half (2 ½) inch and two (2) four (4) inch outlet. All fire hydrants shall be spaced no more than three hundred (300) feet apart (as measured along vehicular travelways) and no more than one hundred fifty (150) feet from any portion of a structure. [F54A]

48. Fire Sprinkler-NFPA #13. An automatic fire sprinkler system complying with NFPA Pamphlet #13 and the Fire Department standards is required. The applicant shall hire a Fire Department approved fire sprinkler contractor. The fire sprinkler contractor shall submit three (3) sets of detailed plans to the Fire Department for review and approval. The plans (minimum 1/8" scale) shall include hydraulic calculations and manufacture's specification sheets. The contractor shall submit plans showing type of storage and use with the applicable protection system. The required fees shall be paid at the time of plan submittal. Standard 101.1 [F59] Separate plans required
49. 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. Standard 1007.1.1FA. [F62] Separate plans required
50. Smoke and Heat Removal. Mechanical smoke removal systems shall be provided for building protected by EFSR sprinkler systems as required by the Chief. The mechanical smoke removal systems shall meet the requirements of UFC Standard 81-3 and include the following:
- a. A central control room for the fire department operations shall be provided. The location and accessibility of the central control station room shall be approved by the Fire Department. The central control station room shall be separated from the building by not less than a one-hour fire-resistive occupancy separation. The room shall be a minimum of ninety-six square feet (96 sq.ft.) with a minimum dimension of 8 (2438mm). It shall contain the following as a minimum:
 1. The fire alarm control panel and system site map.
 2. Status indicators and control for mechanical smoke remove removal system.
 3. Sprinkler valve and water-flow detector display panels.
 4. Schematic building plans indicating the typical floor plan, means of egress, fire protection systems, firefighting equipment and access.
 5. Other fire-protection equipment and system controls as required by the chief.
 6. Lighting for central control station shall have emergency lighting powered by the standby electrical system.
 - b. A standby power-generator set conforming to Electrical Code shall be provided on premises. The set shall supply all functions required by this section at full power. Set supervisions with manual start and transfer override features shall be provided at the central control station. The standby system shall have a capacity and rating that would supply all equipment required to be operational at the same time. All emergency systems power, lighting, signal and communication facilities as

applicable, fire pumps required to maintain pressure, standby lighting and normal circuits supplying exit signs and means of egress illumination shall be transferable to the standby source. [F64A]

51. High Piled Storage. The applicant shall submit an application for high-piled storage (internal storage over 1/2" 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. Standard 8101 [F66]. Separate plans required
52. Class I Standpipe System. A Class I standpipe system is required. A Fire Department approved fire sprinkler contractor shall submit three (3) sets of hydraulic calculations and detailed plans to the Fire Department for review and approval, showing type of storage and use with the applicable protection system. Commercial and industrial buildings in excess of two hundred thousand (200,000) square feet with an interior area less than four hundred (400) feet in width, shall be equipped with a Class I standpipe system, located at every other access door maximum of three hundred (300) feet spacing. Buildings with an interior area greater than four hundred (400) feet in width shall be equipped with a Class I standpipe system, located at every other access door maximum of one hundred (100) foot spacing. Standpipe connections shall be configured to reach any portion of interior space within two hundred (200) feet in any direction of travel. This system shall be calculated to provide two hundred and fifty (250) gpm @ 100 psi per hose outlet from an adjacent fire sprinkler riser with two hand lines flowing. The two most hydraulically remote outlets are to be included in the design for a total flow of 500 gpm minimum per system. A Fire Department approved fire sprinkler contractor shall submit hydraulic four (4) sets of hydraulic calculations and detailed plans, showing type of storage and use with the applicable protection system. The required fees shall be paid at the time of plan submittal. Standard 8102.9.2 [F70]
53. Hydrant Marking. Blue reflective pavement markers indicating fire hydrant locations shall be installed as specified by the Fire Department. In areas where snow removal occurs or non-paved roads exist, the blue reflective hydrant marker shall be posted on an approved post along the side of the road, no more than three (3) feet from the hydrant and at least six (6) feet high above the adjacent road. Standard 901.4.3. [F80]
54. 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 ½) 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. Standard 901.4.4 [F83].

