



# LAND USE SERVICES DEPARTMENT PLANNING COMMISSION STAFF REPORT

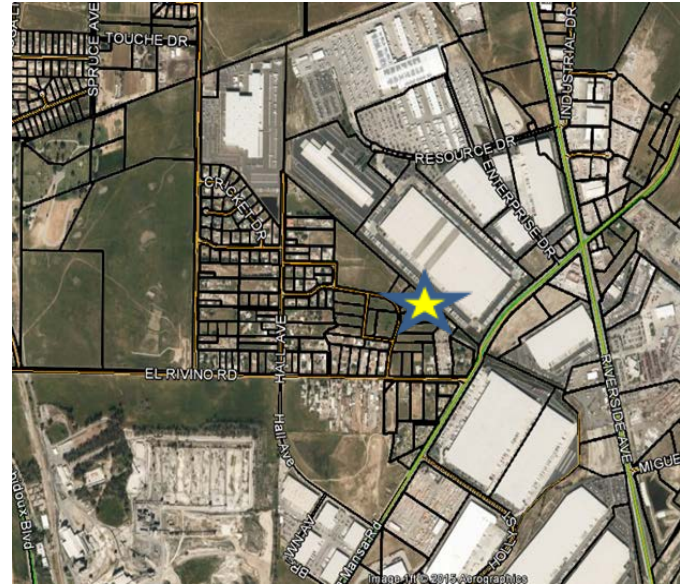
**HEARING DATE: November 17, 2016**

**AGENDA ITEM # 2**

Project Description

Vicinity Map

APN: 0260-041-17 \* (17 Parcels)  
 APPLICANT: STRATEGIC LAND PARTNERS  
 COMMUNITY: AGUA MANSA/ 5TH SUPERVISORIAL DISTRICT  
 LOCATION: NORTH OF EL RIVINO ROAD, EAST OF HALBROOK LANE.  
 PROJECT NO: P201400543  
 STAFF: KEVIN WHITE, SENIOR PLANNER  
 REP(S): ALLARD ENGINEERING  
 PROPOSAL: A) A GENERAL PLAN AMENDMENT TO CHANGE THE AGUA MANSA SPECIFIC PLAN LAND USE DESIGNATION FROM SINGLE FAMILY RESIDENTIAL TO MEDIUM INDUSTRIAL ON 31 ACRES.  
 B) A CONDITIONAL USE PERMIT TO ESTABLISH A 475,847 SQUARE FOOT WAREHOUSE BUILDING AND A 30,059 SQUARE FOOT WAREHOUSE BUILDING ON 31 ACRES.  
 C) TENTATIVE PARCEL MAP 19603 TO CREATE 3 PARCELS ON 31 ACRES.



57 Hearing Notices Sent On: November 4, 2016

Report Prepared By: Kevin White

**SITE INFORMATION**

Parcel Size: 31 Acres  
 Terrain: Gently sloping  
 Vegetation: Non-native grassland

**SURROUNDING LAND DESCRIPTION:**

AREA	EXISTING LAND USE	LAND USE ZONING DISTRICT
Site	Vacant	Agua Mansa Specific Plan/ Single Residential (AM/SP-SFR)
North	Warehouse	City of Rialto
South	Single Family/Industrial	AM/SP-SFR
East	Residential/Warehouse/Industrial	AM/SP-SFR and City of Rialto
West	Residential	AM/SP-SFR

**AGENCY**

**COMMENT**

City Sphere of Influence	City of Rialto	None
Water Service	West Valley Water District	Will Serve
Sewer Service	City of Rialto	Will Serve

**STAFF RECOMMENDATION:** That the Planning Commission **RECOMMEND** that the Board of Supervisors **APPROVE** the General Plan Amendment, Conditional Use Permit and Tentative Parcel Map.

In accordance with Section 86.05.010 of the Development Code, the Planning Commission will forward a recommendation for final action by the Board of Supervisors. Therefore this action of the Planning Commission is not appealable.

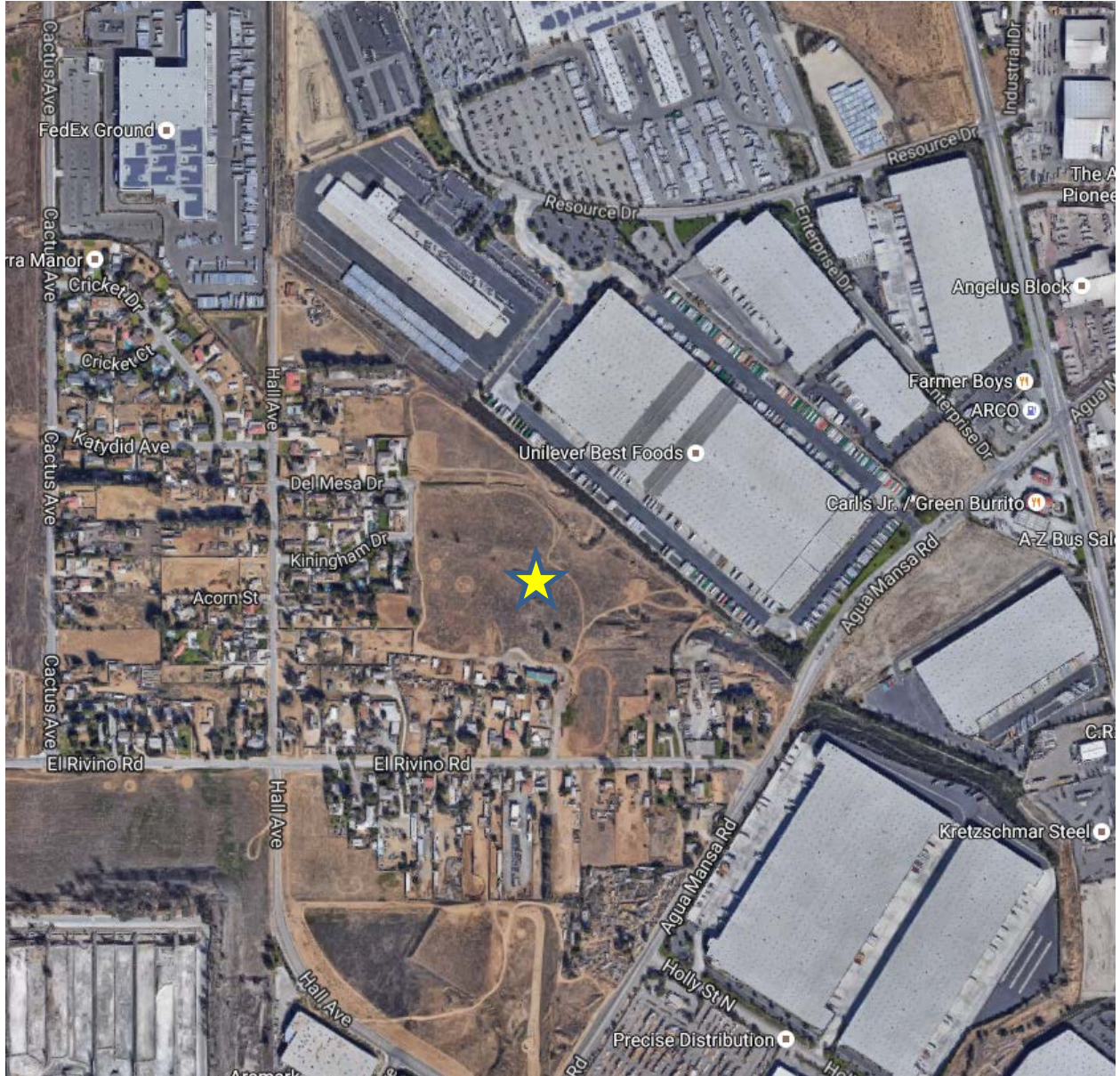
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## Regional Map



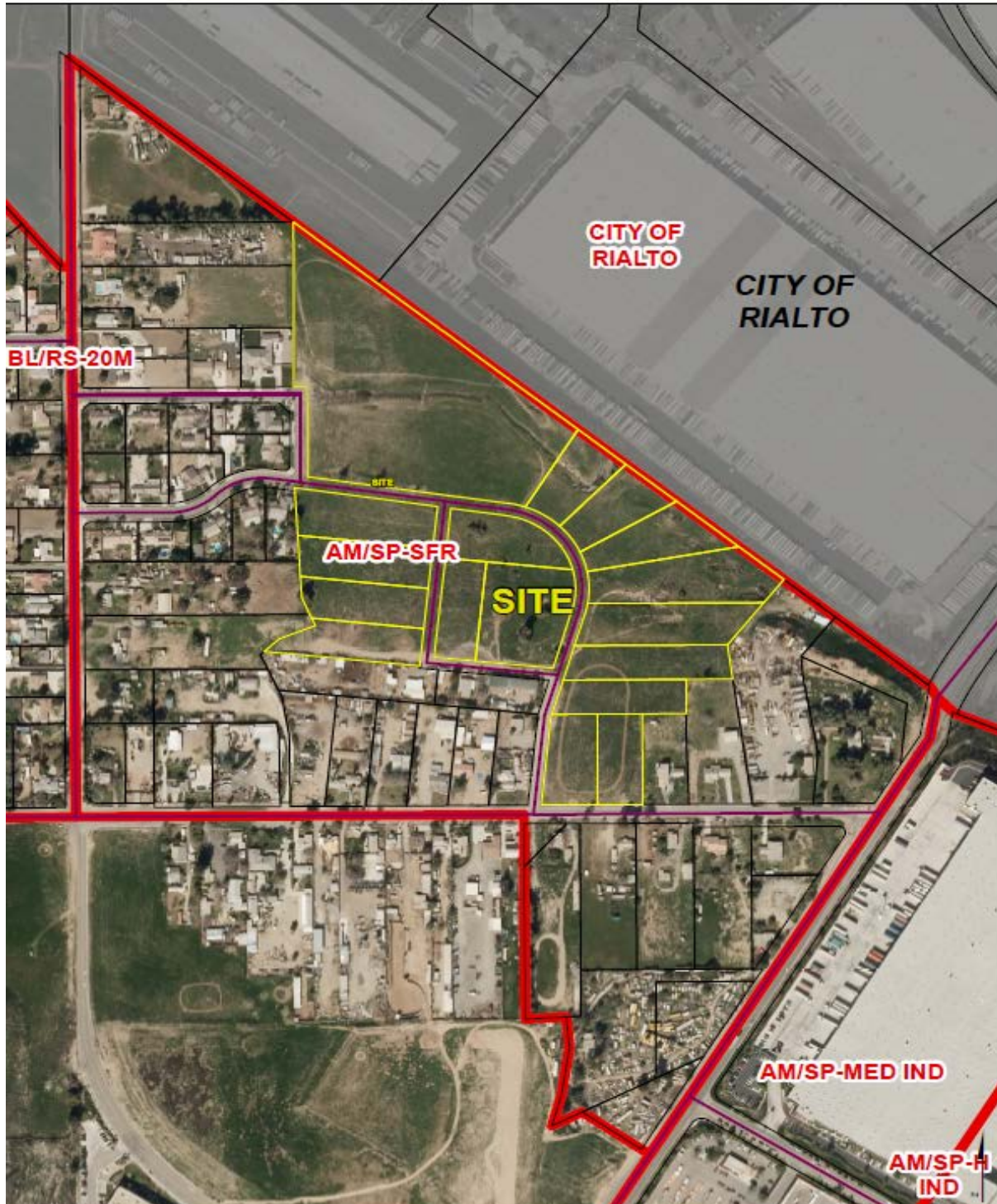


## Vicinity Map

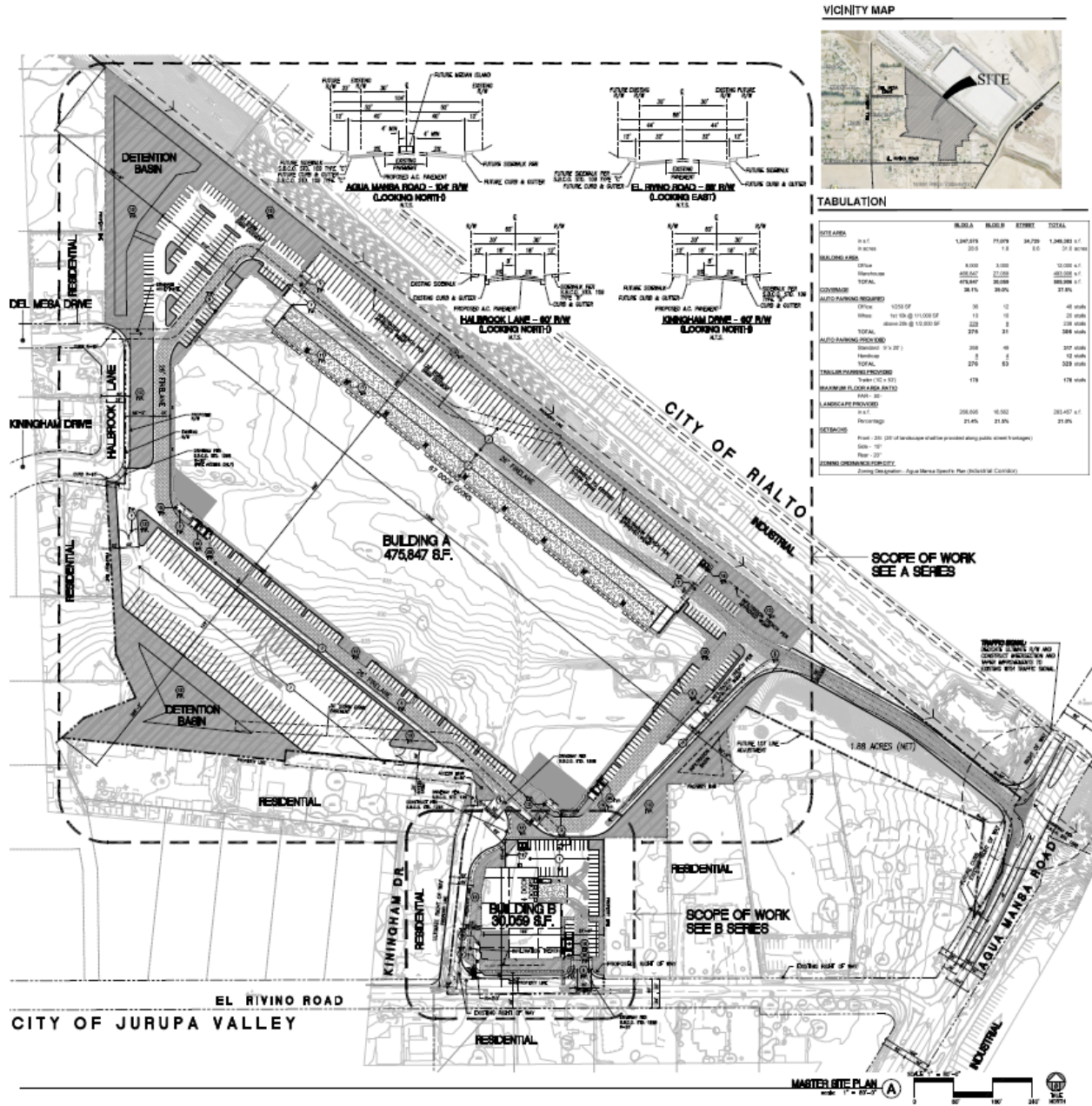




## LAND USE DISTRICT MAP

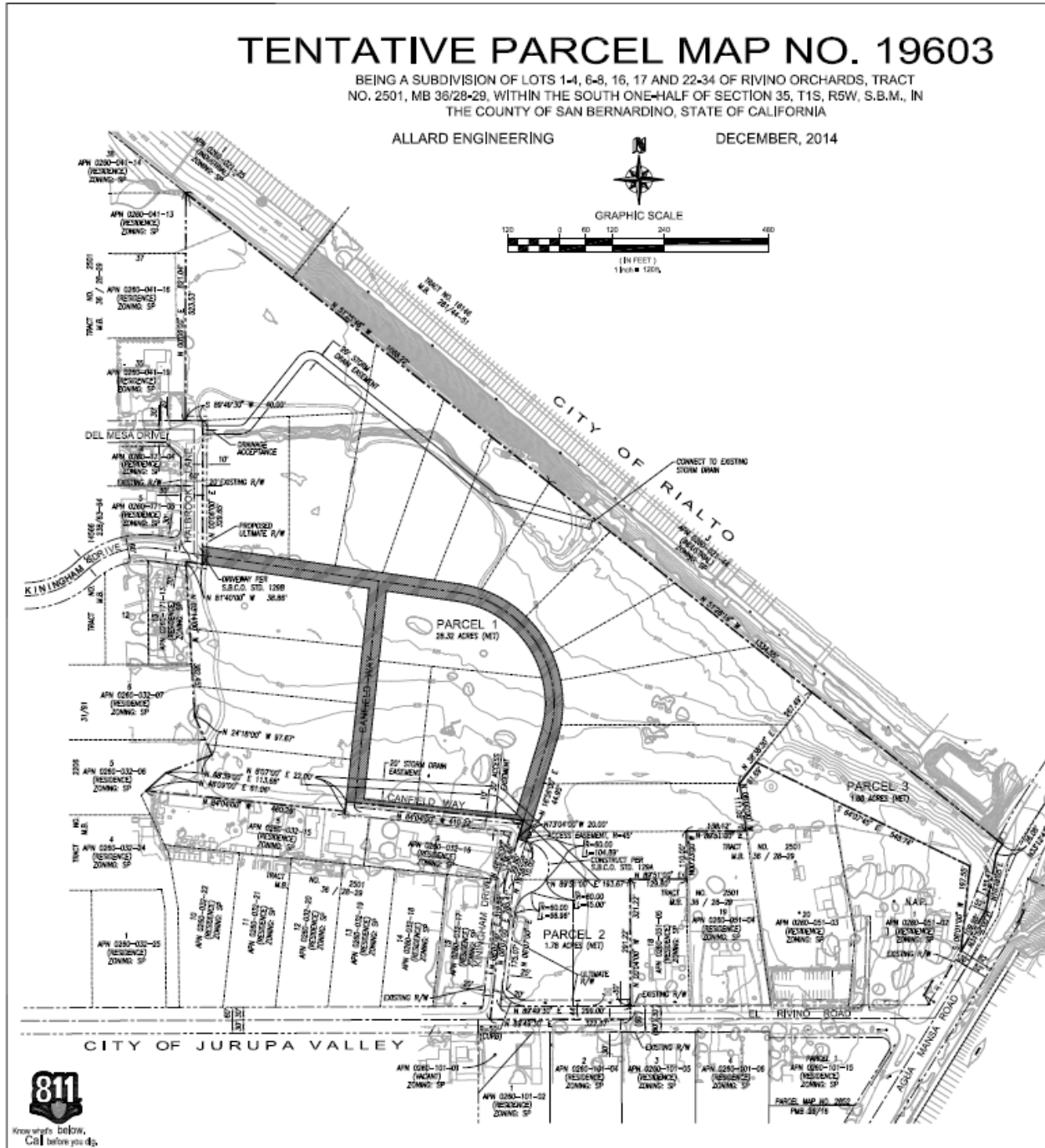


# SITE PLAN

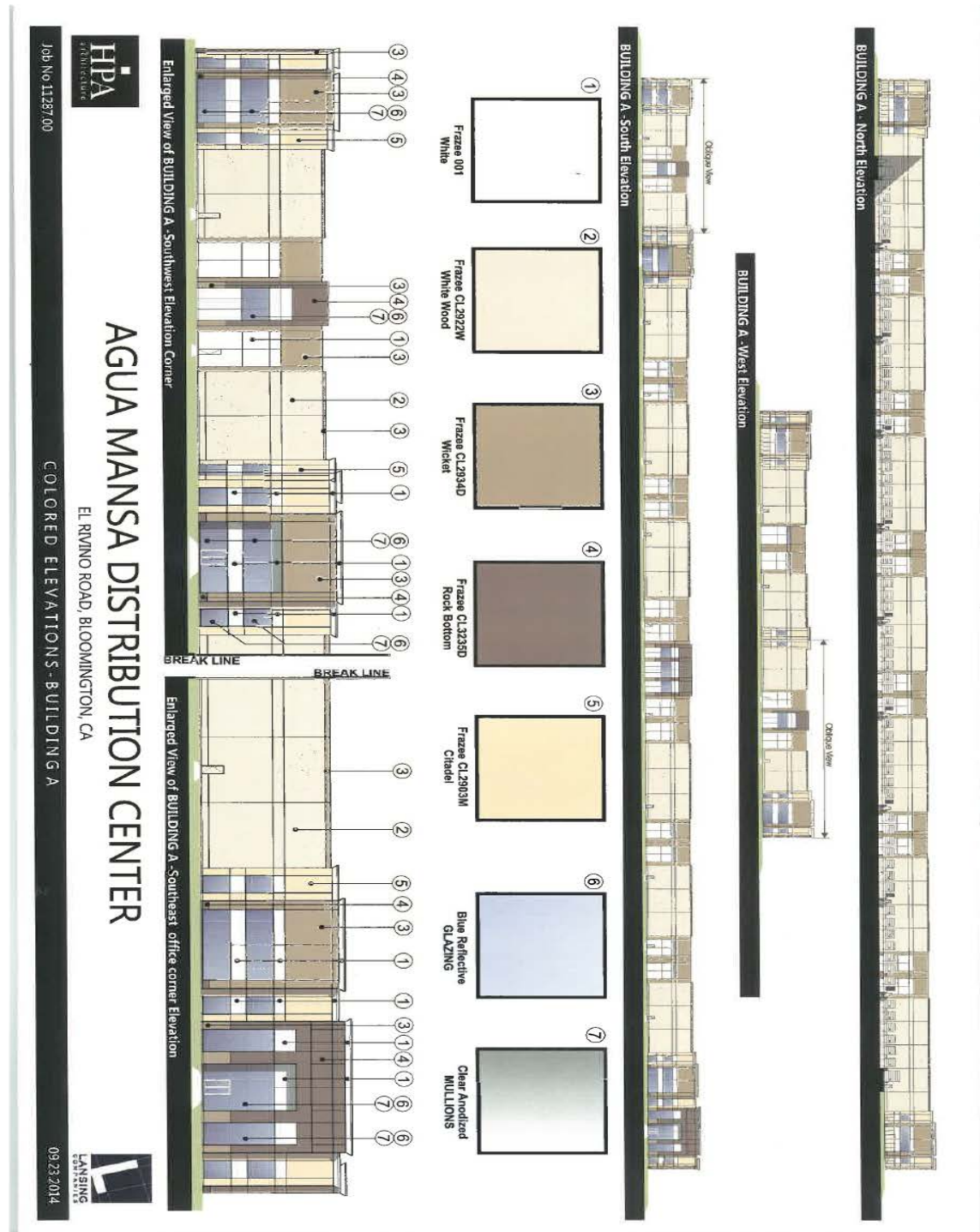




## Tentative Parcel Map 19603



## Elevations





## SITE PHOTOS



***Project site looking Northwest from El Rivino Road.***



***Project site looking Southeast from the intersection of Del Mesa Drive and Kiningham Drive.***

## **BACKGROUND:**

The proposed project (Project) is a General Plan Amendment to change the Agua Mansa Specific Plan zoning designation from Single Family Residential (AM/SP-SFR) to Medium Industrial (AM/SP-MED IND) on 31 acres, a Conditional Use Permit (CUP) to establish two warehouse buildings and a Tentative Parcel Map to create three parcels. The Project site is located at the northeast corner of El Rivino Road and Kinningham Drive, east of Halbrook Lane.

The site consists of 17 vacant parcels. The Project site is basically flat, with a slight fall in elevation from the northwest corner of the site to the southern edge. The entire Project site consists of undeveloped, vacant land that has been heavily disturbed from previous maintenance activities and general use (i.e., disking, mowing, weed abatement, illegal dumping, and equestrian use). The vegetation onsite can be characterized as a heavily disturbed non-native grassland plant community that is sparsely vegetated with a variety of non-native and early successional weedy plant species. A drainage channel reinforced with concrete and riprap traverses the northern portion of the Project area along a generally northwest to southeast course. Several dirt roads also crisscross the property.