55. Key Box. An approved Fire Department keybox 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. Standard 902.4. [F85].
56. Override Switch. Where an automatic electric security gate is used, an approved Fire Department override switch (Knox®) is required. Standard 902.4 [F86].
57. Primary Access Paved. Prior to building permits being issued to any new structure, the primary access road shall be paved or an all weather surface and shall be installed as specified in the General Requirement conditions (Fire # F-9), including width, vertical clearance and turnouts, if required. [F89]
58. Fire Lanes. The applicant shall submit a fire lane plan to the Fire Department for review and approval. Fire lane curbs shall be painted red. The “No parking, Fire Lane” signs shall be installed on public/private roads in accordance with the approved plan. Standard 901.4 [F93]

PUBLIC WORKS - Traffic Division (909) 387-8166

59. Project vehicles shall not back out into the public roadway.
60. The project vehicles shall not stack up or block the roadway while waiting for the gate to be opened. The gate at the easterly project driveway along River Bluff Avenue and the gate at the easterly project driveway along Palmetto Avenue shall remain open during business hours.

SPECIAL DISTRICTS (909) 387-5940

61. Storm Drain Connection. All discharges to the District maintained Storm Drain System shall comply with the County of San Bernardino Special Districts Department Ordinance Number SD-06-09. No connection shall be made to the public Storm Drain System unless authorized in writing by the Special Districts

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APN: 0292-071-58

EFFECTIVE DATE: December 5, 2013

Planning Commission Hearing – November 21, 2013

EXPIRATION DATE: December 5, 2016

Department. Application for connection shall be made by applicant on forms provided by the District.

**PRIOR TO ISSUANCE OF GRADING PERMITS OR
ANY LAND DISTURBING ACTIVITY
THE FOLLOWING SHALL BE COMPLETED**

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

62. Grading Plans. Grading plans shall be submitted to Building and Safety Division for review and approval prior to grading/land disturbance.
63. Geology Report. When earthwork quantities exceed 5,000 cubic yards, a geotechnical (soils) report shall be submitted with appropriate fees to the Building and Safety Division and County Geologist for review and approval prior to the issuance of grading permits.
64. Soils Report. When earthwork quantities exceed 5,000 cubic yards, an engineering geology report shall be submitted with appropriate fees to Building and Safety Division and County Geologist for review and approval prior to issuance of a grading permit.
65. NPDES. An NPDES permit-Notice of Intent (NOI) is required on grading of one (1) acre or more prior to issuance of a grading/construction permit. Contact your Regional Water Quality Control Board for specifics.
66. WDID. Prior to permit issuance, construction projects involving one or more acres shall 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 DEPARTMENT – Current Planning Division (909) 387-4115

67. Grading Plan. A copy of the final grading plan, shall be submitted to the satisfaction of County Current Planning staff and shall include the following:
 - a. Fill material quantities shall not exceed thirty (30) feet in depth.
 - b. Manufactured slopes shall not exceed ten (10) feet in height, where natural terrain slope is 10% or less. The toe and crest of any slope in excess of ten (10) feet in height shall be rounded and gradually adjusted to the angle of the natural terrain.
 - c. Off-site grading easements shall be obtained where necessary and copies shall be submitted to County Planning prior to grading.