## **ANALYSIS:**

Land uses on the Project site and surrounding parcels are governed by the County General Plan, the Agua Mansa Specific Plan and the City of Rialto. The Agua Mansa Corridor contains properties which are located in four separate governmental jurisdictions, which include the cities of Colton and Rialto, and unincorporated portions of the Counties of San Bernardino and Riverside. The intent of the Agua Mansa Specific Plan was to allow the Specific Plan area to develop in a manner which would maximize the potential for industrial development while at the same time maintaining a harmonious relationship with the existing land uses and environment. In addition, the Specific Plan was intended to maximize the creation of employment opportunities in a region which has a significant housing/jobs imbalance.

This proposed amendment to the Specific Plan would change the land use designation of the site to Medium Industrial, consistent with the industrial development that occurs north of the Project site in the City of Rialto. General uses permitted within the Medium Industrial" designation include manufacturing, material processing, assembly, packaging, fabrication and warehousing. All industrial activities occurring under this designation are required to be conducted in enclosed buildings, due to the proximity of this designation to the edge of the rural area of Bloomington and other existing residential uses. Based on historical aerial photos and site visits over time, staff has observed that the area has been in transition from residential to industrial for the past fifteen years.



The CUP includes a 475,847 square foot “high cube” warehouse facility and a 30,059 square foot warehouse on 31 acres. The warehouse improvements include truck and passenger vehicle parking, detention basins, walls/fences, hardscape areas, as well as some ornamental trees and vegetation. The Project has been designed to minimize conflicts between this proposed industrial use and surrounding non-industrial uses. The Project will be screened from all residential land uses with a landscaping buffer. The Project design also incorporates screening of exterior mechanical equipment and loading and storage areas, to further enhance the overall aesthetic quality of the development. Landscaping will be required to blend well with the existing and planned visual character of the area.

The CUP application is consistent with the County General Plan and the Specific Plan because the Project includes a General Plan Amendment to change the land use designation from Single Residential to Medium Industrial, and satisfies the findings required for approval of the requested change. Furthermore, the Project is consistent with other land use policies and standards in the Specific Plan that promote economic development that is compatible with adjacent land uses.

Correspondence was received in response to the Project notice and the notice of availability of the proposed Mitigated Negative Declaration. The initial correspondence included written comments from the City of Jurupa Valley and one neighboring property owner objecting to the Project. Objections stated in these comment letters included concerns with Traffic, Noise, Drainage and Biological Resources. These and other environmental issues are summarized below, along with information that has substantially resolved the concerns.

### **Traffic and Circulation:**

The Project includes two new commercial driveways that are located on Agua Mansa Road and El Rivino Road via Kiningham Drive. The Project also proposes an emergency access drive on Kiningham Drive. The existing roads do not meet current county standards and the Project will be conditioned to improve all three streets to County standards. Given that the internal circulation and access have been designed to meet County standards (i.e. access drives, curb-to-curb width, turning radii, etc.), no significant impact to circulation or emergency vehicle access is anticipated. To complete the Project, the developer will also be required to vacate a portion of Kiningham Drive and all of Canfield Way. A 30-foot access easement will be provided to ensure continued convenient access to two existing parcels.

A traffic study was prepared by RK Engineering Group, and reviewed by the County Traffic Division. The traffic analysis concluded that implementation of this Project as planned will not cause significant effects on other planned development in the area; nor will it have a significant impact on the existing circulation system. A fair share contribution toward existing intersection improvements has been required as a condition of approval

of the Project. This contribution is required to cover the cost of future improvements to intersections identified in the traffic analysis that would be affected by the Project. The Project's contribution toward the cost of improvements is proportional to its contribution toward the impacts on the intersections, as estimated in the traffic impact study. The contribution would be required at the time of building permit issuance, based on current cost estimates for the improvements. Currently, the estimated fair share contribution is \$43,574.00 for impacts to the following intersections: Hall Avenue at El Rivino Road, Agua Mansa Road at El Rivino Road, Cedar Ave at El Rivino Road, and Riverside Avenue at Agua Mansa Road.

In addition to the fair share contribution toward improvements identified in the traffic analysis, this Project is also subject to the Regional Transportation Development Mitigation Fee Plan for the Rialto Subarea. Currently, the Plan Fee is \$1.82 per square foot for the High Cube warehouse and \$6.01 per square foot for the smaller warehouse building. The total estimated Plan Fee for the Project is currently \$1,046,696.13, as detailed in the conditions of approval.

The City of Jurupa Valley expressed concerns about traffic impacts from the Project. The traffic impact study identified level of service deficiencies at the intersection of Cedar Avenue/Rubidoux Blvd at El Rivino Road/Tarragona Drive. Improvements were recommended to mitigate the impact based on a fair-share contribution. The developer has since agreed to enter into a Memorandum of Understanding with the City of Jurupa Valley to fund additional improvements requested by the City.

**Noise:**

A noise study was prepared by RK Engineering Group to assess the Project's potential noise impacts. To determine the existing baseline noise level, RK Engineering conducted four short-term noise measurements. In addition traffic and ambient noise was projected to estimate the future noise levels during typical conditions. The study concluded that noise from traffic would increase by only .05 dBA, which is below the 3dBA level that is perceptible to the human ear. In addition, a mitigation measure will require a minimum 8 foot high decorative concrete wall along the west, south, and southeastern property lines.

**Drainage:**

The proposed development of the site will decrease all drainage flows from pre-development conditions for volume and velocity. This decrease in flow will be accomplished by the construction of two detention basins. In addition, a catch basin is proposed to capture offsite water. In total the onsite predeveloped conditions produces 44.8 CFS, and the proposed developed site produces 32.6 CFS during the 100-year storm event. Therefore the Project is expected to reduce drainage impacts to the surrounding properties and the existing roadways.



### **Biological Resources:**

A Habitat Assessment and focused surveys were prepared for the Project site. Special attention was given to the suitability of the on-site habitat to support the Burrowing Owl and Delhi Sands flower-loving fly (DSF), as well as several other sensitive species identified by the California Natural Diversity Database (CNDDDB) and other electronic databases, as potentially occurring on or within the general vicinity of the Project site. No sensitive plant species were observed on-site during the habitat assessment. The biologist determined that the Project site does not provide suitable habitat that would support any of the sensitive plant species known to occur in the general vicinity of the Project site.

The Burrowing Owl was not observed in the course of the survey. In addition, no sign of the species, including pellets, plumage, insect parts, or tracks were observed. A Delhi Sands Flower Loving Fly survey was also conducted on the site. The survey concluded that the site consists of a moderately clean, regularly disturbed Delhi sand layer. The site was rated as unsuitable/very low quality. No areas on the site provide restorable Delhi Sands soils, or soils that are considered suitable for DSF.

The California Department of Fish and Wildlife (CDFW) provided comments and recommendations for refinement of the proposed mitigation measures for the Project. The County has revised the mitigation measures to address the concerns raised by the CDFW. The revised mitigation measures require pre-construction clearance surveys regardless of when construction takes place, mitigation of the jurisdictional streambed at a minimum of a 1:1 ratio, and concurrence from the Federal Department of Fish and Wildlife regarding the findings concerning DSF.

### **Air Quality:**

The Project air quality analysis shows that both short-term and long-term emissions from the Project will not exceed the SCAQMD established significance thresholds and the impact is considered less than significant with mitigation measures incorporated. A dust control plan will be required as a condition of approval to regulate construction activities that could create windblown dust. Construction and painting activities will also be restricted to further reduce impacts.

### **Greenhouse Gas Reduction:**

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

Implementation of the County's GHG Plan is achieved through the Development Review Process by applying appropriate reduction requirements to reduce GHG emissions. All new development is required to adopt feasible measures to reduce Project emissions below a level of significance, consistent with the GHG Plan. For Projects exceeding 3,000 MTCO<sub>2e</sub> per year of GHG emissions, the developer may use the GHG Plan Screening Tables as a tool to assist with calculating GHG reduction measures that will achieve conformity to the GHG Plan. Projects that garner 100 or more points in the Screening Tables do not require quantification of Project-specific GHG emissions. The proposed Project has garnered 100 points on the Screening Tables through the application of energy efficiency measures, construction debris diversion, and the construction of electric vehicle charging stations. As a result, the Project is considered to be consistent with the GHG Plan and is determined to have a less than significant individual and cumulative impact for GHG emissions. The GHG reduction measures selected by the developer through the Screening Tables Review have been incorporated in the Project design and in the Conditions of Approval.

#### **California Environmental Quality Act Compliance:**

In compliance with the California Environmental Quality Act (CEQA), an Initial Study has been completed for the proposed Project. It concludes that the Project will not have a significant adverse impact on the environment with the implementation of all the conditions of approval and environmental mitigation measures. The Initial Study was circulated for public review from March 11, 2016, to April 11, 2016, and responsible agencies have reviewed and concurred with the recommended mitigation measures. Therefore, adoption of a Mitigated Negative Declaration is recommended.

**RECOMMENDATION:** That the Planning Commission **RECOMMEND** that the Board of Supervisors:

- 1) **ADOPT** the Mitigated Negative Declaration;
- 2) **ADOPT** a General Plan Amendment to amend the Agua Mansa Specific Plan zoning designation from Single Family Residential to Medium Industrial on 31 acres.
- 3) **APPROVE** the Conditional Use Permit for the construction establish a 475,847 square foot warehouse building and a 30,059 square foot warehouse building on 31 acres. based on the Findings contained in the Staff Report and subject to the Conditions of Approval; and
- 4) **FILE** a Notice of Determination.

#### **ATTACHMENTS:**

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



# EXHIBIT A

## Findings

**FINDINGS - GENERAL PLAN AMENDMENT (AGUA MANSA SPECIFIC PLAN/SINGLE FAMILY RESIDENTIAL TO AGUA MANSA SPECIFIC PLAN/MEDIUM INDUSTRIAL)**  
**[SBCC 86.12.060]**

The proposed Project (Project) is a General Plan Amendment (GPA) to change the Agua Mansa Specific Plan zoning designation from Single Family Residential (AM/SP-SFR) to Medium Industrial (AM/SP-MED IND) on 31 acres, a Conditional Use Permit (CUP) to establish two warehouse buildings and a Tentative Parcel Map to create 3 parcels.

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

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

Policy Implementation: The proposed GPA will allow the extension of industrial development which occurs north of the proposed Project.

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

- Goal Implementation: The proposed Project provides an extension of industrial development.
2. **The proposed GPA would not be detrimental to the public interest, health, safety, convenience, or welfare of the County**, because the amendment facilitates a Project that has incorporated appropriate conditions of approval and mitigation measures to protect and enhance public health and safety, while providing a logical and orderly expansion of existing adjacent industrial land uses.
  3. **The proposed land use zoning district change is in the public interest, there will be a community benefit, and other existing and allowed uses will not be compromised**, because the proposed GPA represents a continuation of the existing industrial land use patterns and zoning in the surrounding areas. The GPA does not compromise existing or other planned uses and a community benefit will be derived from the creation of temporary construction jobs and permanent office and warehouse jobs.
  4. **The proposed land use zoning district change will provide a reasonable and logical extension of the existing land use pattern in the surrounding area,**

because the proposed amendment will extend industrial development that occurs north and west of the project site.

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



**FINDINGS: TENTATIVE PARCEL MAP TO CREATE THREE PARCELS ON 31. ACRES. [SBCC 87.02.060]**

1. **The proposed map, subdivision design, and improvements are consistent with the General Plan, any applicable community plan, and any applicable specific plan**, because the subdivision will allow the consolidation of 17 parcels to allow for the construction of two warehouses. The Project includes a General Plan Amendment to the Agua Mansa Specific Plan/Medium Industrial district and is adopted the project will be consistent with the General Plan and the Specific Plan.
2. **The site is physically suitable for the type and proposed density of development** because the tract map includes adequate setbacks, road improvements and access driveways to accommodate the proposed development.
3. **The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat**, because site does not contain threatened or endangered species and the environment analysis confirms no other significant impacts are anticipated with the implementation of mitigation measures.
4. **The design of the subdivision and type of improvements are not likely to cause serious public health problems**, because the site location, the subdivision design, and the density proposed are such that hazards from flood, fire, noise and other potential public health hazards are minimal with the implementation of the proposed conditions of approval and mitigation measures.
5. **The design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through or use of, property within the proposed subdivision** because the recorded map will require all necessary public rights of easements to be shown. The development will provide two-points of legal and physical access to the site with proper documentation of those access rights. The conditions of approval shall require that any easement conflicts be resolved and that statements of concurrence be provided from utility companies, whose easements may be affected by the proposed development prior to recordation.
6. **The discharge of the sewage from the proposed subdivision into the community sewer system will not result in violation of existing requirements prescribed by the California Regional Water Quality Control Board**, because the proposed Project will connect to existing sewer facilities, which is in compliance with the Regional Water Quality Control Board requirements.

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

## **FINDINGS: CONDITIONAL USE PERMIT**

- 1. The site for the proposed use is adequate in terms of shape and size to accommodate the proposed use and all landscaping, open space, setbacks, walls and fences, yards, and other required features pertaining to the application.** The 31-acre site will accommodate the proposed building associated with the Project. All setbacks meet or exceed the requirements of the Development Code for the proposed land use and the existing zoning. The proposed trailer storage areas have appropriate screening and 21% of the site will be landscaped.
- 2. The site for the proposed use has adequate access,** which means that the site design and proposed conditions of approval provide for the streets surrounding the site to be improved fully to provide legal and physical access to the site, and appropriate regional circulation mitigation has been required. The Project includes two new commercial driveways that are located on Agua Mansa Road and El Rivino Road via Kiningham Drive. The Project also proposes an emergency access drive on Kiningham Drive.
- 3. The proposed use will not have a substantial adverse effect on abutting properties or the allowed use of the abutting properties, which means that the use will not generate excessive noise, traffic, vibration, lighting, glare, or other disturbance.** The proposed industrial building and Project improvements have been designed to incorporate sufficient road improvements and to conform to industrial performance standards, including those for noise and vibration. In addition, the use will not interfere with the present or future ability to use solar energy systems.
- 4. The proposed use and manner of development are consistent with the goals, maps, policies, and standards of the County General Plan and any applicable Community or Specific Plan.** The proposed CUP site plan, together with the provisions for its design and improvement are consistent with the County General Plan.

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

- Goal/Policy Implementation: The proposed Project is an infill development surrounded by industrial warehouses and residential uses.

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



- Goal Implementation: The proposed Project provides an extension of industrial development.
5. **There is supporting infrastructure, existing or available, consistent with the intensity of the development, to accommodate the proposed project without significantly lowering service levels.** The developer will be required to construct road improvements, as well as contribute to the Regional Transportation Mitigation Facilities Fee Plan to provide other traffic related improvements in the area.
  6. **The lawful conditions stated in the approval are deemed reasonable and necessary to protect the overall public health, safety and general welfare** because the conditions of approval include measures to reduce air quality and traffic impacts and enforce performance standards.
  7. **The design of the site has considered the potential for the use of solar energy systems and passive or natural heating and cooling opportunities,** through the orientation and design of the building to take advantage of passive cooling capabilities through light colored roofing and energy efficient windows.
  8. **The Initial Study and the related Mitigated Negative Declaration have been prepared in compliance with the California Environmental Quality Act (CEQA) and each represents the independent judgment of the County acting as lead agency for the project. Therefore, if the Project is approved, a Notice of Determination will be filed**

## **EXHIBIT B**

### Conditions of Approval

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## CONDITIONS OF APPROVAL

### GENERAL REQUIREMENTS

Conditions of Operation and Procedure

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

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

1. Project Description. The County conditionally approves the proposed Conditional Use Permit to establish a 475,847 square foot warehouse building and a 30,059 square foot warehouse building on 31 acres. In accordance with the San Bernardino County Code (SBCC), California Building Codes (CBC), the California Fire Code (CFC), the following Conditions of Approval, the approved site plan, and all other required and approved reports and displays (e.g. elevations). APN: 0260-032-11\*, Project Number P201400543.
2. Project Location. The Project site is located at the northeast corner of the intersection of El Rivino Road and Kiningham Drive; east of Halbrook lane in the Agua Mansa Specific Plan area.
3. Development Standards. The Project site is located in the Valley Region within the Agua Mansa Specific Plan – Medium Industrial zoning district. The Agua Mansa Specific Plan lists the required Development Standards.
4. Revisions. Any proposed change to the approved use/activity on the site; or any increase in the developed area of the site or any expansion or modification to the approved facilities, including changes to structures, building locations, elevations, signs, parking allocation, landscaping, lighting, allowable number of occupants (clients and/or employees); or a proposed change in the Conditions of Approval, including operational restrictions from those shown either on the approved site plan and/or in the Conditions of Approval shall require that an additional land use application (e.g. Revision to an Approved Action) be approved by the County. The developer shall prepare, submit with fees, and obtain approval of the application prior to implementing any such revision or modification. (SBCC §86.06.070)
5. Continuous Effect/Revocation. All Conditions of Approval applied to this Project shall be effective continuously throughout the operative life of the Project for the approved use. Failure of the property owner, tenant, applicant, developer, or any operator to comply with any or all of the conditions at any time may result in a public hearing and revocation of the approved land use, provided adequate notice, time and opportunity is provided to the property owner or other party to correct the non-complying situation.
6. Indemnification. In compliance with SBCC §81.01.070, the developer shall agree to defend, indemnify and hold harmless the County or its “indemnities” (herein collectively the County’s elected officials, appointed officials [including Planning Commissioners], Zoning Administrator, agents, officers, employees, volunteers, advisory agencies or committees, appeal boards or legislative body) from any claim, action or proceeding against the County or its indemnitees to attack, set aside, void or annul an approval of the County by an indemnitee concerning the map or permit or any other



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action relating to or arising out of County approval, including the acts, errors or omissions of any person and for any costs or expenses incurred by the indemnitees on account of any claim, except where such indemnification is prohibited by law. In the alternative, the developer may agree to relinquish such approval.

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

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

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

7. Expiration. This Project permit approval shall expire and become void if it is not "exercised" within three years of the effective date of this approval, unless an extension of time is granted. The permit is deemed exercised when either:
- The permittee has commenced actual construction or alteration under a validly issued Building Permit, or the permittee has substantially commenced the approved land use or activity on the Project site, for those portions of the Project not requiring a Building Permit. [SBCC §86.06.060]
    - Occupancy of completed structures and operation of the approved exercised land use remains valid continuously for the life of the Project and the approval runs with the land, unless one of the following occurs:
      - Building and Safety does not issue construction permits for all or part of the Project or the construction permits expire before the completion of the structure and the final inspection approval.
      - The County determines the land use to be abandoned or non-conforming.
      - The County determines that the land use is not operating in compliance with these Conditions of Approval, the County Code, or other applicable laws, ordinances or regulations. In these cases, the land use may be subject to a revocation hearing and possible termination.

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

8. Extension of Time. County staff may grant extensions of time to the expiration date (listed above or as otherwise extended) in increments each not to exceed an additional three years beyond the current expiration date. The developer may file an application to request consideration of an extension of time with appropriate fees no less than 30 days before the expiration date. County staff

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- may grant extensions of time based on a review of the Extension application, which must include a justification of the delay in construction and a plan of action for completion. The granting of such an extension request is a discretionary action that may be subject to additional or revised Conditions of Approval or site plan modifications. (SBCC §86.06.060)
9. Development Impact Fees. Additional fees may be required prior to issuance of development permits. Fees shall be paid as specified in adopted fee ordinances.
10. Project Account. The Job Costing System (JCS) account number is P201400543. This is an actual cost project with a deposit account to which hourly charges is assessed. The developer shall maintain a positive account balance at all times. A minimum balance of \$1000 must be in the Project account at the time the Condition Compliance Review is initiated. Sufficient funds must remain in the account to cover the charges during each compliance review. All fees required for processing shall be paid in full prior to final inspection, occupancy and operation of the approved use. There shall be sufficient funds remaining in the account to properly fund file closure and any other required post-occupancy review and inspection (e.g. landscape performance).
11. Condition Compliance. In order to obtain construction permits for grading, building, final inspection and/or tenant occupancy for each approved building, the developer shall process a Condition Compliance Release Form (CCRF) for each respective building and/or phase of the development through the Planning Division in accordance with the directions stated in the Approval letter. The Planning Division shall release their holds on each phase of development by providing to County Building and Safety the following:
- Grading Permits: a copy of the signed CCRF for grading/land disturbance and two “red” stamped and signed approved copies of the grading plans.
  - Building Permits: a copy of the signed CCRF for building permits and three “red” stamped and signed approved copies of the final approved site plan.
  - Final Occupancy: a copy of the signed CCRF for final inspection of each respective building or use of the land, after an on-site compliance inspection by the Planning Division.
12. Additional Permits. The property owner, developer, and land use operator are all responsible to ascertain and comply with all laws, ordinances, regulations and any other requirements of Federal, State, County and Local agencies as are applicable to the development and operation of the approved land use and Project site. These may include:
- a) FEDERAL: Fish & Wildlife Service.
  - b) STATE: Fish & Wildlife, Santa Ana RWQCB, South Coast AQMD
  - c) COUNTY: Public Health - Environmental Health Services; Public Works; County Fire; and Hazardous Materials, Building and Safety; Land Development; Planning; Code Enforcement.
13. Performance Standards. The approved land uses shall operate in compliance with the general performance standards listed in SBCC Chapter 83.01, regarding air quality, electrical disturbance, fire hazards (storage of flammable or other hazardous materials), heat, noise, vibration, and the disposal of liquid waste. In addition to these, none of the following shall be perceptible without instruments at any point outside the Project boundaries at adjoining property lines:
- Odors: No offensive or objectionable odor.
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- Emissions: No emission of dirt, dust, fly ash and other forms of particulate matter.
  - Smoke: No smoke of a greater density than that described in No. 2 on the Ringelmann Chart, as published currently by the United States Bureau of Mines, shall be emitted from any Project source.
  - Radiation: No dangerous amount of radioactive emissions.
  - Toxic Gases: No emission of toxic, noxious or corrosive fumes of gases.
  - Glare: No intense glare that is not effectively screened from view at any point outside the Project boundary.
14. Continuous Maintenance. The Project property owner shall continually maintain the property so that it is visually attractive and not dangerous to the health, safety and general welfare of both on-site users (e.g. employees) and surrounding properties. The property owner shall ensure that all facets of the development are regularly inspected, maintained and that any defects are timely repaired. Among the elements to be maintained, include but are not limited to:
- Annual maintenance and repair: The developer shall conduct inspections for any structures, fencing/walls, driveways, and signs to assure proper structural, electrical, and mechanical safety.
  - Graffiti and debris: The developer shall remove graffiti and debris immediately through weekly maintenance.
  - Landscaping: The developer shall maintain landscaping in a continual healthy thriving manner at proper height for required screening. Drought-resistant, fire retardant vegetation shall be used where practicable. Where landscaped areas are irrigated it shall be done in a manner designed to conserve water, minimizing aerial spraying.
  - Dust control: The developer shall maintain dust control measures on any undeveloped areas where landscaping has not been provided.
  - Erosion control: The developer shall maintain erosion control measures to reduce water runoff, siltation, and promote slope stability.
  - External Storage: The developer shall maintain external storage, loading, recycling and trash storage areas in a neat and orderly manner, and fully screened from public view. Outside storage shall not exceed the height of the screening walls.
  - Metal Storage Containers: The developer shall NOT place metal storage containers in loading areas or other areas unless specifically approved by this or subsequent land use approvals.
  - Screening: The developer shall maintain screening that is visually attractive. All trash areas, loading areas, mechanical equipment (including roof top) shall be screened from public view.
  - Signage: The developer shall maintain all on-site signs, including posted area signs (e.g. "No Trespassing") in a clean readable condition at all times. The developer shall remove all graffiti and repair vandalism on a regular basis. Signs on the site shall be of the size and general location as shown on the approved site plan or subsequently a County-approved sign plan.
  - Lighting: The developer shall maintain any lighting so that they operate properly for safety purposes and do not project onto adjoining properties or roadways. Lighting shall adhere to applicable glare and night light rules.
  - Parking and on-site circulation: The developer shall maintain all parking and on-site circulation requirements, including surfaces, all markings and traffic/directional signs in an un-faded condition as identified on the approved site plan. Any modification to parking and access layout requires the Planning Division review and approval. The markings and signs shall be clearly
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defined, un-faded and legible; these include parking spaces, disabled space and access path of travel, directional designations and signs, stop signs, pedestrian crossing, speed humps and “No Parking”, “Carpool”, and “Fire Lane” designations.