- d. Any areas to be graded and remain undeveloped after construction shall be revegetated according to the approved landscape plans as soon as possible, but no later than ninety (90) days after the cessation of grading activities.
 - e. Landscape design and plant selection in areas directly adjacent to open space shall conform to the surrounding native vegetation. The use of native trees and shrub species should match those present on and adjacent to the site.
68. Construction Security Lighting. During construction, on-site security measures shall include the provision of low-level security lighting. Additional measures may include the provision of private security personnel during hours when construction activities are not being performed and/or the securing of all machinery and related equipment.
69. GHG Emissions. The “developer” shall submit for review and obtain approval from County Planning a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce GHG emissions and submitting documentation of compliance. The developer/construction contractors shall do the following:
- a) Select construction equipment based on low GHG emissions factors and high-energy efficiency. All diesel/gasoline-powered construction equipment shall be replaced, where possible, with equivalent electric or CNG equipment.
 - b) All construction equipment engines shall be properly tuned and maintained in accordance with the manufacturers specifications prior to arriving on site and throughout construction duration.
 - c) All construction equipment (including electric generators) shall be shut off by work crews when not in use and shall not idle for more than 5 minutes.
70. Noise Reduction Mitigation Measure. *All operational equipment, fixed or mobile, shall be fitted with properly operating and maintained mufflers, consistent with manufacturers’ standards. All available noise suppression devices and techniques should be utilized whenever possible to reduce exterior operational equipment noise to acceptable levels that are compatible with adjacent land uses. All stationary noise generating equipment shall be placed so that emitted noise is directed away from the noise sensitive receptors nearest the project site. [Mitigation Measure XII-1]*

COUNTY FIRE DEPARTMENT – Community Safety (909) 386-8465

71. 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 Uniform Fire Code. [F-05]
72. 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]

PUBLIC WORKS - Land Development Engineering - Drainage (909) 387-8145

73. Drainage Facility Design. A Registered Civil Engineer shall investigate and design adequate drainage facilities to intercept and conduct the off-site and on-site drainage flows around and through the site in a manner, which will not adversely affect adjacent or downstream properties. Submit drainage study for review and obtain approval. A \$520 deposit for drainage review will be collected upon submittal to the Land Development Division.
74. Topo Map. A topographic map shall be provided to facilitate the design and review of necessary drainage facilities.
75. Grading Plans. Grading Plans shall be submitted for review and approval obtained. A \$520 deposit for grading plan review will be collected upon submittal to the Land Development Division.
76. Natural Drainage. The natural drainage courses traversing the site shall not be occupied or obstructed.
77. WQMP. A completed Water Quality Management Plan (WQMP) shall be submitted for review and approval obtained. A \$2,500 deposit for WQMP review will be collected upon submittal to the Land Development Division. Copies of the WQMP guidance and template can be found at:

http://www.sbcounty.gov/dpw/land/environmental_mgmt.asp.
78. WQMP Inspection Fee. The developer shall deposit an inspection fee for WQMP in the amount of \$3,600 to the Land Development Division.

PUBLIC WORKS -Solid Waste Division (909) 386-8968

79. 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 1” 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 grading and construction. The Plan shall include options to divert from landfill disposal materials for reuse or recycling by a minimum of 50% of total volume. Forms can be found on our website at www.sbcounty.gov/dpw/solidwaste.

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

PUBLIC HEALTH DEPT. – Div. Environmental Health Services (DEHS) (909) 387-4666

80. Vector Survey. The project area has a high probability of containing and breeding vectors. Prior to grading vegetation and/or demolition of any structures. DEHS Vector Control Section will determine the need for vector survey and any required control programs. A vector clearance letter shall be submitted to DEHS/Land Use. For information, contact Vector Control at (909) 388-4600.

**PRIOR TO ISSUANCE OF BUILDING PERMITS
THE FOLLOWING SHALL BE COMPLETED**

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

81. Building Plans. Any building, sign, or structure to be constructed or located on site will require professionally prepared plans approved by the Building and Safety Division.
82. Wall, Fence, Trash Enclosure Plans. Submit plans for separate building permits for any required walls, retaining walls or trash enclosures. Submit plans for all walls greater than six feet (6') in height and any walls required by Planning.
83. Disabled Access. Provide a path of travel from the disabled person accessible parking spaces up to the primary entrance of each accessible building or area.
84. CALGREEN Mitigation Measure. *Prior to issuance of building permits, the County Building and Safety Division shall verify that construction drawings reflect all applicable CALGREEN requirements of the California Building Code in the design of each proposed building, including use of low-flow fixtures. [Mitigation Measure VII-2]*