- Fire Lanes: The developer shall clearly define and maintain in good condition at all times all markings required by the Fire Department, including “No Parking” designations and “Fire Lane” designations.
15. Construction Hours. Construction will be limited to the hours between 7:00 AM and 7:00 PM, Monday through Saturday in accordance with the SBCC standards. No construction activities are permitted outside of these hours or on Sundays and Federal holidays.
  16. Underground Utilities. All new on-site utility lines (66KV or less) located on or around the perimeter of the site, shall be placed underground. The developer will work cooperatively with the County and appropriate utility agencies to underground these facilities.
  17. Lighting. The glare from any luminous source, including on-site lighting shall not exceed one-half (0.5) foot-candle at property line. All lighting shall be limited to that necessary for maintenance activities and security purposes. This is to allow minimum obstruction of night sky remote area views. No light shall project onto adjacent roadways in a manner that interferes with on-coming traffic. All signs proposed by this project shall only be lit by steady, stationary, shielded light directed at the sign, by light inside the sign, by direct stationary neon lighting or in the case of an approved electronic message center sign alternating no more than once every five seconds.
  18. Clear Sight Triangle. Adequate visibility for vehicular and pedestrian traffic shall be provided at clear sight triangles at all 90 degree angle intersections of public rights-of-way and private driveways. All signs, structures and landscaping located within any clear sight triangle shall comply with the height and location requirements specified by County Development Code (SBCC§ 83.02.030) or as otherwise required by County Traffic.

#### **LAND USE SERVICES DEPARTMENT – Code Enforcement Division (909) 387-8311**

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

#### **LAND USE SERVICES DEPARTMENT – Land Development Division – Drainage (909) 387-8311**

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21. 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.
  22. Natural Drainage. The natural drainage courses traversing the site shall not be occupied or obstructed.
  23. 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.
  24. 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.
  25. 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.

**LAND USE SERVICES DEPARTMENT – Land Development Division – Roads (909) 387-8311**

26. Access for APN 0260-032-15. A physical access shall be provided and preserved at all times for APN 0260-032-15.

**PUBLIC HEALTH – Environmental Health Services [DEHS] (800) 442-2283**

27. Noise Standards. Noise level shall be maintained at or below County Development Code Standards, §83.01.080. For information, contact DEHS at (800) 442-2283.
  28. Refuse Maintenance. 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 containing garbage produced or accumulated in or about a residence 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 produced or accumulated in or about hotels, food establishments, or other businesses shall be removed from the premises at least 2 times per week or as often if necessary to minimize public health nuisances, by a permitted hauler to an approved
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solid waste facility in conformance with San Bernardino County Code Chapter 8, Section 33.0830 et. seq. For information, please call DEHS/LEA at: 1-800-442-2283.

29. Septic System Maintenance. The septic system shall be maintained so as not to create a public nuisance and shall be serviced by a DEHS permitted pumper. For information, please call DEHS/Wastewater Section at: 1-800-442-2283.

### **PUBLIC WORKS – Solid Waste Management (909) 386-8701**

30. 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.
31. Mandatory Organics Recycling. As of April 2016, the State of California through AB 1826 (Enacted October 2014), requires businesses that generate eight (8) cubic yards of organics per week to recycle. A business generating organic waste shall arrange for the recycling services in a manner that is consistent with state and local laws and requirements, including a local ordinance or local jurisdiction's franchise agreement, applicable to the collection, handling, or recycling of solid and organic waste or arrange for separate organic waste collection and recycling services, until the local ordinance or local jurisdiction's franchise agreement includes organic waste recycling services. A business that is a property owner may require a lessee or tenant of that property to source separate their organic waste to aid in compliance. **Additionally, all businesses that contract for gardening or landscaping services must stipulate that the contractor recycle the resulting gardening or landscaping waste.**
32. Mandatory Commercial Recycling. Beginning July 1, 2012, all businesses defined to include a commercial or public entity that generates four or more cubic yards of commercial solid waste a week must arrange for recycling services. The County is required to monitor business recycling and will require the business to provide recycling information. 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 is implemented in all or part of a particular franchise area, all owners or a dwelling or a commercial or industrial unit within the uniform handling area who are required to have uniform handling service shall, upon notice thereof, be required to accept uniform handling service from the grantee holding a franchise agreement and pay the rate of such services. This requirement is a stipulation of County Code Title 4, Division 6, Chapter 5, Section 46.0501.

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

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34. Expiration. 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.
35. Fire Jurisdiction. The above referenced Project is under the jurisdiction of the San Bernardino County Fire Department, herein "Fire Department". Prior to any construction occurring on any parcel, the developer shall contact the Fire Department for verification of current fire protection requirements. All new construction shall comply with the current California Fire Code requirements and all applicable statutes, codes, ordinances, and standards of the Fire Department.
36. 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.
37. Fire Fee. The required fire fees shall be paid to the San Bernardino County Fire Department/Community Safety Division (909) 386-8400.

**PUBLIC WORKS-Traffic Division (909) 387-8186**

38. Roadway. The project vehicles shall not back out into the public roadway.

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**PRIOR TO ISSUANCE OF GRADING PERMITS OR LAND DISTURBING ACTIVITY**

The Following Shall Be Completed

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

39. Drainage Improvements. A Registered Civil Engineer shall investigate and design adequate drainage improvements to intercept and conduct the off-site and on-site drainage flows around and through the site in a manner, which will not adversely affect adjacent or downstream properties. Submit drainage study for review and obtain approval. A \$550 deposit for drainage study review will be collected upon submittal to the Land Development Division. Deposit amounts are subject to change in accordance with the latest approved fee schedule.
  40. Drainage Easements. Adequate San Bernardino County Drainage Easements (minimum fifteen [15] feet wide) shall be provided over the natural drainage courses, drainage facilities/or concentration of runoff from the site. Proof of recordation shall be provided to the Land Development Division.
  41. FEMA Flood Zone. The easterly half of the project is located within Flood Zone D according to FEMA Panel Number 8686H dated 08/28/2008. Flood Hazards are undetermined in this area but possible. The requirements may change based on the recommendations of a drainage study accepted by the Land Development Division and the most current Flood Map prior to issuance of grading permit.
  42. Topo Map. A topographic map shall be provided to facilitate the design and review of necessary drainage facilities.
  43. On-site Flows. On-site flows need to be directed to the drainage facilities unless a drainage acceptance letter is secured from the adjacent property owners and provided to Land Development.
  44. Grading Plans. Grading plans shall be submitted for review and approval. All drainage and WQMP improvements shall be shown on the grading plans according to the approved drainage study and WQMP reports. An \$806 deposit for grading plan review will be collected upon submittal to the Land Development Division. Deposit amounts are subject to change in accordance with the latest approved fee schedule.
  45. WQMP. A completed Water Quality Management Plan (WQMP) shall be submitted for review and approval obtained. A \$2,650 deposit for WQMP review will be collected upon submittal to the Land Development Division. Deposit amounts are subject to change in accordance with the latest approved fee schedule. The report shall adhere to the current requirements established by the Santa Ana Watershed Region. Copies of the WQMP guidance and template can be found at: <http://cms.sbcounty.gov/dpw/Land/WQMPTemplatesandForms.aspx>
  46. WQMP Inspection Fee. The developer shall provide \$3,600 deposit to Land Development Division for inspection of the approved WQMP. Deposit amounts are subject to change in accordance with the latest approved fee schedule.
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## **LAND USE SERVICES DEPARTMENT – Planning Division (909) 387-8311**

47. **Noise Mitigation.** The developer will submit for review and obtain approval of an agreement letter that stipulates that all construction contracts/subcontracts contain as a requirement that the following noise attenuation measures be implemented:
- Noise levels of any project use or activity will be maintained at or below adopted County noise standards (SBCC 83.01.080). The use of noise-producing signals, including horns, whistles, alarms, and bells, will be for safety warning purposes only.
  - Exterior construction activities will be limited between 7 a.m. and 7 p.m. There will be no exterior construction activities on Sundays or National Holidays.
  - Construction equipment will be muffled per manufacturer's specifications. Electrically powered equipment will be used instead of pneumatic or internal combustion powered equipment, where feasible.
  - All stationary construction equipment will be placed in a manner so that emitted noise is directed away from sensitive receptors nearest the project site.
  - Site preparation and grading contractors limit the daily disturbed area to 5 acres or less.
48. **Streambed Alteration.** Prior to development of the project, the applicant will process a Section 1602 Streambed Alteration Agreement thru CDFW that will mitigate impacts for the loss of CDFW jurisdictional streambed at a minimum of 1:1 or at a mitigation ratio negotiated with CDFW during the application process. To mitigate for project impacts to CDFW jurisdictional streambed and reduce impacts to less than significant levels, the applicant will be required to create and/or enhance riparian habitats and jurisdictional waters within a designated conservation site, purchase of off-site mitigation in an in-lieu-fee program or mitigation bank, or a combination of both.
49. **Assessment Concurrence.** Prior to development of the proposed project, the applicant will discuss the results of the DSF Habitat Suitability Assessment with USFWS to get their concurrence with the findings.
50. **Pre-Construction Clearance Surveys.** Burrowing owl and nesting bird pre-construction clearance surveys shall be conducted prior to project implementation. The first survey shall be conducted 14-30 days prior to the commencement of ground disturbing activities and the second survey shall be conducted 24-hours prior to ground disturbing activities. If no active avian nests and no burrowing owls are found during the clearance surveys, no additional mitigation will be required. All suitable habitat within 500 feet of the project site shall be thoroughly surveyed for the presence of nesting avian species. The biologist conducting the clearance survey shall document a negative survey with a report indicating that no impacts to burrowing owl or active avian nests will occur from project implementation.

If an active avian nest is discovered during the pre-construction clearance survey, construction activities might have to be rerouted, a no-work buffer<sup>1</sup> might have to be established around the nest, or construction may be delayed until the nest is inactive. It is recommended that a biological monitor

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be present to delineate the boundaries of the buffer area if an active nest is observed and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the qualified biologist has determined that young birds have successfully fledged or the nest has otherwise become inactive, a monitoring report shall be prepared and submitted to the County for review and approval prior to initiating construction activities within the buffer area. The monitoring report shall summarize the results of the nest monitoring, describe construction restrictions currently in place, and confirm that construction activities can proceed within the buffer area without jeopardizing the survival of the young birds. Construction within the designated buffer area shall not proceed until authorization is received from CDFW.

If burrowing owl are found occupying the project site at the time of the pre-construction survey, a burrowing owl relocation plan will need to be prepared, approved by CDFW, and implemented prior to ground disturbing activities.

51. GHG – Construction Standards. The developer shall submit for review and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce impacts to GHG and submitting documentation of compliance. The developer/construction contractors shall do the following:
- d) Implement the approved Coating Restriction Plans.
  - e) Select construction equipment based on low-emissions factors and high-energy efficiency. All diesel/gasoline-powered construction equipment shall be replaced, where possible, with equivalent electric or CNG equipment.
  - f) Grading plans shall include the following statements:
    - “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.”
    - “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.”
  - d) Schedule construction traffic ingress/egress to not interfere with peak-hour traffic and to minimize traffic obstructions. Queuing of trucks on and off site shall be firmly discouraged and not scheduled. A flag person shall be retained to maintain efficient traffic flow and safety adjacent to existing roadways.
  - e) Recycle and reuse construction and demolition waste (e.g. soil, vegetation, concrete, lumber, metal, and cardboard) per County Solid Waste procedures.
  - f) The construction contractor shall support and encourage ridesharing and transit incentives for the construction crew and educate all construction workers about the required waste reduction and the availability of recycling services.
52. AQ-Dust Control Plan. The “developer” shall prepare, submit for review and obtain approval from County Planning of both a Dust Control Plan (DCP) consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/ subcontracts a requirement that project contractors adhere to the requirements of the DCP. The DCP shall include the following requirements:
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- a) Exposed soil shall be kept continually moist to reduce fugitive dust during all grading and construction activities, through application of water sprayed a minimum of two times each day or as otherwise necessary.
- b) During high wind conditions (i.e., wind speeds exceeding 25 mph), areas with disturbed soil shall be watered hourly and activities on unpaved surfaces shall cease until wind speeds no longer exceed 25 mph.
- c) Storage piles that are to be left in place for more than three working days shall be sprayed with a non-toxic soil binder, covered with plastic or revegetated.
- d) Storm water control systems shall be installed to prevent off-site mud deposition.
- e) All trucks hauling dirt away to the site shall be covered.
- f) Construction vehicle tires shall be washed, prior to leaving the project site.
- g) Rumble plates shall be installed at construction exits from dirt driveways.
- h) Paved access driveways and streets shall be washed and swept daily when there are visible signs of dirt track-out.
- i) Street sweeping shall be conducted daily when visible soil accumulations occur along site access roadways to remove dirt dropped or tracked-out by construction vehicles. Site access driveways and adjacent streets shall be washed daily, if there are visible signs of any dirt track-out at the conclusion of any workday and after street sweeping.

#### **LAND USE SERVICES DEPARTMENT– Building and Safety Division (909) 387-8311**

53. Retaining Wall Plans. Submit plans and obtain separate building permits for any required walls or retaining walls.
54. Geotechnical (Soil) Report. A geotechnical (soil) report shall be submitted to the Building and Safety Division for review and approval prior to issuance of grading permits.
55. Grading Plans. Grading plans shall be submitted to Building and Safety for review and approval prior to grading/land disturbance.
56. Demolition Permit. Obtain a demolition permit for any building/s or structures to be demolished. Underground structures must be broken in, back-filled and inspected before covering.
57. Erosion & Sediment Control Plan. An erosion and sediment control plan shall be submitted to and approved by the Building Official.
58. Erosion Control Installation. An erosion control permit shall be obtained and devices installed prior to any land disturbance. No sediment is to leave the job site.
59. NPDES Permit. An NPDES permit - Notice of Intent (NOI) - is required on all grading of one (1) acre or more prior to issuance of a grading/construction permit. Contact your Regional Water Quality Control Board for specifics. [www.swrcb.ca.gov](http://www.swrcb.ca.gov)

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

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

61. Water System. Prior to any land disturbance, the water systems shall be designed to meet the required fire flow for this development and shall be approved by the Fire Department. The required fire flow shall be determined by using Appendix IIIA of the California Fire Code. [F05]

**PUBLIC WORKS – Surveyor (909) 387-8149**

62. Monumentation. 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 (§8771(b) Business and Professions Code).

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**PRIOR TO ISSUANCE OF BUILDING PERMITS**  
The Following Shall Be Completed

**LAND USE SERVICES DEPARTMENT– Building and Safety Division (909) 387-8311**

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

**PUBLIC WORKS – Solid Waste Management (909) 386-8701**

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

**LAND USE SERVICES DEPARTMENT – Planning Division (909) 387-8311**

65. Landscape and Irrigation Plan. Landscape and Irrigation Plans shall be prepared in conformance with Chapter 83.10, Landscaping Standards, of the County Development Code. The developer shall submit four copies of a landscape and irrigation plan to County Planning, which include the following:
- Full landscaping of the building setback area along all street frontages.
  - A decorative pedestrian entrance from the side walk, through the landscape setback area
  - Decorative Wall. A minimum 8 foot high decorative concrete wall is required along the west, south, and southeastern property lines.
66. Signs. The developer shall submit all signs for review and approval. Each tenant shall submit for approval any additions or modifications to the approved signs. The signs shall adhere to the following:
- a) All signs shall be lit only by steady, stationary shielded light; exposed neon is acceptable.
  - b) All sign lighting shall not exceed one-half (0.5) foot-candle.
  - c) No sign or stationary light source shall interfere with a driver's or pedestrian's view of public right-of-way or in any other manner impair public safety.
  - d) There shall be no more than one freestanding sign per frontage. No freestanding sign shall be more than 25 feet above the road to which it is oriented.
  - e) Monument signs shall not exceed six feet above ground elevation and shall be limited to one per frontage.
  - f) Directional signs shall be allowed as shown on the sign plan submitted with landscape plans.
67. Recordation. TPM 19063 shall be recorded prior to the issuance of building permits.

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68. Irrigation and Landscaping (GHG Reduction Measure). The project shall include the following irrigation and landscaping water reduction measures:
- The project shall include drip irrigation and the installation of a water efficient landscaping system that utilizes a smart irrigation control system, with a demonstrated 20 percent reduced water use (5 points).
  - Water efficient landscaping shall be installed that includes only California Native Landscape plants (8 points).
69. Energy Efficiency for Commercial Development (GHG Reduction Measure R2E7). The project shall incorporate GHG reduction measures which include the specific features listed below, or equivalent measures that may be achieved through building code compliance. A certified statement from a qualified energy consultant is required to verify compliance as follows:
- a) Insulation – Modestly Enhanced Insulation – (Rigid Wall Insulation R-13, roof/attic R-38) (15 points)
  - b) Windows – Enhanced Window Insulation (.032 U-factor, .25 SHGC) (8points)
  - c) Air Infiltration (HERS Verified Quality Insulation QII or equivalent) (12 points)
  - d) Heating and Cooling Distribution System – Modest Duct Insulation (8 points)
  - e) Space Heating/cooling Equipment –High Efficiency HVAC (8 points)
  - f) Water Heaters – High Efficiency Water Heaters -.72 Energy Factor (16 points)
  - g) Daylighting – All rooms within the building have at least one window or skylight (1 Point)
  - h) Artificial Lighting –High Efficiency Lights (50 % of in-unit fixtures are high efficiency) (12 points)
70. Potable Water - Per Capita Water Use Reduction Goal (GHG Reduction Measure R2WC-1). The project shall include the following potable water reduction measures indicated below:
- The project shall include Water Efficiency toilets/urinals (3 points).
  - The project shall include Water Efficiency faucets (3 points).
71. Lighting. The “developer” shall submit for review and obtain approval from County Planning of a lighting (photometric) plan. Exterior lighting shall be kept to the minimum required for safety and shall support the preservation of night sky views. This lighting plan shall do the following:
- a) Show the type, height, and location of all outdoor lights.
  - b) Lighting shall be hooded, shielded, or directional in nature so that it does not extend beyond the property boundary and is directed downward.
  - c) All lighting shall not exceed one-half (0.5) foot-candle at the property line.
  - d) Utilize dimmers, photocells and motion detectors to reduce interior and exterior lighting, save energy and reduce night sky- light pollution
  - e) On-site lighting shall be designed n a manner to confine the area illumination to the site boundaries and in a manner to avoid glare to adjacent properties or motorists on adjacent roadways
  - f) No onsite lighting or glare from such lighting shall create any safety hazards for traffic on roadways.
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**PUBLIC WORKS-Traffic Division (909) 387-8186**

72. Street Improvements- Agua Mansa Road at El Rivino Road. The applicant shall design as part of the street improvement plans a northbound through lane on Agua Mansa Road at El Rivino Road.
73. Street Improvements Agua Mansa/Project Access. The applicant shall design as part of the street improvement plans to add a northbound left-turn lane, southbound right-turn lane, and a traffic signal at the intersection of Agua Mansa Road and Project Access.
74. Fair share A fair share contribution for this project is required and will be based on the fair share percentages calculated in the traffic impact study (revised) from RK Engineering Group dated May 15, 2015. The study concluded that the additional traffic generated by this project will have a cumulative impact at the following intersections for the Opening Year (2017) and the Buildout Year (2035) traffic conditions:

The total fair share contribution shall be paid to the Department of Public Works - Traffic Division. At the present time, the total estimated fair share contribution is \$43,574 for impacts as detailed in the table below. When an application for a building permit is filed, this amount will be adjusted to reflect actual construction costs incurred, if available, or will be adjusted to account for future construction costs using the Caltrans Construction Cost Index.

INTERSECTION	ESTIMATED COST	FAIR SHARE PERCENTAGE	ESTIMATED CONTRIBUTION	JURISDICTION
1. Hall Avenue at El Rivino Road  • Install one northbound left-turn lane.	• \$50,000	• 6.02%	• \$3,012	County/City of Jurupa Valley
2. Agua Mansa Road at El Rivino Road  • Install a traffic signal.	• \$598,400	• 3.07%	• \$18,381	County
3. Cedar Ave at El Rivino Road  • Install one westbound left-turn lane.	• \$50,000	• 1.21%	• \$607	City of Jurupa Valley



<p>4. Riverside Avenue at Agua Mansa Road</p> <ul style="list-style-type: none"> <li>• Install one northbound thru lane.</li> <li>• Reconfigure southbound right lane to be shared thru/right lane.</li> <li>• Install eastbound left-turn lane.</li> <li>• Install eastbound thru lane.</li> <li>• Install westbound thru lane.</li> </ul>	<ul style="list-style-type: none"> <li>• \$250,000</li> <li>• \$227,273</li> <li>• \$50,000</li> <li>• \$227,273</li> <li>• \$227,273</li> </ul>	<ul style="list-style-type: none"> <li>• 2.20%</li> <li>• 2.20%</li> <li>• 2.20%</li> <li>• 2.20%</li> <li>• 2.20%</li> </ul>	<ul style="list-style-type: none"> <li>• \$5,493</li> <li>• \$4,994</li> <li>• \$1,099</li> <li>• \$4,994</li> <li>• \$4,994</li> </ul>	<p style="text-align: center;">City of                  Rialto/City of                  Colton</p>
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75. Mitigation Fee Plan. This project falls within the Regional Transportation Development Mitigation Fee Plan Area for the Rialto Subarea. The Regional Transportation Development Mitigation Plan Fee (Plan Fee) shall be paid by a cashier's check to the Department of Public Works Business Office. The Plan Fee shall be computed in accordance with the Plan Fee Schedule in effect as of the date that the building plans are submitted and the building permit is applied for. Currently, the Plan Fee for High Cube use is \$1.82 per square foot and \$6.01 per square foot for Industrial use. There is one 475,847 sq. ft. high-cube warehouse building and one 30,059 sq. ft. industrial building per the revised traffic impact study dated May 15, 2015 prepared by RK Engineering Group, Inc. The Plan Fee for the high-cube warehouse building is \$866,041.54 (\$1.82 per sq. ft. x 475,847 sq. ft.). The Plan Fee for the industrial building is \$180,654.59 (\$6.01 per sq. ft. x \$30,059 sq. ft.). Therefore, the total estimated Plan Fee is \$1,046,696.13 (\$866,041.54 + \$180,654.59). The Plan Fee is subject to change periodically. The current Regional Transportation Development Mitigation Plan and Fee Schedule can be found at the following website:  
[http://www.sbcounty.gov/dpw/transportation/transportation\\_planning.asp](http://www.sbcounty.gov/dpw/transportation/transportation_planning.asp)

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**LAND USE SERVICES DEPARTMENT – Land Development Division – Roads (909) 387-8311**

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

**Agua Mansa Rd (Major Highway – 104')**

- Road Dedication. A 22 foot grant of easement is required to provide a half-width right-of-way of 52.
- Street Improvements. Design curb and gutter with match up paving 40 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 San Bernardino County Standard 130.
- Curb Returns. Curb Returns shall be designed per County Standard 110. Adequate easement shall be provided to ensure sidewalk improvements are within Public right-of-way.

**EI Rivino Rd (Secondary Hwy – 88')**

- Road Dedication. A 14 foot grant of easement is required to provide a half-width right-of-way of 44'.
- Curb Return Dedication. A 50 foot radius return grant of easement is required at the intersection of EI Rivino Rd and Kiningham Dr.
- Street Improvements. Design curb and gutter with match up paving 32 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 San Bernardino County Standard 130.
- Curb Returns. Curb Returns shall be designed per County Standard 110. Adequate easement shall be provided to ensure sidewalk improvements are within Public right-of-way.

**Kiningham Drive (Private-50')**

- Road Dedication. A 5 foot grant of easement is required to provide a half-width right-of-way of 25'.

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- Street Improvements. Design curb and gutter with match up paving 18 feet from centerline with a minimum pavement section of 26 feet.
  - Sidewalks. Design sidewalks per County Standard 109 Type "C".
  - Driveway Approach. Design driveway approach per San Bernardino County Standard 129B, and located per San Bernardino County Standard 130.
  - Curb Returns. Curb Returns shall be designed per County Standard 110. Adequate easement shall be provided to ensure sidewalk improvements are within Public right-of-way.
  - Cul-de-sac Design. The proposed cul-de-sac shall be designed and constructed to full width according to County Standard. The Tentative Parcel Map shall reflect the limits of the cul-de-sac design and all parcels encumbered.
  - Street Vacation. Vacation of Kiningham Drive and Canfield Way shall be approved by Highway Planning Technical Committee (HPTC), Department of Public Works. A processing fee shall be required prior to vacation and the vacation shall be finalized prior to certificate of occupancy. Contact Transportation Right-of-Way at (909) 387-7951 to obtain additional information.
  - CMRS Exclusion. Kiningham Drive shall not be entered into the County Maintained Road System (CMRS).

### **Halbrook Ln (Local Street – 60')**

- Road Dedication. A 10 foot grant of easement is required to provide a half-width right-of-way 30'.
  - Street Improvements. Design curb and gutter with match up paving 18 feet from centerline with a minimum pavement section of 26 feet.
  - Sidewalks. Design sidewalks per County Standard 109 Type "C".
  - Driveway Approach. Design driveway approach per San Bernardino County Standard 129B, and located per San Bernardino County Standard 130.
  - Curb Returns. Curb Returns shall be designed per County Standard 110. Adequate easement shall be provided to ensure sidewalk improvements are within Public right-of-way
77. Road Standards and Design. All required street improvements shall comply with latest San Bernardino County Road Planning and Design Standards and the San Bernardino County Standard Plans. Road sections shall be designed to Valley Road Standards of San Bernardino

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County, and to the policies and requirements of the County Department of Public Works and in accordance with the General Plan, Circulation Element.

78. Street Improvement Plans. The developer shall submit for review and obtain approval of street improvement plans prior to construction. Final plans and profiles shall indicate the location of any existing utility facility or utility pole which would affect construction, and any such utility shall be relocated as necessary without cost to the County. Street improvement plans shall not be approved until all necessary right-of-way is acquired.
79. Encroachment Permits. Prior to installation of road and drainage improvements, a permit is required from County Public Works, Transportation Operations Division, Permit Section, (909) 387-8046, as well as other agencies prior to work within their jurisdiction.
80. Construction Permits. Prior to installation of road and drainage improvements, a construction permit is required from County Public Works, Transportation Operations Division, Permit Section, (909) 387-8046, as well as other agencies prior to work within their jurisdiction. Submittal shall include a materials report and pavement section design in support of the section shown on the plans. Applicant shall conduct classification counts and compute a Traffic Index (TI) Value in support of the pavement section design.
81. 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.
82. Turnarounds. Turnarounds at dead end streets shall be in accordance with the requirements of the County Department of Public Works and Fire Department.
83. 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.
84. 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.

#### **DEPARTMENT OF PUBLIC WORKS – Surveyor (909) 387-8149**

85. Monumentation. 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 (§8771(b) Business and Professions Code).
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**PUBLIC HEALTH – Environmental Health Services [DEHS] (800) 442-2283**

86. Acoustical Checklist. Preliminary acoustical information must be submitted demonstrating that the proposed project maintains noise levels at/or below County Noise Standard(s), San Bernardino Development Code (§ 83.01.080, 87.0905). The purpose is to evaluate potential future on-site and/or adjacent off-site noise sources. If the preliminary information cannot demonstrate compliance to noise standards, a project specific acoustical analysis shall be required. Submit information/analysis to DEHS for review and approval. For more information and to request an acoustical checklist contact DEHS.
87. Water Purveyor. Water purveyor shall be West Valley Water District or EHS approved. 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 project number P201400543 and the Assessor's Parcel Number: 0260-032-11+. 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.
88. Sewer Purveyor. Method of sewage disposal shall be City of Rialto, or, if not available, EHS approved onsite wastewater treatment system (OWTS). Applicant shall procure a verification letter from the sewerage agency with jurisdiction. This letter shall state whether or not sewer connection and service shall be made available to the project by the sewerage agency. This letter shall reference the project number P201400543 and the Assessor's Parcel Number: 0260-032-11+.
89. Water Quality Control Board. Written clearance shall be obtained from the designated California Regional Water Quality control Board (listed below) and a copy forwarded to the Division of Environmental health Services.
- A. Santa Ana Region, 3737 Main St., Suite 500, Riverside, CA 92501-3339, 951-782-4130.

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

90. 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.
91. Access. The development shall have a minimum of 2 points of vehicular access. These are for fire/emergency equipment access and for evacuation routes. Standard 902.2.1
- Single Story Road Access Width:

All buildings shall have access provided by approved roads, alleys and private drives with a minimum twenty six (26) foot unobstructed width and vertically to fourteen (14) feet six (6) inches in height. Other recognized standards may be more restrictive by requiring wider access provisions.



- Multi-Story Road Access Width:

Buildings three (3) stories in height or more shall have a minimum access of thirty (30) feet unobstructed width and vertically to fourteen (14) feet six (6) inches in height. [F41]

92. Combustible Protection. Prior to combustibles, being placed on the project site an approved paved road with curb and gutter and fire hydrants with an acceptable fire flow shall be installed. The topcoat of asphalt does not have to be installed until final inspection and occupancy. [F44]
93. Secondary Access Paved. Prior to building permits being issued to any new structure, the secondary access road shall be paved or an all-weather surface and shall be installed.
94. Water System Commercial. A water system approved and inspected by the Fire Department is required. The system shall be operational, prior to any combustibles being stored on the site. All fire hydrants shall be spaced no more than three hundred (300) feet apart (as measured along vehicular travel-ways) and no more than three hundred (300) feet from any portion of a structure.
95. Building Plans. No less than three (3) complete sets of Building Plans shall be submitted to the Fire Department for review and approval.

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**PRIOR TO FINAL INSPECTION OR OCCUPANCY**  
The Following Shall Be Completed

**LAND USE SERVICES DEPARTMENT – Land Development Division – Drainage Section (909) 387-8311**

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

**PUBLIC WORKS – Solid Waste Management (909) 386-8701**

98. Construction and Demolition Waste Management Plan (CDWMP) Part 2 – The developer shall complete SWMD's CDWMP Part 2 for construction and demolition. This summary shall provide documentation of actual diversion of materials including but not limited to receipts, invoices or letters from diversion facilities or certification of reuse of materials on site. The CDWMP Part 2 shall provide evidence to the satisfaction of SWMD that demonstrates that the project has diverted from landfill disposal, material for reuse or recycling by a minimum of 50% of total weight or volume of all construction waste.

**LAND USE SERVICES DEPARTMENT – Building and Safety Division (909) 387-8311**

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

**PUBLIC WORKS-Traffic Division (909) 387-8186**

100. Road Improvements Installed. The applicant shall construct, at 100% cost to the applicant the following:
- A northbound through lane on Agua Mansa Road at El Rivino Road as shown on the approved street improvement plans.
  - A northbound left-turn lane, southbound right-turn lane, and a traffic signal at the intersection of Agua Mansa Road and the Project Access as shown on the approved street improvement plans.

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

101. Commercial Addressing. Commercial and industrial developments of 100,000 sq. ft or less shall have the street address installed on the building with numbers that are a minimum six (6) inches in height and with a three quarter (3/4) inch stroke. The street address shall be visible from the street. During the hours of darkness, the numbers shall be electrically illuminated (internal or external). Where the building is two hundred (200) feet or more from the roadway, additional non-illuminated contrasting six (6) inch numbers shall be displayed at the property access entrances. Standard 901.4.4
102. Fire Extinguishers. Hand portable fire extinguishers are required. The location, type, and cabinet design shall be approved by the Fire Department.
103. Street Sign. This project is required to have an approved street sign (temporary or permanent). The street sign shall be installed on the nearest street corner to the project. Installation of the temporary sign shall be prior any combustible material being placed on the construction site. Prior to final inspection and occupancy of the first structure, the permanent street sign shall be installed. Standard 901.4.4
104. Key Box. An approved Fire Department key box is required. The key box shall be provided with a tamper switch and shall be monitored by a Fire Department approved central monitoring service. In commercial, industrial and multi-family complexes, all swing gates shall have an approved fire department Knox Lock. Standard 902.4
105. Override Switch. Where an automatic electric security gate is used, an approved Fire Department override switch (Knox ®) is required. Standard 902.4
106. Hydrant Marking. Blue reflective pavement markers indicating fire hydrant locations shall be installed as specified by the Fire Department. Standard 901.4.3.
107. Fire Alarm. A manual, automatic or manual and automatic fire alarm system complying with the California Fire Code, NFPA and all applicable codes is required. 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.
108. 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.

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**LAND USE SERVICES DEPARTMENT – Planning Division (909) 387-8311**

109. CCRF/Occupancy. Prior to occupancy/use, all Condition Compliance Release Forms (CCRF) shall be completed to the satisfaction of County Planning with appropriate authorizing signatures from each affected agency.
110. Landscaping Installed. All proposed landscaping, hardscape, exterior features (benches, walkways, bike racks etc), walls and fencing shall be installed as shown on the approved landscaping plan.
111. Parking Lot Installed: On-site parking and circulation requirements shall be installed, inspected and approved as being in compliance with SBCC Chapter 83.11. The appropriate parking plan shall be implemented based on the identified tenant, and stalls painted accordingly. The following shall be completed:
- a) Surface. All access drives shall be surfaced with all-weather paving with a minimum of three inches asphalt and six inches of base or greater as determined necessary by County Building and Safety to be adequate to accommodate long-term and extensive use by heavy hauling trucks.
  - b) Markings. All circulation markings shall be clearly painted and permanently maintained, including arrows painted to indicate direction of traffic flow.
  - c) Crosswalks. All on-site internal pedestrian crosswalks shall be delineated with a minimum 3” white or yellow painted line stripe. All pedestrian crossings in public right-of-way shall be per County Standards.
  - d) Stops. All internal parking lot driveway intersections shall be installed with a painted stop limit line and shall have either a breakaway pole “STOP” sign and/or painted “STOP” lettering on the paving in front of the limit line.
  - e) Parking Space Striping. All paved parking stalls shall be clearly striped and permanently maintained.
    - All paved non-truck parking stalls shall be striped with double/hairpin lines with the two lines being located an equal nine inches on either side of the stall sidelines. Each use shall have a minimum of four standard parking stalls (9’x19’), one loading zone (10’ x 20’ with 14’ clearance) and one van accessible space for the disabled (9’+ 8’ x 19’), plus one additional space for each company vehicle.
    - All paved truck parking stalls and docks shall have at a minimum a single six-inch wide line per each side of the stall.
  - f) Multi-modal. All required multi-modal amenities (e.g. bike stands, motorcycle parking, mass transit access, carpool preferred parking, vanpool passenger pickup etc.) shall be installed per approved plans.
112. Screening Installed. All required screening and buffering measures shall be installed. All rooftop mechanical equipment shall be screened from ground vistas. All trash enclosures shall be screened from public view and shall be double-bin capacity with a rainproof roof.
113. Building Elevations. The building construction shall be completed in conformance with the approved architectural elevations to the satisfaction of County Planning.
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114. Fees Paid. Prior to final inspection by the Building and Safety Division and/or issuance of a Certificate of Conditional Use by the Planning Division, all fees required under actual cost job number P201400543 shall be paid in full.
  115. (GHG Reduction Measure R2T2). The developer shall provide proof of the completion of the following.
    - Car/Vanpools The project applicant shall require that any future tenants institute a ride sharing program that is open to all employees with preferred parking. (1 points)
  116. GHG – Installation/Implementation Standards. The developer shall submit for review and obtain approval from County Planning of evidence that all applicable GHG performance standards have been installed, implemented properly and that specified performance objectives are being met.
  117. GHG – Operational Standards. The developer shall implement the following as greenhouse gas (GHG) mitigation during the operation of the approved project:
    - a) Waste Stream Reduction. The “developer” shall provide to all tenants and project employees County-approved informational materials about methods and need to reduce the solid waste stream and listing available recycling services.
    - b) Vehicle Trip Reduction. The “developer” shall provide to all tenants County-approved informational materials about the need to reduce vehicle trips and the program elements this project is implementing. Such elements may include: participation in established ride-sharing programs, creating a new ride-share employee vanpool, and/or providing a web site or message board for coordinating rides.
    - c) Provide Educational Materials. The developer shall provide to all tenants and employees education materials and about reducing waste and available recycling services. The education materials shall be submitted to County Planning for review and approval.
    - d) Landscape Equipment. The developer shall require in the landscape maintenance contract and/or in onsite procedures that a minimum of 20% of the landscape maintenance equipment shall be electric-powered.

#### **LAND USE SERVICES DEPARTMENT – Land Development Division – Roads (909) 387-8311**

118. Street Vacation. A proof of completion of the vacation process shall be provided to the Land Development Division prior to occupancy.
  119. LDD Requirements. All LDD requirements shall be completed by the applicant prior to occupancy.
  120. Road Improvements. All required on-site and off-site improvements shall be completed by the applicant, inspected and approved by County Public Works. Completion of road and drainage improvements does not imply acceptance for maintenance by the County.
  121. Private Roads/Improvements. All required on-site and off-site improvements shall be completed by the applicant. Construction of private roads and private road related drainage improvements shall be inspected and certified by the engineer. Certification shall be submitted to Land Development by the engineer identifying all supporting engineering criteria.
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122. Open Roads/Cash Deposit. Existing County roads, which will require reconstruction, shall remain open for traffic at all times, with adequate detours, during actual construction. A cash deposit shall be made to cover the cost of grading and paving prior to issuance of road encroachment permit. Upon completion of the road and drainage improvement to the satisfaction of the Department of Public Works, the cash deposit may be refunded.
123. Structural Section Testing. A thorough evaluation of the structural road section, to include parkway improvements, from a qualified materials engineer, shall be submitted to County Public Works.
124. Parkway Planting. Trees, irrigation systems, and landscaping required to be installed on public right-of-way shall be approved by County Public Works and Current Planning and shall be maintained by the adjacent property owner or other County-approved entity.

END OF CONDITIONS



## Tentative Parcel Map 19603

### PROJECT DESCRIPTION

1. Project Approval Description. Tentative Parcel Map 19603, is approved to create 3 parcels on 31 acres, and may be recorded in compliance with the conditions of approval, the approved stamped tentative map and the required Composite Development Plan. The project site is located at the northeast corner of the intersection of El Rivino Road and Kiningham Drive; east of Halbrog Lane in the Agua Mansa Specific Plan area. APN: 0260-032-11\*, Project Number P201400543.

### NOTICES

2. Expirations/TPM. This conditional approval of the Tentative Parcel Map shall become null and void unless all conditions have been completed and the Tentative Map has been deemed complete by the County Surveyor for purposes of recordation within 36 months following the effective approval date, unless an extension of time is granted.

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

3. Extension of Time/TPM. Where circumstances cause delays, which do not permit compliance with the required recordation time limit, the developer may submit for review and approval an application requesting an extension of time. County Land Use Services may grant such requests for extensions of time in compliance with the State Map Act Section 66452.6. An Extension of Time may be granted upon a successful review of an Extension of Time application, which includes a justification of the delay in recordation, a plan of action for completion and submittal of the appropriate fee, not less than 30 days prior to the expiration date. The granting of an extension request is a discretionary action that may be subject to additional or revised conditions of approval.
4. Revisions/TPM. Any proposed change to the approved Tentative Parcel Map and/or the conditions of approval shall require that an additional land use application (e.g. Revision to an Approved Action) be submitted to County Land Use Services for review and approval.
5. Condition Compliance. Condition compliance confirmation for purposes of Parcel Map recordation will be coordinated by the County Surveyor.

6. Project Account. The Job Costing System (JCS) account number is P201400543. This is an actual cost project with a deposit account to which hourly charges are assessed by various county agency staff (e.g. Land Use Services, Public Works and County Counsel). Upon notice, the developer shall deposit additional funds to maintain or return the account to a positive balance. The developer is responsible for all expenses charged to this account. Processing of the project shall cease, if it is determined that the account has a negative balance and that an additional deposit has not been made in a timely manner. A minimum balance of \$1,000.00 shall be in the project account at the time of project approval and the initiation of the Condition Compliance Review. Sufficient funds shall remain in the account to cover all estimated charges that may be made during each compliance review. All fees required for processing shall be paid in full prior to recordation.
7. Development Impact Fees. Additional fees may be required prior to issuance of development permits. Fees shall be paid as specified in adopted fee ordinances.

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

8. Fire Condition Letter Expiration. 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.

**LAND USE SERVICES DEPARTMENT – Planning Division (909) 387-8311**

9. 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:

FEDERAL: U.S. Fish & Wildlife

STATE: Santa Ana Regional Water Quality Control Board, South Coast Air Quality Management District, Fish and Wildlife, State Fire Marshall, LAFCO

COUNTY: Land Use Services Department – Land Development Division & Building and Safety Division, Department of Public Works – Survey Division & Traffic Division, Department of Public Health – Environmental Health Services Division, County Fire Department – Community Safety Division

## CONDITIONS OF APPROVAL

10. Indemnification. In compliance with SBCC §81.01.070, the “developer” shall agree, to defend, indemnify, and hold harmless the County or its “indemnitees” (herein collectively the County’s elected officials, appointed officials (including Planning Commissioners), Zoning Administrator, agents, officers, employees, volunteers, advisory agencies or committees, appeal boards or legislative body) from any claim, action, or proceeding against the County or its indemnitees to attack, set aside, void, or annul an approval of the County by an indemnitee concerning a map or permit or any other action relating to or arising out of County approval, including the acts, errors or omissions of any person and for any costs or expenses incurred by the indemnitees on account of any claim, except where such indemnification is prohibited by law. In the alternative, the developer may agree to relinquish such approval.

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

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

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

**PRIOR TO RECORDATION OF THE PARCEL MAP  
The Following Shall Be Completed**

**DEPARTMENT OF PUBLIC WORKS – Surveyor (909) 387-8149**

11. Parcel Map. A Parcel Map is required in compliance with the Subdivision Map Act and the San Bernardino County Development Code.
12. Non-Interference Letter. Subdivider shall present evidence to the County Surveyor's Office that he has tried to obtain a non-interference letter from any utility company that may have rights of easement within the property boundaries.
13. Easements. Easements of record not shown on the tentative map shall be relinquished or relocated. Lots affected by proposed easements or easement of record, which cannot be relinquished or relocated, shall be redesigned.
14. Fees. Review of the Parcel Map by our office is based on actual cost, and requires an initial deposit of \$3,000. Prior to recordation of the map all fees due to our office for the project shall be paid in full.
15. Title Report. A current Title Report prepared for subdivision purposes is required at the time the map is submitted to our office for review.
16. Monument Disturbance. If any activity on the project will disturb any land survey documentation, 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 appropriate documents shall be filed with the County Surveyor pursuant to Section 8771(b) of the Business and Professions Code.

**PUBLIC HEALTH – Environmental Health Services [DEHS] (800) 442-2283**

17. Acoustical. Submit acoustical information sheet demonstrating that the County's exterior and interior residential noise standards will not be exceeded and if exceeded, the manner in which those levels will be mitigated to an acceptable level. Submit information/analysis to the Environmental Health Services (EHS) for review and approval.

[http://www.sbcounty.gov/dehs/Depts/EnvironmentalHealth/FormsPublications/documents/project\\_acoustical\\_information.pdf](http://www.sbcounty.gov/dehs/Depts/EnvironmentalHealth/FormsPublications/documents/project_acoustical_information.pdf)

18. Water Purveyor. Water purveyor shall be West Valley Water District or EHS approved. 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 project number P201400543 and the Assessor's Parcel Number: 0260-032-11+. 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.
19. Sewer Purveyor. Method of sewage disposal shall be City of Rialto, or, if not available, EHS approved onsite wastewater treatment system (OWTS). Applicant shall procure a verification letter from the sewer agency with jurisdiction. This letter shall state whether or not sewer connection and service shall be made available to the project by the sewer agency. This letter shall reference the project number P201400543 and the Assessor's Parcel Number: 0260-032-11+.
20. LAFCO. Submit verification of annexation to EHS for any project that requires water or sewer connection outside a purveyor's jurisdiction. For information, contact LAFCO at (909) 383-9900.
21. Water Quality Control Board. Written clearance shall be obtained from the designated California Regional Water Quality control Board (listed below) and a copy forwarded to the Division of Environmental health Services.
  - A. Santa Ana Region, 3737 Main St., Suite 500, Riverside, CA 92501-3339, 951-782-4130.

**LAND USE SERVICES DEPARTMENT – Building and Safety Division (909) 387-8311**

22. Geotechnical (Soil) Report: When earthwork quantities exceed 5,000 cubic yards, a geotechnical (soil) report shall be submitted to the Building and Safety Division for review and approval.

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

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

24. Drainage Improvements. A Registered Civil Engineer shall investigate and design adequate drainage improvements to intercept and conduct the off-site and on-site drainage flows around and through the site in a manner, which will not adversely affect adjacent or downstream properties. Submit drainage study for review and obtain approval. A \$550 deposit for drainage study review will be collected upon submittal to the Land Development Division. Deposit amounts are subject to change in accordance with the latest approved fee schedule.
25. Drainage Easements. Adequate San Bernardino County Drainage Easements (minimum fifteen [15] feet wide) shall be provided over the natural drainage courses, drainage facilities/or concentration of runoff from the site. Proof of recordation shall be provided to the Land Development Division.
26. Grading Plans. Grading plans shall be submitted for review and approval obtained if grading occurs prior to Final Map recordation. All drainage and WQMP improvements shall be shown on the grading plans according to the approved drainage study WQMP reports. An \$806 deposit for grading plan review will be collected upon submittal to the Land Development Division. Deposit amounts are subject to change in accordance with the latest approved fee schedule.

**LAND USE SERVICES DEPARTMENT-Land Development-Road (909) 387-8311**

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

**Aqua Mansa Rd (Major Highway – 104')**

- Road Dedication. A 22 foot grant of easement is required to provide a half-width right-of-way of 52.



- Street Improvements. Design curb and gutter with match up paving 40 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 San Bernardino County Standard 130.
- Curb Returns. Curb Returns shall be designed per County Standard 110. Adequate easement shall be provided to ensure any sidewalk improvements are within Public right-of-way.

#### **El Rivino Rd (Secondary Hwy – 88')**

- Road Dedication. A 14 foot grant of easement is required to provide a half-width right-of-way of 44'.
- Curb Return Dedication. A 50 foot radius return grant of easement is required at the intersection of El Rivino Rd and Kinningham Dr.
- Street Improvements. Design curb and gutter with match up paving 32 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 San Bernardino County Standard 130.
- Curb Returns. Curb Returns shall be designed per County Standard 110. Adequate easement shall be provided to ensure sidewalk improvements are within Public right-of-way.

#### **Kinningham Drive (Private – 50')**

- Road Dedication. A 5 foot grant of easement is required to provide a half-width right-of-way of 25'.
- Street Improvements. Design curb and gutter with match up paving 18 feet from centerline with a minimum pavement section of 26 feet.

- Sidewalks. Design sidewalks per County Standard 109 Type "C".
- Driveway Approach. Design driveway approach per San Bernardino County Standard 129B, and located per San Bernardino County Standard 130.
- Curb Returns. Curb Returns shall be designed per County Standard 110. Adequate easement shall be provided to ensure sidewalk improvements are within Public right-of-way.
- Cul-de-sac Design. The proposed cul-de-sac shall be designed and constructed full width to County Standards. The Tentative Parcel Map shall reflect the limits of the cul-de-sac design and all parcels encumbered.
- Street Vacation. Vacation of Kiningham Drive and Canfield Way shall be approved by Highway Planning Technical Committee (HPTC), Department of Public Works. A processing fee shall be required prior to vacation and the vacation shall be finalized prior to certificate of occupancy. Contact Transportation Right-of-Way at (909) 387-7951 to obtain additional information.
- CMRS Exclusion. Kiningham Drive shall not be entered into the County Maintained Road System (CMRS).

**Halbrook Ln (Local Street – 60')**

- Road Dedication. A 10 foot grant of easement is required to provide a half-width right-of-way 30'.
- Street Improvements. Design curb and gutter with match up paving 18 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 San Bernardino County Standard 130.
- Curb Returns. Curb Returns shall be designed per County Standard 110. Adequate easement shall be provided to ensure sidewalk improvements are within Public right-of-way.