LAND USE SERVICES DEPARTMENT – Current Planning Division (909) 387-4115

85. Landscape and Irrigation Plan. The developer shall submit and obtain approval from County Planning and County Public Works of four (4) copies of a Landscape and Irrigation Plan prepared by a registered landscape architect showing compliance with Chapter 83.10, Landscaping Standards, and Section 83.11.080, Landscape Requirements for Parking Areas, of the County Development Code. The plan shall indicate the location of all existing and proposed landscape materials. The installation details for the permanent irrigation system shall be shown on a separate sheet. The landscape and irrigation plans shall detail and adhere to the following requirements:
 - a. Minimum Land Area. The project is located in the East Valley Specific Plan. A minimum landscape area of 15 percent is required for industrial projects within the East Valley Specific Plan.
 - b. Plan Contents. The plans shall show the size, type, number, planting specifications and locations of all existing and proposed plant material, consistent with Chapter 83.10 Landscaping Standards and Section 83.10.050 Landscape Documentation Package, as contained in the County

Development Code. Landscaping shall promote and/or enhance the existing site character, to minimize the adverse visual and environmental impacts of large buildings and paved areas, to promote the conservation of water, and to provide micro-climate control for energy conservation where possible. The plan shall also detail the location and design of all hardscape elements such as patterned brick decorative rock or other surface treatments proposed for entry drives and walkways. The detail of proposed walls and fences shall be shown with elevations. Any additional landscape elements such as boulders, water features, outside furniture and other fixtures shall be shown. Maximum corner sight distance shall be shown for all trees, walls, and other objects at intersections of driveways and roadways.

- c. Irrigation Plans – Professionally Prepared. Irrigation plans shall be prepared by a landscape professional consistent with Section 83.10.050(a)(6) of the County Development Code. The plans shall include the following:
- i. Drip, bubbler or other non-aerial water serving methods
 - ii. Timers and moisture sensors for controlled application.
 - iii. All mainline connections, backflow valves and other mainline inline devices shall be the same size or larger than the delivery service connection.
 - iv. Suitable temporary irrigation methods may be substituted upon written approval by County Planning for drought/fire resistant plantings.
- d. Screening. Voltage boxes, mailboxes, trash enclosures, maintenance structures, backflow devices, automatic controls, air conditioning/heating units, etc., shall be screened with landscaping and/or decorative walls and fencing. All walls visible to the public shall be decorative and incorporate features such as tree planter wells, columns, or other features.

Parking areas. Parking areas shall be in compliance with Section 83.10.050(k) of the East Valley Specific Plan. Any requirements not covered by the East Valley Specific Plan shall be regulated by Chapter 83.10, Landscaping Standards, and Section 83.11.080 Landscape Requirements for Parking Areas, of the County Development Code.

- i. Walls. All walls must be clearly shown on the landscape plans and shall be specifically approved by County Planning prior to construction. Show the location, elevation and materials proposed for use on all walls, including retaining walls. Retaining walls shall

- not exceed ten (10) feet in height. All walls required by this approval shall require building permits.
- ii. Wall Screening. Where landscaping is used to screen or cover walls/fences it shall achieve 90% coverage within three (3) years of building occupancy. Failure to accomplish this objective shall require additional corrective measures, as determined by County Code Enforcement and extension of the required Special Use Permit.
 - iii. Refuse Areas. A six (6) foot high masonry wall shall be constructed around all refuse collection areas and shall be sized to hold a minimum of two dumpsters (trash and recycling). Trash enclosures shall have solid wood or metal doors. Trash enclosures shall be covered with a rainproof roof to prevent pollution of storm water. Graffiti shall be discouraged through landscaping with shrubs and vines along masonry walls.
86. Water Efficient Landscaping. Prior to approval of landscape plans, the County Planning Division shall verify that the landscape design reflects the efficiency requirements of the County and State water efficient landscape requirements, including installation of water efficient irrigation, water efficient plant design, 99 percent turf reduction, and use of recycled water in irrigation.
 87. Underground Utilities. All existing and new electric utilities of 12KV or less within the project boundaries and along the property frontage on Alabama Street shall be placed underground, if applicable.
 88. Lighting Plan. The developer shall submit a Lighting Plan showing compliance with Chapter 83.07, Glare and Outdoor Lighting, to the satisfaction of County Planning.
 89. Signs. The applicant must submit separate sign plans for review and approval in compliance with Chapter 83.13, Sign Regulations, of the County Development Code for any signs proposed.
 90. Street Lighting Plan. A street lighting plan shall be submitted for review and approval prior to building permit issuance.
 91. Coating Restrictions Mitigation Measures. *Prior to issuance of building permits, the project proponent shall submit, to the satisfaction of County Planning, a Coating Restriction Plan (CRP), consistent with South Coast Air Quality Management District (SCAQMD) guidelines and a letter agreeing to include in any construction contracts and/or subcontracts a requirement that the contractors adhere to the requirements of the CRP. The CRP measures shall be implemented*