28. Access for APN 0260-032-15. A Legal access shall be provided for APN 0260-032-15.
29. Road Standards and Design. All required street improvements shall comply with latest San Bernardino County Road Planning and Design Standards and the San Bernardino County Standard Plans. Road sections shall be designed to Valley Road Standards of San Bernardino County, and to the policies and requirements of the County Department of Public Works and in accordance with the General Plan, Circulation Element.
30. Street Improvement Plans. The developer shall submit for review and obtain approval of street improvement plans prior to construction. Final plans and profiles shall indicate the location of any existing utility facility or utility pole which would affect construction. Any utility affecting construction shall be relocated as necessary without cost to the County. Street improvement plans shall not be approved until all necessary right-of-way is acquired.
31. Improvement Securities. Any required public or private road, drainage, WQMP, and/or utility improvements for subdivisions shall be bonded in accordance with County Development code unless constructed and approved prior to recordation. All necessary fees shall be provided in accordance with the latest fee schedule.
32. Maintenance Bond. Once all required public and private road, drainage, WQMP, and/or utility improvements have been constructed and approved, a maintenance bond for a period of one year shall be required to insure satisfactory condition of all improvements. Submit necessary fees, per the latest fee schedule, for new securities.
33. Encroachment Permits. Prior to installation of road and drainage improvements, a permit is required from County Public Works, Transportation Operations Division, Permit Section, (909) 387-8046, as well as other agencies prior to work within their jurisdiction.
34. Construction Permits. Prior to installation of road and drainage improvements, a construction permit is required from County Public Works, Transportation Operations Division, Permit Section, (909) 387-8046, as well as other agencies prior to work within their jurisdiction. Submittal shall include a materials report

and pavement section design in support of the section shown on the plans. Applicant shall conduct classification counts and compute a Traffic Index (TI) Value in support of the pavement section design.

35. 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.
36. 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.
37. Turnarounds. Turnarounds at dead end streets shall be in accordance with the requirements of the County Department of Public Works and Fire Department.
38. 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.
39. 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.
40. Road Improvements. All required on-site and off-site improvements shall be completed by the applicant, inspected and approved by County Public Works. Completion of road and drainage improvements does not imply acceptance for maintenance by the County.
41. Structural Section Testing. Prior to map recordation, a thorough evaluation of the structural road section, to include parkway improvements, from a qualified materials engineer, shall be submitted to the County Public Works.

42. Private Roads/Improvements. Construction of private roads and private road related drainage improvements shall be inspected and certified by the engineer. Certification shall be submitted to Land Development by the engineer identifying all supporting engineering criteria.

**END OF CONDITIONS**

# EXHIBIT C

## Initial Study

## SAN BERNARDINO COUNTY INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

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

### PROJECT LABEL:

<b>APNs:</b>	0260-032-11
<b>Applicant:</b>	Strategic Land Partners
<b>Project No:</b>	P201400543
<b>Staff:</b>	Kevin White, Planner
<b>Rep</b>	Allard Engineering
<b>Proposal:</b>	A) A General Plan Amendment to change the Agua Proposal: Mansa Specific Plan Zoning Designation from Single Family Residential to Medium Industrial on 31 acres. B) A Conditional Use Permit to establish a 475,847 square foot warehouse building and a 30,059 square foot warehouse building on 31 acres. C) A Tentative Parcel Map to create 2 parcels on 31 acres.

**USGS Quad:** Bloomington  
**Lat/Long:** 34°02'12.20"N/117°22'32.22"W  
**T, R, Section:** T01S R05W Sec. 38 SW1/4

**Community Plan:** N/A  
**LUZD:** AM/SP - SFR  
**Overlays:** Biotic Overlay

### PROJECT CONTACT INFORMATION:

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

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

### PROJECT DESCRIPTION:

#### **Summary**

The project is General Plan Amendment to change the zoning from Agua Mansa Specific Plan – Single Family Residential (AM/SP –SFR) to Agua Mansa Specific Plan – Medium Industrial (AM/SP-MED IND) on 31 acres. The project also includes a Conditional Use Permit to establish a 475,847 square foot “high cube” warehouse facility and a 30,059 square foot warehouse on 31 acres. Additionally, the project includes a Tentative Parcel Map to create 2 parcels, the vacation of a portion of Kiningham Dr, truck and passenger vehicle parking, fences, gates, hardscape areas, as well as some ornamental trees and vegetation. The proposed project is located north of El Rivino Road, east of Halbrook Lane.



### ***Existing General Plan Land Use Zoning Designations***

Land uses on the project site and surrounding parcels are governed by the County's Development Code, the Agua Mansa Specific Plan, and the City of Rialto. The following table list the existing land uses and zoning districts.

<b>Existing Land Use and Land Use Zoning Districts</b>		
<b>Location</b>	<b>Existing Land Use</b>	<b>Land Use Zoning District</b>
<b>Project Site</b>	Vacant Land	AM/SP - SFR
North	Distribution Warehouses	City of Rialto
South	Single Family Residences	AM/SP – SFR
East	Warehouse, Industrial, Single Family Residence	AM/SP –SFR, City of Rialto
West	Single Family Residence	AM/SP - SFR

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

The site consists of 17 parcels all of which are vacant. The project site is basically flat with a slight fall in elevation from the west side of the parcel at 943 amsl to the southern edge of the parcel at 924 amsl. A drainage channel reinforced with concrete and riprap traverses the northern portion of the project area along a generally southeast-northwest course. Several dirt roads also crisscross the property.

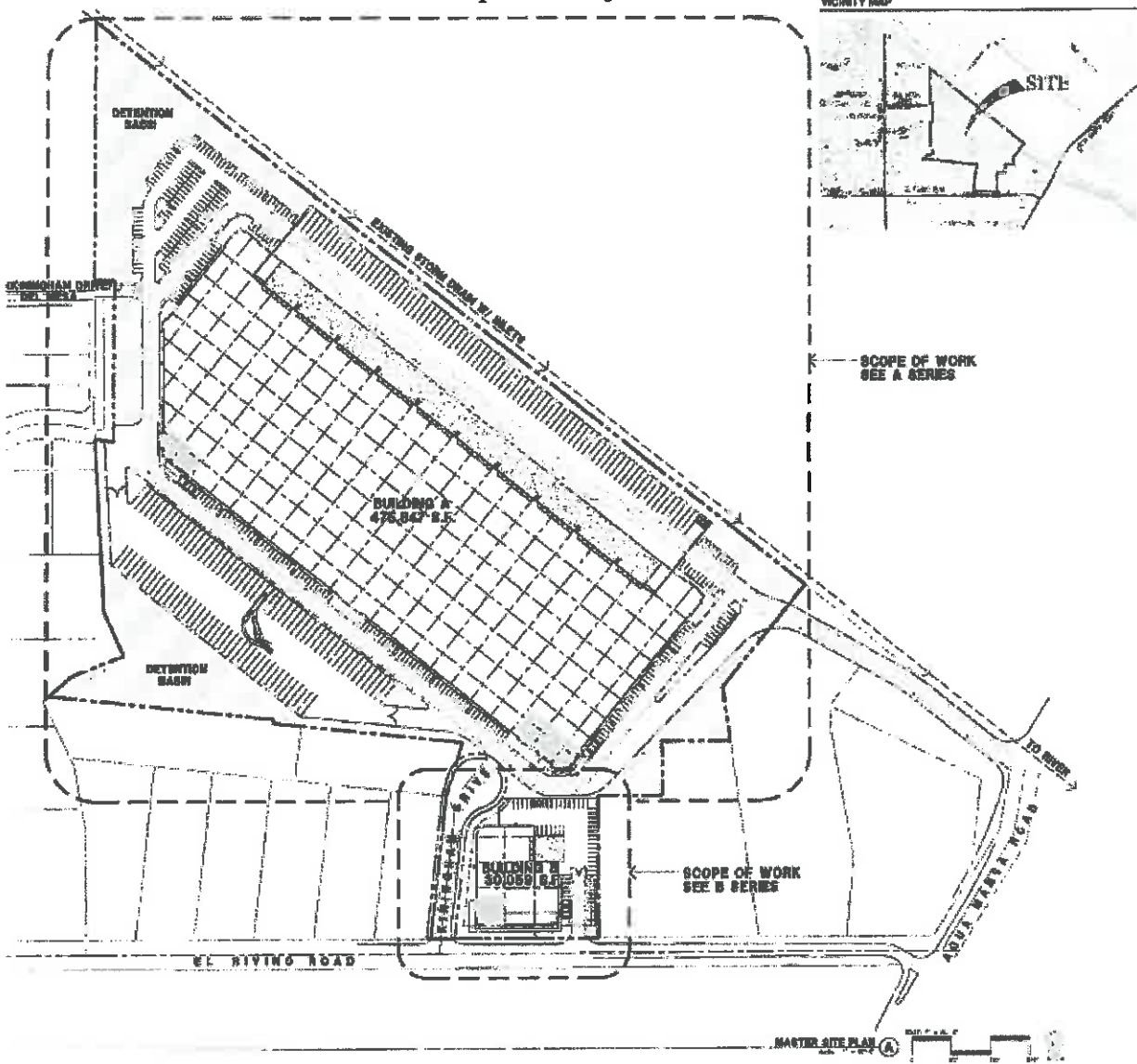


***Project site looking Southeast from the intersection of Del Mesa Drive and Kiningham Drive.***

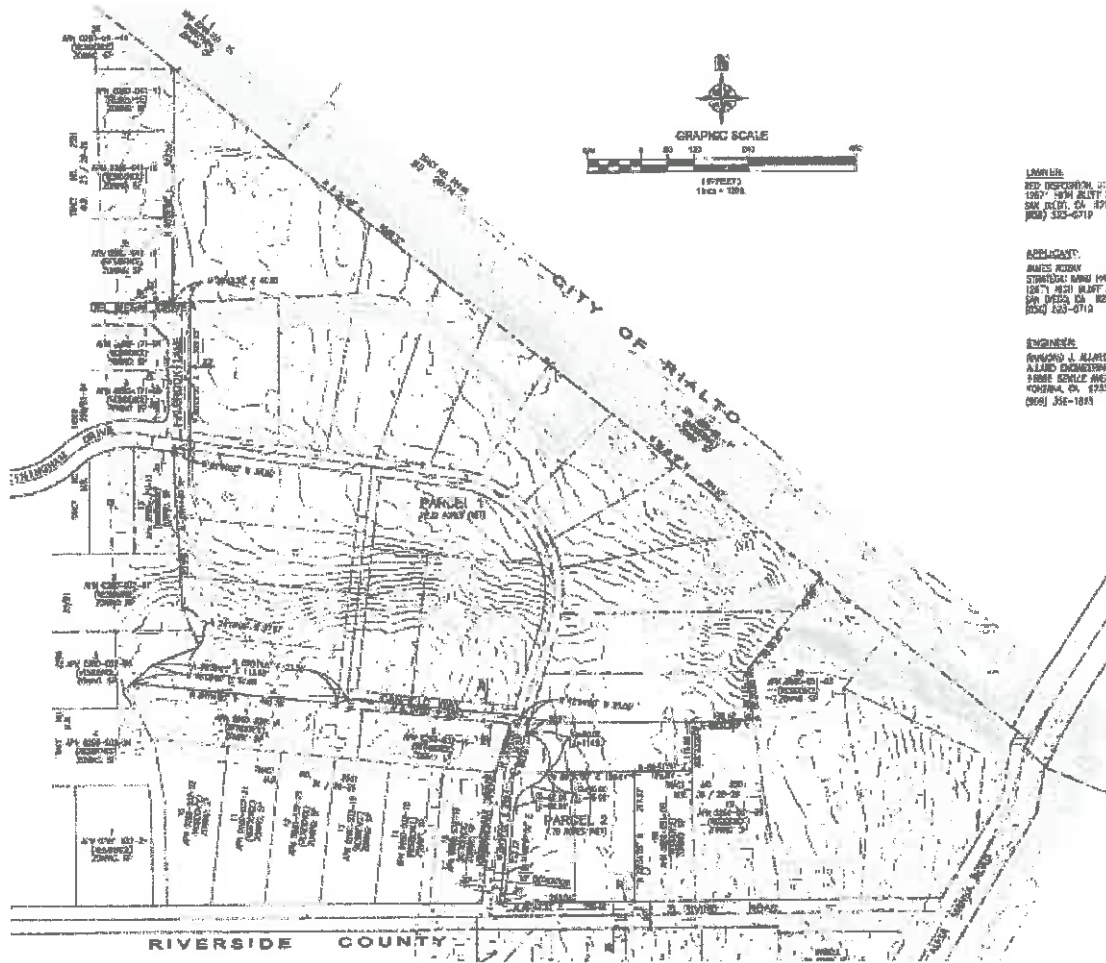


Project site looking Northwest from El Rivino Road.

# Proposed Project



# Tentative Parcel Map



OWNER:  
 RED DEVISION, LLC  
 15677 HIGH BLVD, SUITE 150  
 SAN DIEGO, CA 92130  
 (602) 333-0719

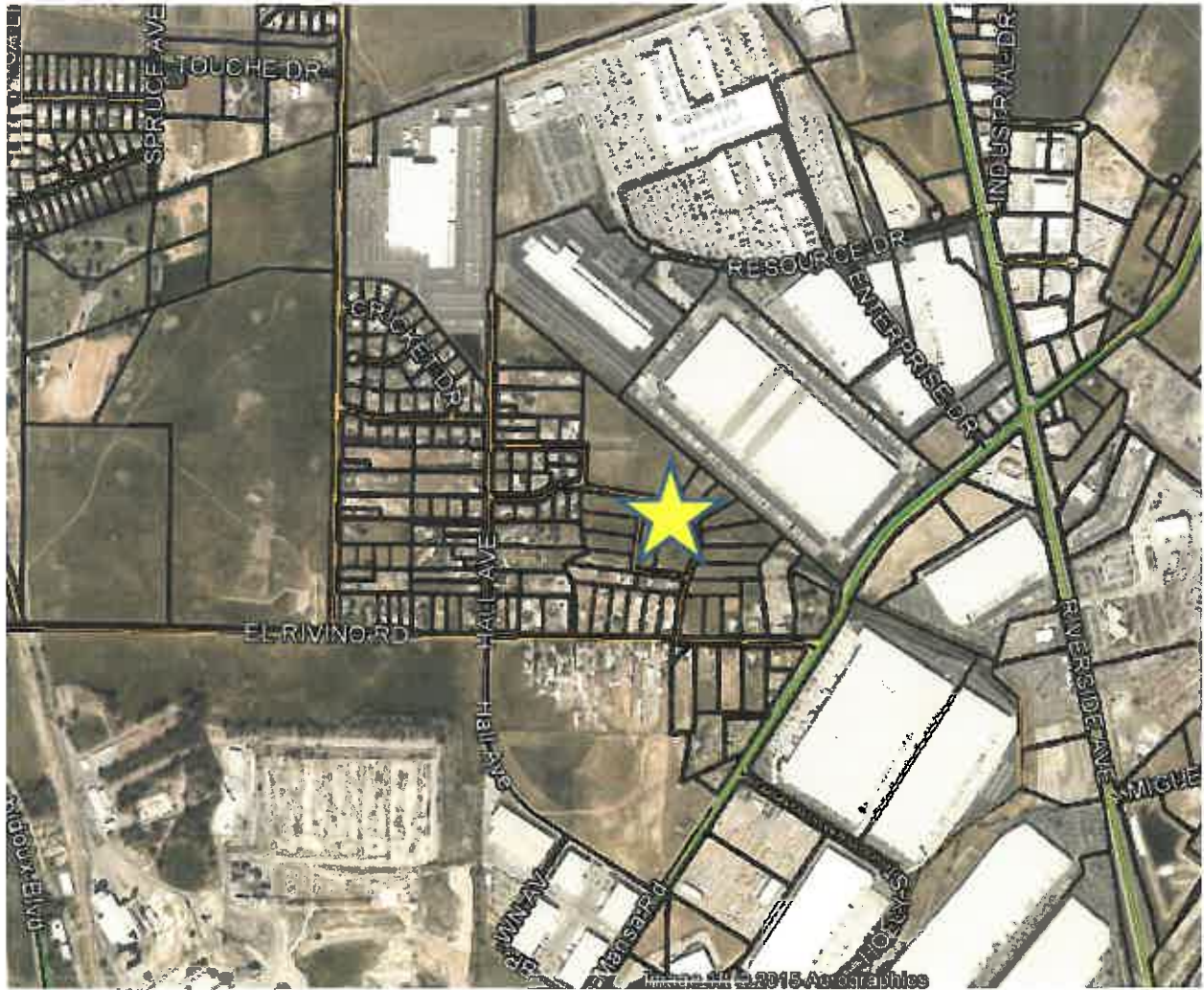
APPLICANT:  
 JAMES BOON  
 STRATEGIC BOND PARTNERS  
 15677 HIGH BLVD, SUITE 150  
 SAN DIEGO, CA 92130  
 (602) 333-0719

ENGINEER:  
 RICHARD J. ALLEN  
 ALLEN ENGINEERING  
 3486 SCHLIE AVE  
 MONTECLAIR, CA 92555  
 (951) 336-1833

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**Exhibit 1: Vicinity Map**



## EVALUATION FORMAT

This initial study is prepared in compliance with the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21000, et seq. and the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.). Specifically, the preparation of an Initial Study is guided by Section 15063 of the State CEQA Guidelines. This format of the study is presented as follows. The project is evaluated based on its effect on 18 major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant	No Impact
--------------------------------	--	-----------------------	-----------

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

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

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

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

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

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

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

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

\_\_\_\_\_  
 Signature (prepared by Kevin White, Planner)

\_\_\_\_\_  
 Date

\_\_\_\_\_  
 Signature: (David Prusch, Supervising Planner)  
 Land Use Services Department/Planning Division

\_\_\_\_\_  
 Date



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

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

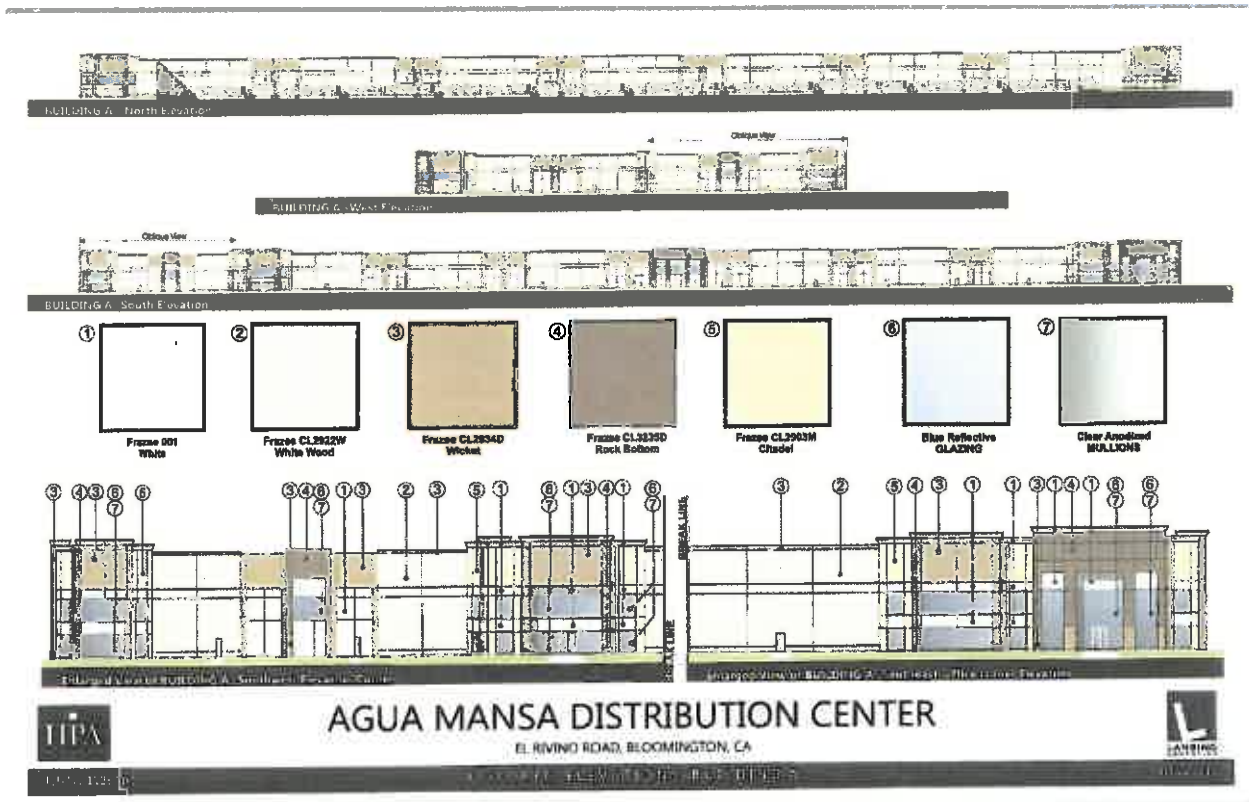
- a) **No Impact.** The proposed project is located within an area where surrounding lands are already substantially developed with industrial and residential uses. The proposed project is not located within a Scenic Corridor. The site is also not located in the proximity of a scenic vista. Therefore the project will not have an impact on a scenic vista.
- b) **No Impact.** The site is not adjacent to a state scenic highway. There are no protected trees, rock outcroppings, or historic buildings on the project site; therefore, the proposed project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings.
- c) **Less than Significant Impact with mitigation.** The proposed project would not substantially degrade the existing visual character of the site and its surroundings. The site is within an urbanized area with improved roadways, electrical poles and lines, and ornamental landscaping (e.g., groundcover, shrubs and trees). The proposed project would allow the development of the site with a warehouse use which would be at a similar scale and character as the existing industrial uses north of the site (See Exhibit 2 below). The site is also adjacent to residential uses to the South and West. To ensure that the proposed development is an aesthetic enhancement to the area, a mitigation measure will be needed to ensure adequate landscape setback exists to help buffer the project from the residential uses. In addition, the conditions of approval will include the requirement to submit exterior architectural elevations of the proposed development for review and approval by the Planning Division prior to issuance of building permits. Landscaping in compliance with the State Water Model Ordinance and the County Development Code is also a requirement in the conditions of approval. The project would have a less than significant impact on the existing visual character and quality of the site and its surroundings.

- d) **Less than Significant Impact.** The proposed project will create a new source of light in the area. Any proposed on site lighting must comply with the Glare and Outdoor Lighting requirements in the Valley Region, which includes shielding. Therefore, the project would result in less than substantial impacts relative to light and glare.

**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.**

**I-1 Landscape setback.** A minimum 15 foot landscape setback is required along every property line shared with a residential use. Where a wall is required, the landscape setback shall be located between the existing property line and the proposed decorative wall.

**Exhibit 2**



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

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

- a) **No Impact.** The California Department of Conservation, Farmland Mapping and Monitoring Program, is responsible with mapping Prime Farmland, Unique Farmland, Farmland of Statewide Importance, and Farmland of Local Importance (Farmland) across the state. This site is designated as "Other" land (VACANT AND NONAGRICULTURAL LAND SURROUNDED ON ALLSIDES BY URBAN DEVELOPMENT ACRES IS MAPPED AS OTHER LAND). The project would not convert Farmland to non-agricultural use, since the project site is not designated as such.
- b) **No Impact.** The proposed project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. The proposed project area is not under a Williamson Act contract. There is no impact and no further analysis is warranted.
- c) **No Impact.** The proposed project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. The proposed project area has never been designated as forest land or timberland because the site is within the valley region which does not contain forested lands.
- d) **No Impact.** The proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. The proposed project site is within the valley region of the county and does not contain forested lands. There is no impact and no further analysis is warranted.
- e) **No Impact.** The proposed project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use. The proposed project site is within the valley region of the county, an urbanized area, and does not contain forested lands. There is no impact and no further analysis is warranted.

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

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

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

The information contained in this section is based in part on an Air Quality Analysis that was prepared RK Engineering.

- a) **Less Than Significant Impact.** A project is consistent with the regional Air Quality Management Plan (AQMP) if it does not exceed the SCAQMD daily threshold or cause a significant impact on air quality, or if the project is already included in the AQMP projection. The conclusion of the air quality analysis was that the project does not exceed the thresholds of concern.(See section B below).
- a) **Less Than Significant Impact.** The proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation as the proposed project will be required to mitigate the emission to a level that is less than significant. Air quality impacts include construction exhaust emissions generated from diesel- and gasoline-powered construction equipment, vegetation clearing, grading, fugitive dust, construction worker commuting, construction material deliveries, and operational activities upon project completion.
- b) **Less Than Significant Impact.** The proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation as the proposed project will be required to mitigate the emission to a level that is less than significant. Air quality impacts include construction exhaust emissions generated from diesel- and gasoline-powered construction equipment, vegetation clearing, grading, fugitive dust, construction worker commuting, construction material deliveries, and operational activities upon project completion.