to the satisfaction of County Building and Safety. These shall include the following:

- The volatile organic compounds (VOC) of proposed architectural coatings shall not exceed 25 g/l for interior applications.
- The volatile organic compounds (VOC) of proposed architectural coatings shall not exceed 25 g/l for exterior applications.

This measure shall conform to the performance standard that emissions of volatile organic compounds from application of interior or exterior coatings shall not exceed the daily emissions thresholds established by the South Coast Air Quality Management District. The CRP shall specify use of High-Volume, Low Pressure (HVLP) spray guns for application of coatings. [Mitigation Measure III-1]

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

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

ENVIRONMENTAL HEALTH SERVICES. – Water, Waste Water and Land Use Program (909) 387-2283

93. Water Purveyor. Water purveyor shall be EHS approved.
94. Water Verification: Applicant shall procure a verification letter from the water agency with jurisdiction. This letter shall state whether or not water connection and service shall be made available to the project by the water agency. This letter shall reference the Assessor's Parcel Number. For projects with current active water connections, a copy of water bill with project address may suffice. For information, contact the Water Section at 1-800-442-2283.
95. Sewage Disposal: Method of sewage disposal shall be EHS approved.
96. Wastewater Verification. Applicant shall procure a verification letter from the sewerage agency with jurisdiction. The letter shall reference the Assessor's Parcel Number.
97. Water and Sewer Annexation. Submit verification of annexation to DEHS for any project that requires water or sewer connection outside a purveyor's jurisdiction. For information, contact LAFCO at: 909-387-5866.

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

PUBLIC WORKS - Land Development Division- Road Section (909) 387-8311

99. Road Dedication/Improvement. The developer shall submit for review and obtain approval from the Land Use Services Department the following dedications, plans and permits for the listed required improvements, designed by a Registered Civil Engineer (RCE), licensed in the State of California. These shall be submitted to the Land Use Services Department, located at 385 E. Third Street, San Bernardino CA 92415-0187. Phone: (909) 387-8311.

Alabama Street (Major Arterial – 120’):

Road Dedication. A 19 foot 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.

Sidewalk Ramp. Design sidewalk ramp per County Standard 110 at intersection of Alabama Street and Palmetto Avenue.

Curb Returns. Curb Returns shall be designed per County Standard 110.

Raised Median. Design a 16’ raised median.

Palmetto Avenue (Collector – 66’):

Street Improvements. Design curb and gutter with match up paving 22 feet from centerline.

Sidewalks. Design sidewalks per County Standard 109 type C.

Driveway Approach. Design driveway approach per San Bernardino County Standard 129B, and located per Standard 130.

River Bluff Avenue (Collector – 66”)

Street Improvements. Design curb and gutter with match up paving 22 feet from centerline.

Sidewalks. Design sidewalks per County Standard 109 type C.

Driveway Approach. Design driveway approach per San Bernardino County Standard 129B, and located per Standard 130.

100. Road Design. Road sections within and/or bordering the project site shall be designed and constructed 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 Master Plan of Highways.
101. Street Improvement Plans. The developer shall submit for review and obtain approval of street improvement plans prior to construction.
102. Utilities. Final plans and profiles shall indicate the location of any existing utility facility or utility pole which would affect construction, and any such utility shall be relocated as necessary without cost to the County.
103. Encroachment Permits. Prior to installation of road and drainage improvements, a permit is required from County Public Works, Transportation Operations Division, Permit Section, (909) 387-8039, as well as other agencies prior to work within their jurisdiction.
104. Soils Testing. Any grading within the road right-of-way prior to the signing of the improvement plans shall be accomplished under the direction of a soils testing engineer. Compaction tests of embankment construction, trench back fill, and all sub-grades shall be performed at no cost to San Bernardino County and a written report shall be submitted to the Transportation Operations Division, Permits Section of County Public Works, prior to any placement of base materials and/or paving.
105. 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.

106. 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.
107. Street Gradients. Road profile grades shall not be less than 0.5% unless the engineer at the time of submittal of the improvement plans provides justification to the satisfaction of County Public Works confirming the adequacy of the grade.

PUBLIC WORKS - Traffic (909) 387-8186

108. Regional Transportation Facilities Mitigation Fee. This project falls within the Regional Transportation Facilities Mitigation Plan for the 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. The current Regional Transportation Fee Plan can be found at the following website:

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

109. The total fair share contribution for this project is required based on the traffic report dated June 12, 2013 from Kunzman Associates, Inc. The fair share breakdown for these improvements is:

Alabama Street at River Bluff Avenue: The applicant is required to pay a fair share contribution toward the construction of an additional southbound through lane and to restripe the northbound right turn lane to a shared through/right turn lane. The project fair share percentage is 1.6% for these improvements.

Alabama Street at Palmetto Avenue: The applicant is required to pay a fair share contribution toward the construction of an additional northbound through lane and an additional southbound through lane. The project fair share percentage is 1.9% for these improvements

Alabama Street at Pioneer Avenue: The applicant is required to pay a fair share contribution toward the restriping of a northbound right turn to a shared northbound

through/right turn lane and to restripe an eastbound left turn lane. The project fair share percentage is 1.6% for these improvements.

Alabama Street at San Bernardino Avenue: The applicant is required to pay a fair share contribution toward the construction of an additional eastbound left turn lane, an additional eastbound through lane, and an additional westbound left turn lane. The project fair share percentage is 0.8% for these improvements.

The total fair share contribution will be based on the fair share percentages listed above and the estimated construction costs at the time of application for a building permit and shall be paid by a cashier's check made out to the Department of Public Works. At present time, the estimated fair share cost for this project is \$19,090 based on the construction cost found in the traffic report. 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.

110. A traffic signal modification plan is required for the northeast corner of Alabama Street and Palmetto Avenue.

PUBLIC WORKS-Surveyor (909) 387-8149

111. If any activity on this project will disturb **any** land survey monumentation, including but not limited to vertical control points (benchmarks), said monumentation shall be located and referenced by or under the direction of a licensed land surveyor or registered civil engineer authorized to practice land surveying **prior** to commencement of any activity with the potential to disturb said monumentation, and a corner record or record of survey of the references shall be filed with the County Surveyor (Section 8771(b) Business and Professions Code).
112. Record of Survey. A Record of Survey/Corner record shall be filed in the following instances:
- a. Legal descriptions or construction staking based upon a field survey of the boundary or building setbacks.
 - b. Monuments set to mark the property lines.
 - c. Pursuant to applicable sections of the business and Professions Code.

**PRIOR TO FINAL INSPECTION OR OCCUPANCY
THE FOLLOWING SHALL BE COMPLETED**

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

113. Van Accessible Parking. Provide van accessible parking spaces for the disabled. One in every eight accessible spaces, but not less than one, shall be served by an accessible aisle 96 inches wide and shall be designated van accessible.

The words “NO PARKING” shall be painted on the ground within each eight-foot loading area as specified in the California Building Code.

LAND USE SERVICES DEPARTMENT – Current Planning Division (909) 387-4115

114. Landscaping Surety. Surety in a form and manner determined acceptable to County Counsel and the Land Use Services Director shall be required for all landscape planting and irrigation systems to insure that the landscaping remains in a healthy thriving condition for a minimum of three (3) full years and that the irrigation system continues to function properly for a minimum of three (3) full years. As a minimum this surety shall be in an amount equal to 120% of the cost estimate by a licensed landscape architect and must include material and labor for each landscaped area. Failure to accomplish the screening and other landscape objectives listed in the landscaping conditions for this proposed use shall require additional/replacement plantings or other corrective measures as determined necessary by County Code Enforcement. Also the requirement for the Special Use Permit shall be extended and continue until such time as the objective has been accomplished to the satisfaction of County Code Enforcement and sustained for one year.
115. Landscaping Installed. All landscaping and all walls/fencing, walking paths, etc. as delineated on the approved landscape plan shall be installed.
116. Screen Dumpsters. All trash receptacles shall be screened from public view and shall have a waterproof roof.