Construction Phase

Constructions emissions were estimated utilizing CalEEMod to evaluate the construction of the industrial buildings parking lots, grading and vehicles. Construction is anticipated to last 2 years. Fugitive dust is a concern during construction. Fugitive dust emissions include particulate matter and are a potential concern because the project is in a non-attainment area for PM-10 and PM-2.5,



as well as ozone. A mitigation measure is required to limit tractors, grader, dozers, or any other land disturbance equipment to impact a maximum of 5 acres per hour per day. With this mitigation, peak daily construction activity emissions are estimated to be below SCAQMD CEQA with the incorporation of mitigation measures.

**Construction Activity Emissions  
 Maximum Daily Emissions (pounds/day)**

Maximal Construction Emissions	VOC	NOx	CO	SO <sub>2</sub>	PM-10	PM-2.5
Peak Daily	38.69	79.6	593.44	0.1	103.76	6.81
SCAQMD Thresholds	75	100	550	150	150	55

Operational Impacts

Project uses would generate 1009 daily trips according to trip generation estimates provided in the project traffic impact analysis. The project would not cause any operational emissions to exceed their respective SCAQMD CEQA significance thresholds. Based on the modeling analysis the Regional and Local operational emission impacts are less than significant.

Project operations would neither violate any air quality standard nor contribute substantially to an existing or projected air quality violation. Impacts are less than significant and no mitigation measures are required.

**Table 4: Daily Operational Impacts**

Source	Operational Emissions (lbs/day)					
	VOC	NOx	CO	SO <sub>2</sub>	PM-10	PM-2.5
<b>Total</b>	<b>25.73</b>	<b>26.85</b>	<b>77.98</b>	<b>.016</b>	<b>9.03</b>	<b>2.7</b>
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

- c) **Less than Significant Impact with Mitigations Incorporated.** As discussed in Response III.b, the project would not exceed SCAQMD criteria pollutant emission thresholds. Cumulative emissions are part of the emission inventory included in the AQMP for the project area. Therefore, there would be no cumulatively considerable net increase of the criteria pollutants that are in nonattainment status in the South Coast Air Basin. Mitigation measure will require the developer to provide documentation prior to beginning construction demonstrating that the project will comply with all SCAQMD regulations including 402, 403, 431.1, 431.2, 1113 and 1403.

- d) **Less than Significant Impact.** The proposed project would not expose sensitive receptors to substantial pollutant concentrations (see Items III.a through III.c regarding criteria pollutants). The project's construction and operations would not result in any significant air pollutant emissions, and nearby sensitive receptors (consisting of residences) would not be significantly impacted by such emissions.

A Diesel Emissions Health Risk Assessment was prepared as part of the Air Quality Analysis to assess the health effects from air toxics. The health risk assessment measured the increase in Potential Cancer Risk and Non-Cancer Risk. According to the SCAQMD CEQA Handbook, any project that has the potential to expose the public to toxic air containments in excess of the following thresholds would be considered to have a significant impact:

- If the Maximum Incremental Cancer Risk is 10 in one million or greater; or
- Toxic air containments from the proposed project would result in a Hazard Index Increase of 1 or greater.

The project diesel emissions would result in a cancer risk increase of .08 per million people. The Hazard Index (HIDPM) increase is .009. Therefore the project will result in a less than significant impact.

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

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

**AIR QUALITY MITIGATION MEASURES:**

- AQ-1 Land Disturbance. The developer shall ensure that site preparation and grading contractors limit the daily disturbed area to 5 acres or less.  
Mitigation Measure III-1] Grading Permits/Planning

**AQ-2 Construction Mitigation.** The “developer” shall submit for review and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce vehicle and equipment emissions and other impacts to air quality by implementing the following measures and submitting documentation of compliance: The developer/construction contractors shall do the following:

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

NOTE: For daily forecast, call (800) 367-4710 (San Bernardino and Riverside counties).

[Mitigation Measure III-2] Grading Permits/Planning

**AQ-3 Operational Mitigation.** The “developer” shall implement the following air quality mitigation measures, during operation of the approved land use: All on-site equipment and vehicles (off-road/ on-road), shall comply with the following:

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

[Mitigation Measure III-3] General Requirements/Planning

**AQ-4 Dust Control Plan.** The “developer” shall prepare, submit for review and obtain approval from County Planning of both a Dust Control Plan (DCP) consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/ subcontracts a requirement that project contractors adhere to the requirements of the DCP. The DCP shall include the following requirements:

- a) Exposed soil shall be kept continually moist to reduce fugitive dust during all grading and construction activities, through application of water sprayed a minimum of two times each day.



- b) During high wind conditions (i.e., wind speeds exceeding 25 mph), areas with disturbed soil shall be watered hourly and activities on unpaved surfaces shall cease until wind speeds no longer exceed 25 mph.*
  - c) Storage piles that are to be left in place for more than three working days shall be sprayed with a non-toxic soil binder, covered with plastic or revegetated.*
  - d) Storm water control systems shall be installed to prevent off-site mud deposition.*
  - e) All trucks hauling dirt away from the site shall be covered.*
  - f) Construction vehicle tires shall be washed, prior to leaving the project site.*
  - g) Rumble plates shall be installed at construction exits from dirt driveways.*
  - h) Paved access driveways and streets shall be washed and swept daily when there are visible signs of dirt track-out.*
  - i) Street sweeping shall be conducted daily when visible soil accumulations occur along site access roadways to remove dirt dropped or tracked-out by construction vehicles. Site access driveways and adjacent streets shall be washed daily, if there are visible signs of any dirt track-out at the conclusion of any workday and after street sweeping.*
- [Mitigation Measure III-4] Grading Permits/Planning*

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

Figure 1

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

- a) **Less than significant Impact.** A Habitat Assessment was prepared, with field work occurring on May 21, 2015. The project site was described as relatively flat and is undeveloped vacant land that has been heavily disturbed from previous maintenance activities, illegal dumping and equestrian use. No undisturbed, natural plant communities were observed within the boundaries of the project site during the habitat assessment. One (1) plant community was observed on-site: non-native grassland. The assessment found that the site no longer supports suitable habitat for any of the identified sensitive plant species or wildlife.

No sensitive plant species were observed on-site during the habitat assessment, as the project site no longer supports native plant communities, and primarily supports a non-native grassland. The biologist determined that the project site does not provide suitable habitat that would support any of the sensitive plant species known to occur in the general vicinity of the project site.

Special attention was given to the suitability of the on-site habitat to support burrowing owl (*Athene cunicularia*) and Delhi Sands flower-loving fly (*Rhaphiomidas terminates abdominalis*) (DSF), as well as several other sensitive species identified by the California Natural Diversity Database (CNDDDB) and other electronic databases as potentially occurring on or within the general vicinity of the project site. The Burrowing Owl was not observed in the course of the survey. In addition, no sign of the species, including pellets, plumage, insect parts, or tracks were observed. A Delhi Sands Flower Loving Fly survey concluded the site consists of moderately clean, regularly disturbed Delhi sand layer. The site was rated as unsuitable/very low quality. No areas on the site provide restorable Delhi Sands soils, or soils that are considered suitable.

Based on habitat requirements for specific species along with the availability and quality of habitats needed by each sensitive wildlife species, it was determined that the project site has a moderate potential to support suitable foraging habitat for Cooper's Hawk (*Accipiter cooperii*), and a low potential to support burrowing owl, coastal whiptail (*Aspidoscelis tigris stejnegeri*), San Diego black-tailed jackrabbit (*Lepus californicus bennettii*), lark sparrow (*Chondestes grammacus*), and coast horned lizard (*Phrynosoma blainvillii*). All other special-status plant and wildlife species are presumed absent.

- b) **Less than Significant Impact with Mitigations Incorporated.** A single unnamed, ephemeral drainage feature (Drainage A) was observed on the northern portion of the project site. Generally, Drainage A runs east to southeast from the Del Mesa Drive and Halbrook Lane intersection to an existing detention basin located on the central portion of the project site. No undisturbed, natural plant communities were observed within the boundaries of the project site during the habitat assessment. The project site consists of heavily disturbed non-native grassland plant community that is sparsely vegetated with a variety of non-native and early successional weedy plant species.
- c) **No Impact.** A jurisdictional delineation was prepared for the proposed project. A single unnamed, ephemeral drainage feature (Drainage A) was observed on the northern portion of the project site. Generally, Drainage A runs east to southeast from the Del Mesa Drive and Halbrook Lane intersection to an existing detention basin located on the central portion of the project site. Based on the results of the Delineation of State and Federal Jurisdictional Waters Report (RBF 2015), prepared under separate cover, Drainage A was determined to exhibit a surface hydrologic connection to the Santa Ana River (Relatively Permanent Water) and ultimately the Pacific Ocean (Traditional Navigable Water). Therefore, Drainage A qualifies as waters of the United States and falls under the jurisdiction of the U.S. Army Corps of

Engineers (Corps), Regional Water Quality Control Board (Regional Board), and California Department of Fish and Wildlife (CDFW). Based on a review of conceptual grading plans, the project applicant must obtain the following regulatory approvals prior to development of the project site: Corps Clean Water Act (CWA) Section 404 Nationwide Permit No. 39: Commercial and Institutional Developments, Regional Board CWA Section 401 Water Quality Certification, and CDFW Section 1602 Streambed Alteration Agreement. There is no impact to federally protected wetlands.

- d) **Less than Significant Impact with Mitigations Incorporated.** The site does not have native wildlife species and the likelihood for such species to breed on the site is low because the site surrounded by residential and industrial uses. Pursuant to the Migratory Bird Treaty Act and California Fish and Game Code, construction activities and/or the removal of any trees, shrubs, or any other potential nesting habitat should be conducted outside the avian nesting season. The nesting season generally extends from February 1 through August 31, but can vary slightly from year to year based upon seasonal weather conditions. If construction or vegetation clearing activities occur during the avian nesting season a pre-construction nesting bird clearance survey will be required and should specifically focus on the presence/absence of burrowing owl.
- e) **No Impact.** The project does not conflict with local policies or ordinances protecting biological resources that are applicable to the proposed project site.
- f) **No Impact.** The project site is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. The project would have no significant impact relating to Habitat Conservation Plans, Natural Community Conservation Plans, and Recovery Plans. There would be no take of critical habitat and, therefore, no land use conflict with existing management plans would occur.

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

- IV-1 **Regulatory Permits.** The project applicant must obtain the following regulatory approvals prior to development of the project site: Corps Clean Water Act (CWA) Section 404 Nationwide Permit No. 39: Commercial and Institutional Developments, and Regional Board CWA Section 401 Water Quality Certification. The applicant must also process a Section 1602 Streambed Alteration Agreement with the CDFW that will mitigate impacts for the loss of CDFW jurisdictional streambed at a minimum of 1:1 or at a mitigation ratio negotiated with CDFW during the application process. To mitigate for project impacts to CDFW jurisdictional streambed and reduce impacts to less than significant levels, the applicant will be required to create and/or enhance riparian habitats and jurisdictional waters within a designated conservation site, purchase of off-site mitigation in an in-lieu-fee program or mitigation bank, or a combination of both.

IV-2 Avian Nesting Season. Pre-Construction Clearance Surveys. Burrowing owl and nesting bird pre-construction clearance surveys shall be conducted prior to project implementation. The first survey shall be conducted 14-30 days prior to the commencement of ground disturbing activities and the second survey shall be conducted 24-hours prior to ground disturbing activities. If no active avian nests and no burrowing owls are found during the clearance surveys, no additional mitigation will be required. All suitable habitat within 500 feet of the project site shall be thoroughly surveyed for the presence of nesting avian species. The biologist conducting the clearance survey shall document a negative survey with a report indicating that no impacts to burrowing owl or active avian nests will occur from project implementation.

If an active avian nest is discovered during the pre-construction clearance survey, construction activities might have to be rerouted, a no-work buffer<sup>1</sup> might have to be established around the nest, or construction may be delayed until the nest is inactive. It is recommended that a biological monitor be present to delineate the boundaries of the buffer area if an active nest is observed and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the qualified biologist has determined that young birds have successfully fledged or the nest has otherwise become inactive, a monitoring report shall be prepared and submitted to the County for review and approval prior to initiating construction activities within the buffer area. The monitoring report shall summarize the results of the nest monitoring, describe construction restrictions currently in place, and confirm that construction activities can proceed within the buffer area without jeopardizing the survival of the young birds. Construction within the designated buffer area shall not proceed until authorization is received from CDFW.

If burrowing owl are found occupying the project site at the time of the pre-construction survey, a burrowing owl relocation plan will need to be prepared, approved by CDFW, and implemented prior to ground disturbing activities.

IV-3 Assessment Concurrence. Prior to development of the proposed project, the applicant will discuss the results of the DSF Habitat Suitability Assessment with USFWS to get their concurrence with the findings.



Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>V. CULTURAL RESOURCES - Will the project</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Cause a substantial adverse change in the significance of a tribal cultural resource pursuant to PRC 21073 et seq?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

a) **Less than Significant Impact.** A cultural resources study was performed by CRM Tech for the subject property. CRM TECH conducted a historical/archaeological resources records search, pursued historical background research, contacted Native American representatives, and carried out a systematic field survey. The results of these research procedures indicate that no “historical resources” are present within or adjacent to the project area. The field survey produced negative results for potential cultural resources, and no buildings, structures, objects, site, features, or artifact deposits of prehistoric or historical origin were encountered on the property.

An apparent ranch complex occupied a portion of the project area during the late historic period, none of the buildings, structures, or other associated cultural features survives today. The only items noted during the survey that may represent remnants of the ranch complex are scattered fragments of building materials that evidently date to the modern era. These items, mixed with refuse from elsewhere, retain no integrity to relate to the history of the ranch complex even if they are indeed part of its remains, nor do they demonstrate any archaeological data potential. As such, they are not considered potential “historical resources,” and require no further study. Based on these findings, the present study concludes that no “historical resources” are present within or adjacent to the project area.

b) **Less than Significant Impact.** A cultural resources study was performed by CRM Tech for the subject property. The field survey produced negative results for potential cultural resources, and no buildings, structures, objects, site, features, or artifact deposits of prehistoric or historical origin were encountered on the property. Therefore the project will

not cause a substantial adverse change in the significance of an archeological resource, because no resources have been identified on the site.

- c) **Less than Significant Impact.** This project will not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, because no resources have been identified on the site. To further reduce the potential for impacts, a condition shall be added to the project which requires the developer to contact the County Museum for determination of appropriate mitigation measures, if any finds are made during project construction.
- d) **Less than Significant Impact.** This project will not disturb any human remains, including those interred outside of formal cemeteries, because no such burials grounds are identified on this project site. If any human remains are discovered, during construction of this project, the developer is required to contact the County Coroner, the South Central Coastal Information Center at Cal State University – Fullerton for determination of appropriate mitigation measures and a Native American representative, if the remains are determined to be of Native American origin.
- e) **Less than significant Impact.** A Cultural Resources Assessment was prepared by CRM TECH. On August 17, 2015, CRM TECH submitted a written request to the State of California's Native American Heritage Commission for a records search in the commission's sacred lands file. CRM TECH also contacted a total of 11 local Native American representatives in the region in writing on August 24, 2015, to solicit additional information and inquire about potential cultural resources concerns over the proposed project. Tasks completed for the scope of work include a cultural resources records search, a reconnaissance-level pedestrian cultural resources survey, technical report, and Native American Heritage Commission Sacred Lands File Search (Appendix A). In compliance with AB 52, notification was sent to the Native American Tribes who requested notices. Two Tribes (San Manuel and Soboba) responded to the notifications requesting consultation. Consultations were completed with both tribes and no concerns were raised by either Tribe.

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

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
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**VI. GEOLOGY AND SOILS - Will the project:**

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 181-B of the California Building Code (2001) creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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



ii) **Less than Significant Impact.** The project site is within a seismically active region and is potentially subject to strong ground acceleration from earthquake events along major regional faults in southern California. The known regional active and potentially active faults that could produce the most significant ground shaking at the site include the Cucamonga, Sierra Madre, Puente Hills, San Jacinto, and San Andreas faults.

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

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

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

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

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

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

- d) **Less than Significant.** Expansive (or shrink-swell) behavior is attributable to the water-holding capacity of clay minerals and can adversely affect the structural integrity of facilities. In general, compliance with Building Code requirements would minimize potential impacts to project facilities. Site soils are determined by the Geotechnical Investigation to be typically stiff or medium dense, are deemed to be low expansive potential. Prior to placing any fills or constructing any overlying improvements, loose surface soils would be scarified and compacted according to Geotechnical Investigation specifications. Impacts would be less than significant and no further analysis is warranted.
- e) **No Impact.** The project will be served by the City of Rialto sewer system. No septic system or alternative wastewater treatment system will be located on site, and therefore no impacts would occur.

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

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

**SUBSTANTIATION:**

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

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

Implementation of the County's GHG Plan is achieved through the Development Review Process by applying appropriate reduction requirements to projects, which reduce GHG emissions. All new development is required to quantify the project's GHG emissions and adopt feasible mitigation to reduce project emissions below a level of significance. A review standard of 3,000 metric tons of carbon dioxide equivalent (MTCO<sub>2e</sub>) per year is used to identify and mitigate project emissions. Based on a CalEEMod statistical analysis, warehouse projects that exceed 53,000 square feet typically generate more than 3,000 MTCO<sub>2e</sub>. For projects exceeding 3,000 MTCO<sub>2e</sub> per year of GHG emissions, the developer may use the GHG Plan Screening Tables as a tool to assist with calculating GHG reduction measures and the determination of a significance finding. Projects that garner 100 or more

points in the Screening Tables do not require quantification of project-specific GHG emissions. The point system was devised to ensure project compliance with the reduction measures in the GHG Plan such that the GHG emissions from new development, when considered together with those from existing development, will allow the County to meet its 2020 target and support longer-term reductions in GHG emissions beyond 2020. Consistent with the CEQA Guidelines, such projects are consistent with the Plan and therefore will be determined to have a less than significant individual and cumulative impact for GHG emissions.

The proposed project garnered 111 points on the Screening Tables and as a result, the project is considered to be consistent with the GHG Plan. The GHG reduction measures proposed by the developer through the Screening Tables Review Process have been included in the project design or will be included as Conditions of Approval for the project. Therefore, no significant adverse impacts related to individual and cumulative impact for GHG emissions are anticipated and no mitigation measures are required.

- b) **Less than Significant Impact.** The proposed project is not anticipated to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. In January of 2012, the County of San Bernardino adopted a Greenhouse Gas Emissions Reduction Plan (GHG Plan). The proposed project is consistent with the GHG Plan because more than 111 points were garnered through the Screening Table Analysis as described in Section a) above. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.

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

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

**SUBSTANTIATION:**

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

Transportation Uniform Safety Act. During construction, the proposed project would involve the transport of general construction materials (i.e., concrete, wood, metal, fuel, etc.) as well as the materials necessary to construct the proposed project.

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

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

- b) **Less than Significant Impact.** The proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. With the exception of construction-related materials such as fuels, lubricants, adhesives, and solvents, the proposed project would not generate or require the use or storage of significant quantities of hazardous substances. Additionally, any proposed use or construction activity that might use hazardous materials is subject to permit and inspection by the Hazardous Materials Division of the County Fire Department. Compliance with regulations and standard protocols during the storage, transportation, and usage of any hazardous materials would ensure no substantial impacts would occur. As such, there is a less-than significant impact associated with creating a significant hazard to the public or the environment.
- c) **No Impact.** The future occupants of the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing school because the project does not propose the use of hazardous materials.
- d) **No Impact.** The project site is not located on a known site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The proposed project would not create a significant hazard to the public or the environment. Therefore, the project would result in no significant impact associated with hazardous materials sites.



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

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

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



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**SUBSTANTIATION:**

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- a) **Less than Significant Impact.** The project would not violate any water quality standards or waste discharge requirements, because a final WQMP would be required to be prepared and approved by the Land Development Division as part of the building permit(s) process. As detailed in the Preliminary WQMP, an infiltration basin is proposed to be installed on both the southwest and northwest portions of the project site to reduce flows to pre-development levels and to treat the storm water.

The project will not violate any water quality standards or waste discharge requirements, because the project will be served by the West Valley Water District, an established water purveyor that is subject to independent regulation by local and state agencies that ensure compliance with water quality requirements. The project will be served by sewer from the City of Rialto.

- b) **Less than Significant Impact.** The project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Groundwater infiltration will still occur as discussed in section IX. a) above. Potable water would be provided by the West Valley Water District, not directly from groundwater.
- c) **Less than Significant Impact.** The project would not substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site. The project does not propose any substantial alteration to a drainage pattern. Onsite the water runoff flows in a Northeast direction to a drainage inlet located within the proposed development. The inlet connects into an existing masterplan storm drain adjacent to the Federal Express Building north of the project site. The project is required to submit and implement an erosion control plan, and construction would be subject to a Storm Water Pollution Protection Plan (SWPPP) to prevent erosion or sedimentation during project construction.
- d) **Less than Significant Impact.** As described in c.), above, the project would not impact any drainages, and the project would not otherwise result in any noteworthy change in the drainage pattern of the site or area. The proposed development will decrease all flow events from their pre-development conditions for flow and volume. This decrease in flow will be accomplished by the construction of two detention basins. In addition, a catch basin is proposed to capture offsite water. In total the onsite predeveloped conditions produces 44.8 CFS, and the proposed developed site produces 32.6 CFS during the 100 year storm event.
- e) **Less than Significant Impact.** The project would not create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff, because County has reviewed the proposed project Post-Developed Hydrology Map and has determined that the proposed on-site storm water retention systems are adequate to handle the anticipated flows. All necessary drainage improvements both on and off site would be required as conditions of the construction of the project, and would be subject to the same dust control measures, Best Management Practices for water quality and other standards and requirements that apply to on-site construction. There

would be adequate capacity in the local and regional drainage systems so that downstream properties are not negatively impacted by any increases or changes in volume, velocity or direction of storm water flows originating from or altered by the project. Less than significant impacts would result and no further analysis is warranted.

- f) **Less than Significant Impact.** Refer responses to IX. a) – e). The proposed project would not otherwise substantially degrade water quality because appropriate measures relating to water quality protection, including erosion control measures have been required. No further analysis is warranted.
- g) **No Impact.** The project would not place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, because the subject property is not mapped as occurring within that flood hazard zone. No further analysis is warranted.
- h) **No Impact.** The project would not place structures within a 100-year flood hazard area which would impede or redirect flood flows, because the site is not located within a 100-year flood hazard area and any area identified as being potentially affected by a 100-year storm. The structures would be subject to a flood hazard review and would be required to be elevated a minimum of one foot above the base flood elevation.
- i) **No Impact.** The project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, because the project site is not within any identified path of a potential inundation flow that might result in the event of a dam or levee failure or that might occur from a river, stream, lake or sheet flow situation. There is no impact and no further analysis is warranted.
- j) **No Impact.** The project site would not be subject to inundation by seiche, tsunami, or mudflow. A tsunami is a series of ocean waves generated in the ocean by an impulsive disturbance. Due to the inland location of the proposed project, tsunamis are not considered a threat. A seiche is an oscillating surface wave in a restricted or enclosed body of water generated by ground motion, usually during an earthquake. Inundation from a seiche can occur if the wave overflows a containment wall or the banks of a water body. No impacts are expected to occur because the project is not adjacent to any marine or inland water bodies. The soils in the project area are well-drained, the terrain is relatively flat, and mudflows have not historically been an issue in the proposed project area. No further analysis is warranted.

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
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**X. LAND USE AND PLANNING - Will the project:**

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Physically divide an established community?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**SUBSTANTIATION:**

- a) **No Impact.** The proposed project would not physically divide an established community, because the proposed project is an extension of industrial land uses that occur north of the project site.
- b) **Less Than Significant Impact.** The project would not conflict with the County General Plan or the Specific Plan because the project includes a General Plan Amendment to change the zoning from Single Residential to Medium Industrial. The warehouse facility has been designed to minimize conflicts between this proposed industrial use, and surrounding non-industrial uses. The project will be screened from all residential land uses with a minimum 15 foot landscaping buffer.
- c) **No Impact.** The proposed project does not conflict with any applicable habitat conservation plans or natural community conservation plans. No such plan exists in the area.

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

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

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

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

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

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

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

a) **Less than Significant Impact with mitigation.** The project vicinity is characterized by a mix of developed properties. The project site is adjacent to residential development which occurs primarily to the west and south, and industrial uses to the north. A noise study was prepared by RK Engineering Group to assess the projects impacts to noise levels. To determine the existing noise level, RK Engineering conducted four short-term noise measurements. In addition traffic and stationary noise was projected to estimate the future noise levels during typical conditions.