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

117. Special Use Permit - Landscaping. The developer shall submit an application with the appropriate fees and obtain approval of a Special Use Permit for the confirmation inspections and administration of the surety to guarantee the installation, proper maintenance, and survival of the required landscaping.

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

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

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

120. Road Improvements. All required on-site and off-site improvements shall be completed by the applicant, inspected and approved by County Public Works.
121. Parkway Planting. Trees, irrigation systems, and landscaping required to be installed on the public right-of-way shall be approved by County Public Works, and Current Planning, and shall be maintained by the adjacent property owner or other County-approved entity.

PUBLIC WORKS -Solid Waste Division (909) 386-8968

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

SPECIAL DISTRICTS (909) 387-5940

123. This project is 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 Street, 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.

124. 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.
125. Storm Drain Reimbursement. Prior to final inspection or connection to the Alabama Street Storm Drain, the developer shall contribute a fair share fee of \$367,836.06 to the satisfaction of County Special Districts as reimbursement for the master storm drain that was constructed by Mountain Grove Partners, LLC. The storm drain extends along Alabama Street between Almond Avenue and the Santa Ana River. The fair share contribution amount is based upon the Board approved agreement, Agreement No. 08-1071 approved on October 28, 2008. Please refer to parcel specific benefits and costs related to this project as outlined in approval letter from James A. Oravets, dated May 2, 2013.
126. Water Quality Monitoring. A long term water quality monitoring program shall be implemented by the developer, as deemed necessary by and to the satisfaction of County Special Districts. Bi-annual samples shall be taken and the results shall be submitted to the satisfaction of either County Special Districts and/or the Regional Water Quality Control Board. All water quality samples shall conform to the requirements of Ordinance Number SD-06-09 and the waste discharge requirements of the RWQCB. Applications that do not or cannot comply with these discharge requirements are required to install on-site detention/treatment facilities prior to connection to the public storm drain system in accordance with the County's Water Quality Management Plan.

COUNTY FIRE DEPARTMENT – Hazardous Materials Division (909) 387-8401

127. Underground Storage Tanks. Prior to operation, the owner/operator shall obtain permits for upgrading or removing existing underground storage tanks. For information, contact the Office of the Fire Marshall, Hazardous Materials Division at (909) 386-8401.
128. Business Emergency/Contingency Plan. Prior to occupancy, operator shall submit a Business Emergency/contingency Plan for emergency release or threatened release of hazardous materials and wastes or a letter exemption. For information, contact the Office of the Fire Marshall, Hazardous Materials Division at (909) 386-8401.

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APN: 0292-071-58

EFFECTIVE DATE: December 5, 2013

Planning Commission Hearing – November 21, 2013

EXPIRATION DATE: December 5, 2016

129. Hazardous Permits. Prior to occupancy, applicant shall be required to apply for one or more of the following; a Hazardous Materials Handler permit, a Hazardous Waste Generator Permit, and/or an Underground Storage Tank permit. For information, contact the Office of the Fire Marshall, Hazardous Materials Division at (909) 386-8401.

COUNTY FIRE DEPARTMENT – Community Safety (909) 386-8465

130. Inspection. Inspection by Fire Department. Permission to occupy or use the building (Certification of Occupancy or Shell Release) will not be granted until the Fire Department inspects, approves and signs off on the Building and Safety job card for "fire final". [F03]

PUBLIC WORKS - Traffic (909) 387-8186

131. The applicant shall modify the traffic signal at the intersection of Alabama Street and Palmetto Avenue per the improved plans.

END OF CONDITIONS 10/28/13 – Jim Morrissey, Contract Planner