The study concluded noise from traffic would increase up to .05 dBA, which is below the 3dBA level that is perceptible to the human ear. Therefore traffic operations would not exceed the County's daytime or night time noise standards. Stationary Sources have the potential to exceed the County's noise levels due to truck loading and unloading activities, including low gear shifting from trucks, braking activities, dock doors, etc.

b) **Less than Significant Impact.** Groundborne vibration and groundborne noise could originate from earth movement during the construction phase of the proposed project. Construction activities may result in short term impacts to the noise environment including groundbourne vibration and noise. Potential impacts to noise would be short term during construction and would end once the project is operational. At buildout the project is not expected to generate groundbourne vibration or noise that is excessive. Short-term impacts associated with construction would be limited to the greatest extent practicable with the implementation of the mitigation measures outlined below.

c) **Less than Significant Impact.** As discussed in section A above, the project as designed would not cause off-site noise impacts to surrounding off-site noise-sensitive uses. The project would not create a substantial permanent increase in traffic-related noise levels or expose persons to noise levels in excess of the exterior noise level standards established by the County of San Bernardino. No further analysis is warranted.

d) **Less than Significant Impact with Mitigation Incorporated.** Construction of the proposed project would result in a temporary increase to the noise environment on site and immediately adjacent to the project. The San Bernardino County Development Code Section 83.01(g) allows construction related noise between 7:00 am and 6:00 pm Monday through Saturday excluding holidays. Short-term impacts associated with construction would be limited to the greatest extent practical with the implementation of Mitigation Measure N-1. The project would also be conditioned to comply with the noise performance standards of the County Development Code, which requires a maximum interior noise level of 45 dBA. Therefore, with implementation of Mitigation Measure N-2, temporary or periodic noise impacts would be less-than-significant.

e) **No Impact.** The proposed project area is not located within the boundaries of an airport land use plan or within 2 miles of an airport.

f) **No Impact.** The proposed project area is not located within the vicinity of a private airstrip.

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

**NOISE MITIGATION MEASURE:**

*N-1 Decorative Wall. A minimum 8 foot high decorative concrete wall is required along the west, south, and southeastern property lines.*

**N-2 Noise Mitigation.** *The developer will submit for review and obtain approval of an agreement letter that stipulates that all construction contracts/subcontracts contain as a requirement that the following noise attenuation measures be implemented:*

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



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

**SUBSTANTIATION:**

a) **Less than Significant Impact.** The project will not induce substantial population growth in an area either directly or indirectly. The project will generate several new jobs and employment opportunities. This may generate a need for housing for new employees. However, considering the unemployment rate for the area, the existing and currently developing housing stock should accommodate the housing needs for those employed by the type of jobs generated by the project.

The project proposes a new warehouse facility, however no tenant has been proposed so the number of employees cannot be determined. Typically, new uses such as the proposed use generate 75-150 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.

b,c) **No Impact.** The proposed project would not displace substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere because the project site only contains one single family residence which will be purchased by the developer.

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

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
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**XIV. PUBLIC SERVICES**

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

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

***SUBSTANTIATION:***

a) **Less than Significant Impact.** The proposed project will not result substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services, including fire and police protection, schools, parks or other public facilities. Construction of the project will increase property tax revenues to provide a source of funding that is sufficient to offset any increases in the anticipated demands for public services generated by this project. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.

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

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

***SUBSTANTIATION:***

- a) **Less than Significant Impact.** This project will not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, because the project will not generate any new residential units and the impacts to parks generated by the employees of this project will be minimal. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.
- b) **Less than Significant Impact.** This project does not include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment, because the type of project proposed, will not result in an increased demand for recreational facilities. Therefore, no significant adverse impacts are anticipated and no mitigation measures are required.

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

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

**SUBSTANTIATION:**

a) **Less than Significant Impact.** The project includes three new commercial driveways that are located on Agua Mansa Road, El Rivino Road via Kiningham Drive. The project also proposes an emergency access drive on Kiningham Drive. The roads do not meet current county standards and the project will be conditioned to improve all three streets with curb, gutter and sidewalks. The future roadways would provide a right-of-way (ROW) width of 104 feet for Agua Mansa Road, 88 feet for El Rivino Road and a 60 foot ROW for Kiningham Drive. Driveways will be installed on each of the three streets. Given that the internal circulation and access have been designed to meet the County's standards (i.e., street ROW, curb-to-curb width, turn radii, etc.), no impacts to circulation or emergency vehicles is anticipated.

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

- b) **Less than Significant Impact with mitigation.** A traffic study was prepared by RK Engineering Group, dated May 15, 2015. A CMP (Congestion Management Program) traffic impact analysis is not required for this project based on the project's trip generation. The proposed development is projected to generate approximately 104 vehicles during the AM peak hour and 112 vehicles during the PM peak hour, which are less than the 250 trips per hour threshold necessary for requiring a CMP traffic impact analysis. It should be noted that the project trip generation has been converted to passenger car equivalents

(PCE). The traffic analysis examines the following scenarios:

- Existing Conditions
- Project Opening Year (2017) Without Related Projects Without Project Conditions
- Project Opening Year (2017) Without Related Projects With Project Conditions
- Project Opening Year (2017) With Related Projects Without Project Conditions
- Project Opening Year (2017) With Related Projects With Project Conditions
- Buildout Year (2035) Without Project Conditions
- Buildout Year (2035) With Project Conditions.

The project is projected to generate an adjusted total of 1,321 trip-ends per day, with 104 vehicles per hour during the AM peak hour and 112 vehicles per hour during the PM peak hour.

The following intersections are projected to continue to operate below the acceptable levels of service during Buildout Year (2035) with Project peak hour traffic conditions.

- Cedar Avenue (NS) at El Rivino Road (EW)
- Hall Avenue (NS) at El Rivino Road (EW)
- Agua Mansa Road (NS) at El Rivino Road (EW)
- Riverside Avenue (NS) at Agua Mansa Road (EW)

Recommended improvements have been made to the above listed intersections to mitigate project impacts and restore the level of delay established prior to project traffic being added for Buildout Year (2035) conditions. This impact is considered cumulative and the project would be responsible to contribute fair share towards the cost of improvements. The improvement costs and fair share contributions are shown in Table 1 fair share contribution for this project is required and will be based on the fair share percentages calculated in the traffic impact study (revised) from RK Engineering Group dated May 15, 2015. The study concluded that the additional traffic generated by this project will have a cumulative impact at the following intersections for the Opening Year (2017) and the Buildout Year (2035) traffic conditions:

Table 1 fair share contribution

INTERSECTION	ESTIMATED COST	FAIR SHARE PERCENTAGE	ESTIMATED CONTRIBUTION
Hall Avenue at El Rivino Road – (County –City of Jurupa) • Install one northbound left-turn lane.	• \$50,000	• 6.02 %	• \$3,012
Agua Mansa Road at El Rivino Road (County) • Install a traffic signal.	• \$598,400	• 3.07%	• \$18,381
Cedar Ave at El Rivino Road •(City of Jurupa Valley) Install one westbound left-turn lane.	• \$50,000	• 1.21%	• \$607
Riverside Avenue at Agua Mansa Road. (City of Rialto/City of Colton) • Install one northbound thru lane.	• \$250,000	• 2.20%	• \$5,493
• Reconfigure southbound right lane to be shared thru/right lane.	• \$227,273	• 2.20%	• \$4,994
• Install eastbound left-turn lane.	• \$50,000	• 2.20%	• \$1,099
• Install eastbound thru lane.	• \$227,273	• 2.20%	• \$4,994
• Install westbound thru lane.	• \$227,273	• 2.20%	• \$4,994

- c) **No impact.** The proposed project would not affect air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks, because there is no anticipated notable impact on air traffic volumes by passengers or freight generated by the proposed uses and no new air traffic facilities are proposed.

- d) **Less than Significant Impact.** The project would not substantially increase hazards due to a design feature or incompatible uses because there are no incompatible uses proposed by the project that would impact surrounding land uses. Design of driveways will be based on County Code, which sets the standard for such design. It is not anticipated that traffic hazards will increase. Therefore, less than significant impacts related to roadway design features or incompatible uses would result from implementation of the project and no further analysis is warranted.
- e) **Less than Significant Impact.** The proposed project would not result in inadequate emergency access to the project area. During project construction, public roads would remain open and available for use by emergency vehicles and other traffic. The proposed project would not result in any roadway closures in the vicinity of the project site. The project site will have three access paths. Less than significant impacts would result from implementation of the project and no further analysis is warranted.
- f) **Less than Significant Impact.** The project would not conflict with adopted policies, plans, or programs regarding public transit and alternative or non-motorized transportation (e.g., transit amenities) because all alternative transportation improvements have been included in the project design or would be addressed through standard conditions of approval regarding pedestrian access improvements. Less than significant impacts would result from implementation of the project and no further analysis is warranted.

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

- T-1) **Fair Share Contribution.** A fair share contribution for this project is required and will be based on the fair share percentages calculated in the traffic impact study (revised) from RK Engineering Group dated May 15, 2015. The study concluded that the additional traffic generated by this project will have a cumulative impact at the following intersections for the Opening Year (2017) and the Buildout Year (2035) traffic conditions:

The total fair share contribution shall be paid to the Department of Public Works - Traffic Division. At the present time, the total estimated fair share contribution is \$43,574 for impacts as detailed in the table below. When an application for a building permit is filed, this amount will be adjusted to reflect actual construction costs incurred, if available, or will be adjusted to account for future construction costs using the Caltrans Construction Cost Index.



T-2) Regional Transportation Fee. This project falls within the Regional Transportation Development Mitigation Fee Plan Area for the Rialto Subarea. The Regional Transportation Development Mitigation Plan Fee (Plan Fee) shall be paid by a cashier's check to the Department of Public Works Business Office. The Plan Fee shall be computed in accordance with the Plan Fee Schedule in effect as of the date that the building plans are submitted and the building permit is applied for. Currently, the Plan Fee for High Cube use is \$1.82 per square foot and \$6.01 per square foot for Industrial use. There is one 475,847 sq. ft. high-cube warehouse building and one 30,059 sq. ft. industrial building per the revised traffic impact study dated May 15, 2015 prepared by RK Engineering Group, Inc. The Plan Fee for the high-cube warehouse building is \$866,041.54 (\$1.82 per sq. ft. x 475,847 sq. ft.). The Plan Fee for the industrial building is \$180,654.59 (\$6.01 per sq. ft. x \$30,059 sq. ft.). Therefore, the total estimated Plan Fee is \$1,046,696.13 (\$866,041.54 + \$180,654.59). The Plan Fee is subject to change periodically. The current Regional Transportation Development Mitigation Plan and Fee Schedule can be found at the following website:

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

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

***SUBSTANTIATION:***

- a) **Less than Significant Impact.** The proposed project does not exceed wastewater treatment requirements of the Regional Water Quality Control Board, Santa Ana Region, as determined by County Public Health – Environmental Health Services. The project will be served by sewer from the City of Rialto.
- b) **Less than Significant Impact.** Refer response to IX. a). The proposed project would not require or result in a need for new water or wastewater treatment facilities or expansion of existing facilities. There is sufficient capacity in the existing system for the proposed use. The proposed project would be served by water lines in close proximity to the project, provided by the West Valley Water District.

- c) **Less than Significant Impact.** The proposed project will not require or result in the construction of new storm water drainage facilities or expansion of existing facilities that cause significant environmental effects. A Preliminary Water Quality Management Plan (WQMP), has been approved by the San Bernardino County Land Development Division. The site design includes on-site infiltration/retention basins within the landscape areas, as well as a vegetated swale, and all drainage is directed towards these areas. As a result of the use of Best Management Practices (BMPs) as described in the WQMP, it is not expected that there will be any run-off entering the storm drain system during post construction operation.
- 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 (West Valley Water District) has given assurance that it has adequate water service capacity to serve the projected demand for the project, in addition to the provider's existing commitments.
- e) **Less than Significant Impact.** The proposed project has been given assurance from service providers that the project can be served.
- f) **No Impact.** The County of San Bernardino Solid Waste Management Division (SWMD) is responsible for the operation and management of the County of San Bernardino's solid waste disposal system which consists of five regional landfills and nine transfer stations. According to the 2007 San Bernardino Countywide Integrated Waste Management Plan, the County of San Bernardino continues to have disposal capacity available for solid waste generated, but not diverted, in excess of 15 years as required under Public Resources Code Section 41701. The system wide characteristics indicate that the County has an estimated site-life capacity of 38 years; however, the projected site life is calculated at 26 years of refuse capacity. Existing landfills serving the project area are the Mid-Valley Landfill in Rialto. The Mid-Valley Landfill has a maximum permitted capacity of 20,400,000 cubic yards and 7,500.00 tons per day of throughput with approximately 13,605,488 cubic yards of remaining capacity. The SWMD has assumed build out of the project site as a residential use and planed for the associated solid waste generation in the existing sufficient permitted capacity to accommodate the project's solid waste disposal needs. Due to the relatively small amount of waste generated by the project compared with the capacity in the system the project would result in less than significant impacts
- g) **Less than Significant Impact.** The proposed project would comply with all federal, state, and local statutes and regulation related to solid waste. The project would consist of short-term construction activities (with short-term waste generation limited to minor quantities of construction debris). Solid waste produced during the construction phase of this project would be disposed of in accordance with all applicable regulations, including the County construction and demolition debris reduction ordinance.

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

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

**SUBSTANTIATION:**

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

The project would not have impacts that are individually limited, but cumulatively considerable. Special studies prepared to analyze impacts of the proposed project consider and evaluate existing and planned conditions of the surrounding area and the region. Existing and planned infrastructure in the surrounding area has been planned to accommodate planned build out of the area, including the project site with the planned uses.

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

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

**XVIII. MITIGATION MEASURES:**

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

**AIR QUALITY MITIGATION MEASURES:**

AQ-1 Land Disturbance. *The developer shall ensure that site preparation and grading contractors limit the daily disturbed area to 5 acres or less.  
Mitigation Measure III-1] Grading Permits/Planning*

AQ-2 Construction Mitigation. *The "developer" shall submit for review and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce vehicle and equipment emissions and other impacts to air quality by implementing the following measures and submitting documentation of compliance: The developer/construction contractors shall do the following:*

k) *Provide documentation prior to beginning construction demonstrating that the project will comply with all SCAQMD regulations including 402, 403, 431.1, 431.2, 1113 and 1403.*

l) *Each contractor shall certify to the developer prior to construction-use that all equipment engines are properly maintained and have been tuned-up within last 6 months.*

m) *Each contractor shall minimize the use of diesel-powered vehicles and equipment through the use of electric, gasoline or CNG-powered equipment. All diesel engines shall have aqueous diesel filters and diesel particulate filters.*

n) *All gasoline-powered equipment shall have catalytic converters.*

o) *Provide onsite electrical power to encourage use of electric tools.*

p) *Minimize concurrent use of equipment through equipment phasing.*

- q) Provide traffic control during construction to reduce wait times.
- r) Provide on-site food service for construction workers to reduce offsite trips.
- s) Implement the County approved Dust Control Plan (DCP)
- t) Suspend use of all construction equipment operations during second stage smog alerts. NOTE: For daily forecast, call (800) 367-4710 (San Bernardino and Riverside counties).

*[Mitigation Measure III-2] Grading Permits/Planning*

**AQ-3 Operational Mitigation.** The “developer” shall implement the following air quality mitigation measures, during operation of the approved land use: All on-site equipment and vehicles (off-road/ on-road), shall comply with the following:

- i) County Diesel Exhaust Control Measures [SBCC §83.01.040 (c)]
- j) Signs shall be posted requiring all vehicle drivers and equipment operators to turn off engines when not in use.
- k) All engines shall not idle more than five minutes in any one-hour period on the project site. This includes all equipment and vehicles.
- l) Engines shall be maintained in good working order to reduce emissions.
- m) Ultra low-sulfur diesel fuel shall be utilized.
- n) Electric, CNG and gasoline-powered equipment shall be substituted for diesel-powered equipment, where feasible.
- o) On-site electrical power connections shall be made available, where feasible.
- p) All transportation refrigeration units (TRU's) shall be provided electric connections, when parked on-site.

*[Mitigation Measure III-3] General Requirements/Planning*

**Biological Mitigation Measures.**

**IV-1 Regulatory Permits.** The project applicant must obtain the following regulatory approvals prior to development of the project site: Corps Clean Water Act (CWA) Section 404 Nationwide Permit No. 39: Commercial and Institutional Developments, and Regional Board CWA Section 401 Water Quality Certification. The applicant must also process a Section 1602 Streambed Alteration Agreement with the CDFW that will mitigate impacts for the loss of CDFW jurisdictional streambed at a minimum of 1:1 or at a mitigation ratio negotiated with CDFW during the application process. To mitigate for project impacts to CDFW jurisdictional streambed and reduce impacts to less than significant levels, the applicant will be required to create and/or enhance riparian habitats and jurisdictional waters within a designated conservation site, purchase of off-site mitigation in an in-lieu-fee program or mitigation bank, or a combination of both.



IV-2 Avian Nesting Season. Pre-Construction Clearance Surveys. Burrowing owl and nesting bird pre-construction clearance surveys shall be conducted prior to project implementation. The first survey shall be conducted 14-30 days prior to the commencement of ground disturbing activities and the second survey shall be conducted 24-hours prior to ground disturbing activities. If no active avian nests and no burrowing owls are found during the clearance surveys, no additional mitigation will be required. All suitable habitat within 500 feet of the project site shall be thoroughly surveyed for the presence of nesting avian species. The biologist conducting the clearance survey shall document a negative survey with a report indicating that no impacts to burrowing owl or active avian nests will occur from project implementation.

If an active avian nest is discovered during the pre-construction clearance survey, construction activities might have to be rerouted, a no-work buffer<sup>2</sup> might have to be established around the nest, or construction may be delayed until the nest is inactive. It is recommended that a biological monitor be present to delineate the boundaries of the buffer area if an active nest is observed and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the qualified biologist has determined that young birds have successfully fledged or the nest has otherwise become inactive, a monitoring report shall be prepared and submitted to the County for review and approval prior to initiating construction activities within the buffer area. The monitoring report shall summarize the results of the nest monitoring, describe construction restrictions currently in place, and confirm that construction activities can proceed within the buffer area without jeopardizing the survival of the young birds. Construction within the designated buffer area shall not proceed until authorization is received from CDFW.

If burrowing owl are found occupying the project site at the time of the pre-construction survey, a burrowing owl relocation plan will need to be prepared, approved by CDFW, and implemented prior to ground disturbing activities.

IV-3 Assessment Concurrence. Prior to development of the proposed project, the applicant will discuss the results of the DSF Habitat Suitability Assessment with USFWS to get their concurrence with the findings.

#### **NOISE MITIGATION MEASURE:**

*N-1 A minimum 8 foot high decorative concrete wall is required along the west, south, and southeastern property lines.*



**N-2 Noise Mitigation.** *The developer will submit for review and obtain approval of an agreement letter that stipulates that all construction contracts/subcontracts contain as a requirement that the following noise attenuation measures be implemented:*

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

## **TRAFFIC MITIGATION MEASURE**

**T-1 Fair Share Contribution.** *The total fair share contribution shall be paid to the Department of Public Works - Traffic Division. At the present time, the total estimated fair share contribution is \$43,574 for impacts as detailed in the table below. When an application for a building permit is filed, this amount will be adjusted to reflect actual construction costs incurred, if available, or will be adjusted to account for future construction costs using the Caltrans Construction Cost Index.*

**T-2 Regional Transportation Fee.** *This project falls within the Regional Transportation Development Mitigation Fee Plan Area for the Rialto Subarea. The Regional Transportation Development Mitigation Plan Fee (Plan Fee) shall be paid by a cashier's check to the Department of Public Works Business Office. The Plan Fee shall be computed in accordance with the Plan Fee Schedule in effect as of the date that the building plans are submitted and the building permit is applied for. Currently, the Plan Fee for High Cube use is \$1.82 per square foot and \$6.01 per square foot for Industrial use. There is one 475,847 sq. ft. high-cube warehouse building and one 30,059 sq. ft. industrial building per the revised traffic impact study dated May 15, 2015 prepared by RK Engineering Group, Inc. The Plan Fee for the high-cube warehouse building is \$866,041.54 (\$1.82 per sq. ft. x 475,847 sq. ft.). The Plan Fee for the industrial building is \$180,654.59 (\$6.01 per sq. ft. x 30,059 sq. ft.). Therefore, the total estimated Plan Fee is \$1,046,696.13 (\$866,041.54 + \$180,654.59). The Plan Fee is subject to change periodically. The current Regional Transportation Development Mitigation Plan and Fee Schedule can be found at the following website:  
[http://www.sbcounty.gov/dpw/transportation/transportation\\_planning.asp](http://www.sbcounty.gov/dpw/transportation/transportation_planning.asp)*

## **GENERAL REFERENCES**

- California Department of Resources Recycling and Recovery (CalRecycle) website. Accessed January 27, 2014. <http://www.calrecycle.ca.gov/>
- CEQA Guidelines, Appendix G.
- The Community Foundation. County of San Bernardino 2012 Community Indicators Report. Available at: [http://www.sbcounty.gov/uploads/cao/feature/content/2012\\_cir\\_sb.pdf](http://www.sbcounty.gov/uploads/cao/feature/content/2012_cir_sb.pdf)
- County of San Bernardino. (2007, March 13). *County of San Bernardino 2007 Development Code*. Amended July 25, 2013. Available at <http://cms.sbcounty.gov/lus/Planning/DevelopmentCode.aspx>
- County of San Bernardino. (2007, March 13). *County of San Bernardino 2007 General Plan*. Amended July 18, 2013. [http://www.co.san-bernardino.ca.us/landuseservices/general\\_plan/Default.asp](http://www.co.san-bernardino.ca.us/landuseservices/general_plan/Default.asp).
- County of San Bernardino Geologic Hazards Overlays Map
- County of San Bernardino Hazard Overlay Map
- County of San Bernardino Identified Hazardous Materials Waste Sites List, April 1998.
- County of San Bernardino, Countywide Integrated Waste Management Plan, March 1995.
- County of San Bernardino, Greenhouse Gas Emissions Reduction Plan, January 6, 2012.
- County of San Bernardino, *San Bernardino County Storm Water Program, Model Water Quality Management Plan Guidance*.
- County of San Bernardino Road Planning and Design Standards.
- Environmental Impact Report, San Bernardino County General Plan, 2007.
- Federal Emergency Management Agency Flood Insurance Rate Map and Flood Boundary Map.
- South Coast Air Quality Management District, CEQA Air Quality Handbook, November 1993.
- U.S. Department of Agriculture, Natural Resources Conservation Service. Web Soil Survey. Available at <http://websoilsurvey.nrcs.usda.gov/>.
- Project Specific:** Air Quality and Greenhouse Gas Emissions Impact Analysis, Acoustical Study, Traffic Impact Analysis, West Valley Water District Will-serve letter, Preliminary Water Quality Management Plan, and Pre- and Post-Developed Hydrology Map

# City of Jurupa Valley

Laura Roughton, Mayor . Verne Lauritzen, Mayor Pro Tem .  
Brian Berkson, Council Member. Frank Johnston, Council Member. Brad Hancock, Council Member.

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April 11, 2016

Kevin White, Senior Planner  
County of San Bernardino  
Land Use Services Department -- Planning Division  
385 North Arrowhead Avenue, First Floor  
San Bernardino, CA 62415-0187

Re: Comments on the NOA/NOI to Adopt an Initial Study/Negative Declaration – Agua Mansa Distribution Center.

Mr. White,

The City of Jurupa Valley Engineering Department Transportation Department has reviewed the traffic study related to the proposed Agua Mansa Distribution Center (AMDS) and we have prepared the following comments:

1. The City found it surprising that for a project that requires a General Plan Amendment that the City was not contacted by the applicant, their consultants, or San Bernardino County regarding this project and as a result multiple other cumulative developments and conditions related to those projects have been omitted from the study, especially the traffic impact analysis (TIA). We therefore find that the report has numerous errors, omissions, and incorrect conclusions.
2. There is a 35,000 square foot industrial development in the southeast quadrant of the Hall and El Rivino intersection that was approved by the City of Jurupa Valley last year that is not included in the TIA and was conditioned for roadway improvements that affect the conclusions in this project TIA. For example, the AMDS TIA proposes a new northbound left-turn lane at the intersection of Hall and El Rivino. That recommended left-turn lane would directly conflict with the approved access for that already approved development. Given that the approved project and its access were omitted in the analyses, it is likely that the turning movements and analyses are not correct and that as a result different mitigation would be required to control the intersection.

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[www.jurupavalley.org](http://www.jurupavalley.org)

3. The existing conditions analyses in the report are based on reasonably current traffic counts. However, those counts were not conducted as classification counts to segregate the percentage of trucks at any of the locations. This area clearly has a higher than average percentage of trucks on the street and an analysis that does not in any way take that into account is significantly deficient. Since this error starts with the existing conditions analysis, it extends through all of the subsequent analyses making the results shown in the report invalid and grossly understating the conditions on the streets and at the intersections and understating the impacts from the project at the intersections.
4. The TIS shows that 45% of the project's trucks and 30% of the project's cars will be ultimately travel south on either Rubidoux Boulevard or Market Street, yet no analysis was conducted at Jurupa Valley streets or intersections. Along both of these corridors there are streets that are operating at poor or marginal levels of service based on previously conducted TIAs. Based on the existing conditions and the previous projections, these intersections are expected to be impacted at at least the cumulative level by the proposed development.
5. Given the above distribution and generation of project trips, the City of Jurupa Valley requires the analysis of the following intersections be added to a revised TIA:
  - a. Agua Mansa and Hall
  - b. Agua Mansa and Brown
  - c. Agua Mansa and the Transfer Facility
  - d. Agua Mansa and Market
  - e. Rubidoux and Market
6. The project TIA proposes a new westbound shared through/left-turn lane at the Cedar/Rubidoux and El Rivino intersection. This would require a significant modification of the existing intersection and the implementation of split-phasing at the signal based on the proposed configuration. The City does not favor the installation of split phasing where it can be avoided. In addition, the TIA shows a fair share contribution for this change, yet it also shows that the impact is clearly a project-specific impact that the proposed development would be fully responsible for. Also, the cost estimate used includes only a minimal cost for the left-turn lane pavement, but ignores the cost of the traffic signal modifications, right-of-way acquisition, and other costs that would be incurred to provide the proposed change. Therefore, the fair share is not applicable and the costs assumed are grossly understated.
7. The City of Jurupa Valley is in the process of preparing a revised General Plan. Discussions with the City's planning staff working on that effort stated that they were not informed of this proposed change to the Agua Mansa Specific Plan (AMSP), which extends into the City of Jurupa Valley. Since the AMSP is part in the City of Jurupa Valley, the City should at a minimum be a party to this effort and not an outside agency that is only consulted at the NOA/NOI stage of the process.

Based on the above comments the City of Jurupa Valley finds that the TIA prepared for the proposed Agua Mansa Distribution Center is grossly inadequate and deficient for the purposes of identifying

impacts related to the proposed project and that as such, the County cannot adopt findings in the IS/ND that the project's impacts can be mitigated by the proposed roadway changes. The TIA does cover a sufficient area to identify potential impacts and the mitigation presented cannot be implemented due to conflicts with other already approved development and inconsistency with the policies and programs of the City of Jurupa Valley.

The is open to working with the County of San Bernardino and the applicant to address these concerns, but as currently analyzed, the County cannot adopt the findings and conclusions in the Initial Study/Negative Declaration for the Agua Mansa Distribution Center.

Please feel free to contact me if you have any questions regarding these comments and I will be happy to discuss them with you.

Sincerely,



Rob Olson  
Transportation Manager

Cc: file  
City of Jurupa Valley Planning Department



April 18, 2016

Kevin White, Planner  
County of San Bernardino  
Land Use Services Department  
385 N. Arrowhead Avenue, 1<sup>st</sup> Floor  
San Bernardino, CA 92415-0182

Subject: Initial Study and Mitigated Negative Declaration  
Agua Mansa Distribution Center Project  
State Clearinghouse No. 2016031056

Dear Mr. White:

The Department of Fish and Wildlife (Department) appreciates the opportunity to comment on the Initial Study (IS) and Mitigated Negative Declaration (MND) for the Agua Mansa Distribution Center Project (project) [State Clearinghouse No. 2016031056]. The Department is responding to the IS and MND as a Trustee Agency for fish and wildlife resources (California Fish and Game Code Sections 711.7 and 1802, and the California Environmental Quality Act [CEQA] Guidelines Section 15386), and as a Responsible Agency regarding any discretionary actions (CEQA Guidelines Section 15381), such as the issuance of a Lake or Streambed Alteration Agreement (California Fish and Game Code Sections 1600 *et seq.*) and/or a California Endangered Species Act (CESA) Permit for incidental Take of Endangered, Threatened, and/or Candidate species (California Fish and Game Code Sections 2080 and 2080.1).

The approximately 31-acre site consists of 17 currently vacant parcels located in an unincorporated area of southwestern San Bernardino County, east of Hall Avenue and Halbrook Lane, north of El Rivino Road and existing residential developments, northwest of Agua Mansa Road, and southwest of Resource Drive and existing industrial developments; latitude 34°02'17", longitude -117°22'33.24". The proposed project consists of a General Plan Amendment, a Tentative Tract Map, and the issuance of a Conditional Use Permit. The General Use Permit proposes to change the site zoning from single family residential to medium industrial. The issuance of a Conditional Use Permit proposes to construct a 475,847 square foot "high cube" warehouse facility and a 30,059 square foot warehouse. The Tentative Parcel Map proposes to create two parcels, which includes vacating of a portion of Kiningham Drive, constructing truck and passenger vehicle parking, fences, gates, and hardscape areas, and installing landscaping.

*Conserving California's Wildlife Since 1870*



### Comments and Recommendations

Following review of the IS and MND, the Department offers the comments and recommendations presented below to assist the County of San Bernardino (County; the CEQA lead agency) in adequately identifying and/or mitigating the project's significant, or potentially significant, impacts on biological resources:

#### Delhi Sands Flower Loving Fly (DSF)

The proposed project site overlaps with mapped Delhi soils. Page 19 of the IS states that "...the site consists of moderately clean, regularly disturbed Delhi sand layer," and according to the project's Delhi Sands Flower-Loving Fly Habitat Suitability Assessment, the Delhi series soils on-site have been mixed with other soils and no longer provide suitable habitat for DSF.

Please note that the United States Fish and Wildlife Service's (Service) survey guidelines for the DSF specify that "[a]n adequate survey should be completed by a permitted biologist for the Delhi sands flower-loving fly if the proposed project contains Delhi series soils and the project is within the range of the animal. These guidelines should be followed for all surveys unless authorized by the U.S. Fish and Wildlife Service (Service) in writing." The Service's guidelines recommend that a project site containing Delhi series soils be surveyed twice per week from July 1 through September 20 for two consecutive years in order to determine the presence or absence of DSF. The guidelines for DSF surveys and the changes made to the guidelines in 2004 may be found at <http://www.fws.gov/carlsbad/TEspecies/Recovery/SurveyInfo.html>. If the permitted biologist who conducted the habitat suitability assessment has determined that the site does not provide potential habitat for DSF and that focused surveys are therefore unnecessary, the Department strongly recommends obtaining written concurrence from the Service prior to adopting the MND.

#### Nesting Birds and Burrowing Owl

Please note that it is the project proponent's responsibility to comply with all applicable laws related to nesting birds and birds of prey, including burrowing owl (*Athene cunicularia*). Migratory non-game native bird species are protected by international treaty under the federal Migratory Bird Treaty Act (MBTA) of 1918, as amended (16 U.S.C. 703 *et seq.*). In addition, sections 3503, 3503.5, and 3513 of the Fish and Game Code (FGC) also afford protective measures as follows: Section 3503 states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by FGC or any regulation made pursuant thereto; Section 3503.5 states that it is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by FGC or any regulation adopted pursuant thereto; and Section 3513 states that it is unlawful to take or possess



any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

Mitigation Measure IV-2 requires a pre-construction nesting bird survey with a specific focus on burrowing owl to be completed if construction or vegetation clearing activities occur during the avian nesting season, which the IS/MND defines as "February 1 through August 31." The Department does not concur that the proposed seasonal restriction is adequate to preclude impacts to nesting birds and/or burrowing owls. Some species of birds (e.g., raptors) may commence nesting as early as January 1, while other species may fledge later than August 31. Burrowing owls in particular do not always move between wintering and breeding sites; if burrowing owls colonize the site prior to the project's initiation, they may be year-round residents with the potential to be impacted by construction activities regardless of the time of year.

In order to reduce the project's potential impacts to nesting birds and burrowing owls to a level that is less than significant, the Department recommends revising Mitigation Measure IV-2 to require burrowing owl take avoidance surveys and nesting bird surveys within 14 days and three days, respectively, prior to initiating vegetation removal and ground-disturbing activities, regardless of the time of year. Please include the measures that will be implemented to avoid direct and indirect impacts if and when an active nest or burrow is discovered, such as the use of buffers, sound walls, and project phasing/timing. If one or more burrowing owls are discovered on-site, the Department requests that the project proponent coordinate with us to prepare a Burrowing Owl Conservation Plan. Owls should not be excluded from their burrows without first obtaining written authorization from the Department.

#### Lake and Streambed Alteration Program

For any activity that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of a river, lake, or stream or use material from a streambed or lakebed, the project applicant (or "entity") must provide written notification to the Department pursuant to Section 1602 of the FGC. Based on this notification and other information, the Department then determines whether a Lake and Streambed Alteration (LSA) Agreement is required. The Department's issuance of an LSA Agreement is a "project" subject to CEQA (see Pub. Resources Code 21065). To facilitate issuance of an LSA Agreement, if necessary, the environmental document should fully identify the potential impacts to the lake, stream or riparian resources and provide adequate avoidance, mitigation, and monitoring and reporting commitments. Early consultation with the Department is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources. To obtain a Lake or Streambed Alteration notification package, please go to <https://www.wildlife.ca.gov/Conservation/LSA>.

Mitigation Measure IV-1 requires the applicant to consult with the Department and obtain, if necessary, a Streambed Alteration Agreement, as well as any other appropriate permits from other regulatory agencies. The permits would, presumably, contain mitigation measures to offset the impacts to the streambed resources on-site. However, deferring the formulation of mitigation measures to future regulatory actions is inappropriate when preparing an MND. While it is not always possible to devise a complete, specific, and fully detailed mitigation plan while the project is still in the early planning stages, it is not appropriate to adopt an MND unless the lead agency is reasonably certain that the proposed project will have no significant effects. Such certainty is not possible if the formulation of specific mitigation measures is deferred until after the adoption of the MND. Furthermore, the lack of public review of the mitigation plan deprives the public of the opportunity to comment on the mitigation plan's adequacy, feasibility, and enforceability. "[I]t is improper to defer the formulation of mitigation measures until after project approval; instead, the determination of whether a project will have significant environmental impacts, and the formulation of measures to mitigate those impacts, must occur before the project is approved" (California Native Plant Society v. City of Rancho Cordova (2009) 172 Cal.App.4th 603, 621 [91 Cal. Rptr. 3d 571] (CNPS), citing Sundstrom v. County of Mendocino (1988) 202 Cal.App.3d 296 [248 Cal. Rptr. 352] (Sundstrom) and Gentry v. City of Murrieta (1995) 36 Cal.App.4th 1359 [43 Cal. Rptr. 2d 170] (Gentry).)

The following information will be required for the processing of a Notification of Lake or Streambed Alteration and the Department recommends incorporating this information into the MND to avoid subsequent documentation and project delays. Please note that failure to include this analysis in the project's environmental document could preclude the Department from relying on the Lead Agency's analysis to issue a LSA Agreement without the Department first conducting its own, separate Lead Agency subsequent or supplemental analysis for the project:

- 1) Delineation of lakes, streams, and associated habitat that will be temporarily and/or permanently impacted by the proposed project (include an estimate of impact to each habitat type);
- 2) Discussion of avoidance and minimization measures to reduce project impacts; and,
- 3) Discussion of potential mitigation measures required to reduce the project impacts to a level of insignificance. Please refer to section 15370 of the CEQA Guidelines for the definition of mitigation.

#### Drought-Tolerant Landscaping


California is experiencing one of the most severe droughts on record. To ameliorate the water demands of this project, the Department recommends incorporation of water-wise concepts in project landscape design plans. In particular the Department recommends xeriscaping with locally native California species, and installing water-efficient and targeted irrigation systems (such as drip irrigation). Local water

agencies/districts, and resource conservation districts in your area may be able to provide information on plant nurseries that carry locally native species, and some facilities display drought-tolerant locally native species demonstration gardens (for example the Riverside-Corona Resource Conservation District in Riverside). Information on drought-tolerant landscaping and water-efficient irrigation systems is available on California's Save our Water website: <http://saveourwater.com/what-you-can-do/tips/landscaping/>

### Further Coordination

The Department appreciates the opportunity to comment on the IS and MND for the Agua Mansa Distribution Center Project (SCH No. 2016031056), and requests that the County address the Department's comments and concerns prior to the MND's adoption. If you should have any questions pertaining to these comments, please contact Gabriele Quillman at (909) 980-3818 or [gabriele.quillman@wildlife.ca.gov](mailto:gabriele.quillman@wildlife.ca.gov).

Sincerely,

  
Leslie MacNair  
Regional Manager

cc: State Clearinghouse, Sacramento

## **EXHIBIT D**

### Correspondence

## White, Kevin - LUS

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**From:** Ruiz, Maria <MJRuiz@llu.edu>  
**Sent:** Monday, April 04, 2016 4:25 PM  
**To:** White, Kevin - LUS  
**Subject:** Agua Mansa Distribution Center – Strategic Land Partners - Project No.: P201400543  
**Attachments:** San Bernardino County.pdf

I live at 19734 El Rivino Road, Bloomington. I bought the property in the 1970s and had my house built in 1995.

I strongly oppose the above project. The street is a very narrow and is a 2-way and having more commercial buildings is only going to increase the traffic. The trucks from Burtech, cement company and FedEx currently travel through this street, and not only do we deal with the congested traffic but also with their high speeds. In fact, there have been numerous accidents due to this problem. The project to allow commercial buildings in the 31 acres is troubling especially if you can imagine the noise level it is going to create at different times of the night and day.

Also, the traffic coming south of Agua Mansa and turning west to El Rivino Road is frightening due to the extremely narrow streets, where I have seen cars end up on that vacant corner lot.

Attached are pictures of what El Rivino Road looks like when it rains. All the County of San Bernardino knows to do is just put a sign that says "Flooding". There is no drainage system and the water sits there for weeks after the rain, which is a health issue especially with the zika virus that we are currently experiencing. The flooding is worse when there are stronger rains and for days. In fact, you cannot cross the street at either direction because the water is too high and therefore, the only solution is to turn around and find another route to get to your destination.

For example, it rained a couple of days before March 14<sup>th</sup> (which the picture shows) and the last picture was taken on March 27<sup>th</sup> (showing standing water).

Please consider the above, the residents of this area have been here for years as I have and I never imagined there would be a zone change that would affect us.

Please call me if you have any questions at (909) 553-0887.

Thank you.

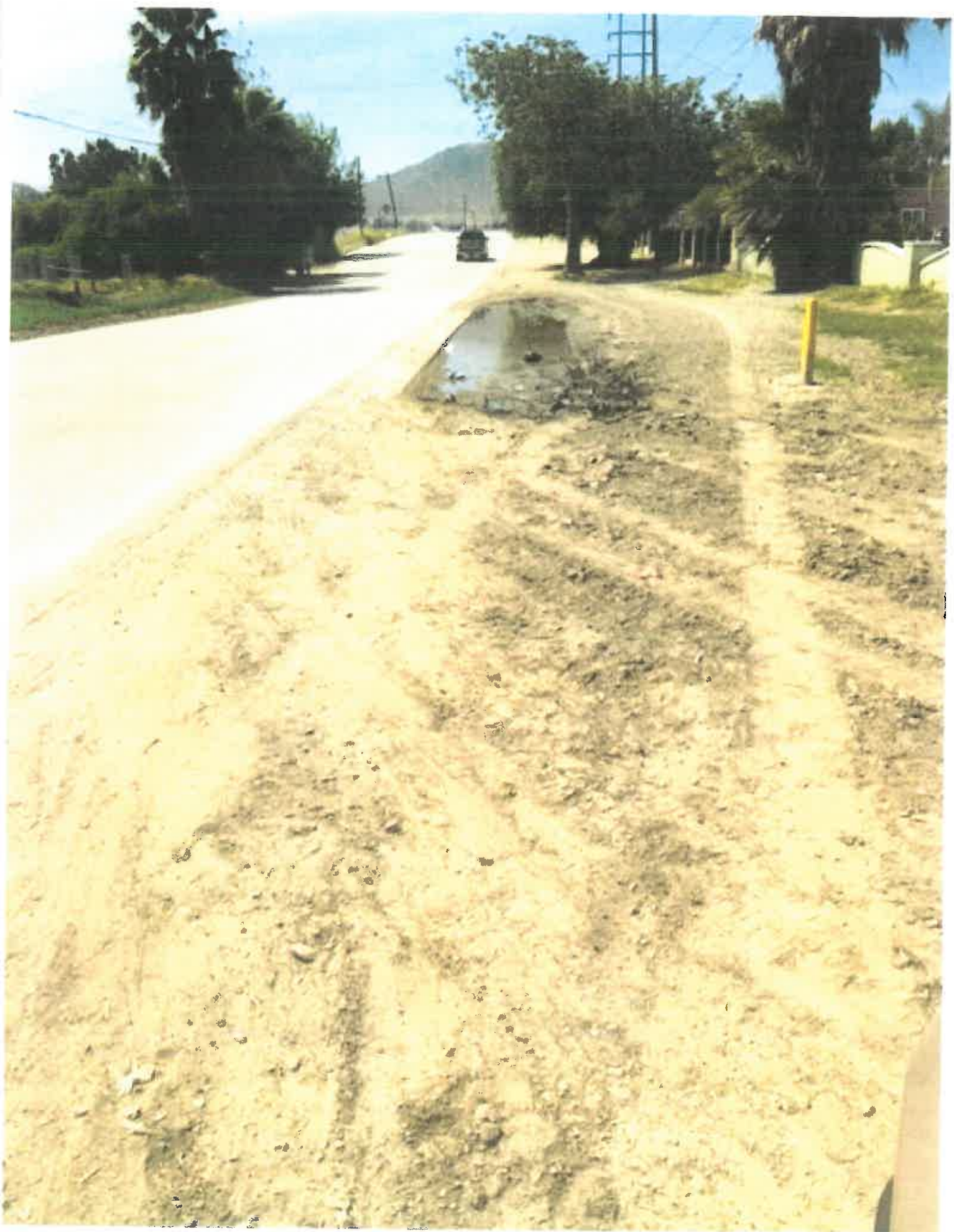
**CONFIDENTIALITY NOTICE:** This e-mail communication and any attachments may contain confidential and privileged information for the use of the designated recipients named above. If you are not the intended recipient, you are hereby notified that you have received this communication in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this communication in error, please notify me immediately by replying to this message and destroy all copies of this communication and any attachments. Thank you.











I want Industrial zoning over residential zoning on the 29.1 acre property off El Rivino and Kiningham Drive.

James Southerland 19798 EL RIVINO Date: 11/5/16

Name and Address

I want Industrial zoning over residential zoning on the 29.1 acre property off El Rivino and Kiningham Drive.

Max TRAUTWEIN 19792 EL RIVINO Date: 11/5/16  
Rd Rv 92509

Name and Address

I want Industrial zoning over residential zoning on the 29.1 acre property off El Rivino and Kiningham Drive.

Lon Stauffer 11993 N. Hall Ave Date: 11/5/16  
92509

Name and Address

I want Industrial zoning over residential zoning on the 29.1 acre property off El Rivino and Kiningham Drive.

GEORGE SOHL 19535 KININGHAM DR Date: 11/5/16

Name and Address

I want industrial zoning over residential zoning on the 29.1 acre property off El Rivino and Kiningham Drive.

Leonor Reynaso Date: 11-5-16

Name and Address

I want Industrial zoning over residential zoning on the 29.1 acre property off El Rivino and Kiningham Drive.

Hilda Lopez Date: 11/5/16

Name and Address

19575 Kiningham dr. Bloomington CA 92316

I want Industrial zoning over residential zoning on the 29.1 acre property off El Rivino and Kiningham Drive.

Donna & Bill Peters Date: 11/5/2016

Name and Address

11887 Hall Ave Bloomington CA 92316

I want Industrial zoning over residential zoning on the 29.1 acre property off El Rivino and Kiningham Drive.

\_\_\_\_\_ Date: \_\_\_\_\_

Name and Address

I want industrial zoning over residential zoning on the 29.1 acre property off El Rivino and Kiningham Drive.

GEORGE BALTERIA  
19705 EL RIVINO Rd. RIU. 92509 Date: 11/5/16

Name and Address

I want industrial zoning over residential zoning on the 29.1 acre property off El Rivino and Kiningham Drive.

Nettie Felix  
19446 Katydid Ave. Bloomington 92316 Date: 11/5/16

Name and Address

I want industrial zoning over residential zoning on the 29.1 acre property off El Rivino and Kiningham Drive.

\_\_\_\_\_ Date: \_\_\_\_\_

Name and Address

I want industrial zoning over residential zoning on the 29.1 acre property off El Rivino and Kiningham Drive.

\_\_\_\_\_ Date: \_\_\_\_\_

Name and Address

I want industrial zoning over residential zoning on the 29.1 acre property off El Rivino and Kiningham Drive.

Daniel + Mary Menely 11930 Halbrook Lane Date: 11-5-16  
Name and Address Bloomington, CA 92316

I want industrial zoning over residential zoning on the 29.1 acre property off El Rivino and Kiningham Drive.

Jeff Riley 19533 DeL MESA Rd Date: 11-8-16  
Name and Address Bloomington CA. 92316

I want industrial zoning over residential zoning on the 29.1 acre property off El Rivino and Kiningham Drive.

\_\_\_\_\_ Date: \_\_\_\_\_  
Name and Address

I want industrial zoning over residential zoning on the 29.1 acre property off El Rivino and Kiningham Drive.

\_\_\_\_\_ Date: \_\_\_\_\_  
Name and Address

I want industrial zoning over residential zoning on the 29.1 acre property off El Rivino and Kiningham Drive.

Tim & L. bby Pritchett

Date: 2-1-2014

Name and Address.

I want industrial zoning over residential zoning on the 29.1 acre property off El Rivino and Kiningham Drive.

Hilda Alvarez 19575 Kiningham Dr

Date: 2-1-14

Name and Address

I want industrial zoning over residential zoning on the 29.1 acre property off El Rivino and Kiningham Drive.

JOHN DEJEU 19555 KININGHAM DR

Date: 2/1/14

Name and Address

I want industrial zoning over residential zoning on the 29.1 acre property off El Rivino and Kiningham Drive.

Jorge A Prado and Elvira Pradito 19558 Del Mesa Dr

Date: 2/1/14

Name and Address



I want industrial zoning over residential zoning on the 29.1 acre property off El Rivino and Kiningham Drive.

David & Mary Meredy 11930 Halbrook Ln Blountz Date: 2-1-14

Name and Address

I want industrial zoning over residential zoning on the 29.1 acre property off El Rivino and Kiningham Drive.

Diane & Ray Carter Date: 2-1-14

Name and Address

I want industrial zoning over residential zoning on the 29.1 acre property off El Rivino and Kiningham Drive.

MARK TRAUTWEIN Date: 2/1/14

Name and Address

I want industrial zoning over residential zoning on the 29.1 acre property off El Rivino and Kiningham Drive.

Miguel & Marta Zuniga Date: 2-1-14

Name and Address



I want industrial zoning over residential zoning on the 29.1 acre property off El Rivino and Kiningham Drive.

José L Ascencio 19414 Katyville Date: 2-1-14

Name and Address

I want industrial zoning over residential zoning on the 29.1 acre property off El Rivino and Kiningham Drive.

Rafael Ascencio Date: ~~2-1-14~~ 12-1-14

Name and Address

I want industrial zoning over residential zoning on the 29.1 acre property off El Rivino and Kiningham Drive.

[Signature] Date: 2-1-14

Name and Address

I want industrial zoning over residential zoning on the 29.1 acre property off El Rivino and Kiningham Drive.

Loni Stauffacher 11993 Hall ave Date: 2/1/14

Name and Address