



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

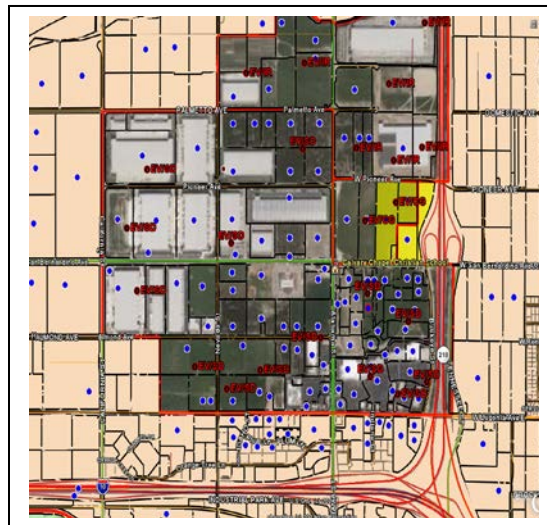


HEARING DATE: March 20, 2014

AGENDA ITEM 2

Project Description

APN: 0292-072-04, 07, 10, 11 and 12
APPLICANT: TREH PARTNERS, LLC
COMMUNITY: REDLANDS/THIRD SUPERVISORIAL DISTRICT
LOCATION: NORTH OF SAN BERNARDINO AVE., WEST OF THE 210 FREEWAY, SOUTH OF EAST PIONEER AVENUE AND EAST OF ALABAMA STREET.
PROJECT NO: P201300535
STAFF: CHRIS WARRICK
REP('S): PAT MEYER
PROPOSAL: **A.** GENERAL PLAN AMENDMENT TO CHANGE THE OFFICIAL COUNTY LAND USE DISTRICT FROM EAST VALLEY/GENERAL COMMERCIAL (EV/CG) TO EAST VALLEY/SPECIAL DEVELOPMENT (EV/SD) FOR PARCELS 0292-072-04, 10 AND 11, AND TO ASSIGN A LAND USE DESIGNATION OF EV/SD FOR PARCELS 0292-072-07 AND 12 CURRENTLY WITHIN THE CITY OF REDLANDS.
B. CONDITIONAL USE PERMIT FOR THE CONSTRUCTION OF A 777,620 SQUARE FOOT INDUSTRIAL BUILDING WITH 30,000 SQUARE FEET OF OFFICE AREA TO BE USED AS A HIGH CUBE WAREHOUSE DISTRIBUTION FACILITY, AND THE RELOCATION OF AN EXISTING TELECOMMUNICATIONS TOWER ON 35.98 ACRES.
C. TENTATIVE PARCEL MAP 19500 FOR A ONE LOT SUBDIVISION.



32 Hearing Notices Sent On: March 6, 2014
P.C. Field Inspection Date: March 6, 2014

Report Prepared By: Chris Warrick
Inspected By: Paul Smith

SITE INFORMATION:

Parcel Size: 35.98 acres
Terrain: Generally flat, gently sloping

Vegetation: Seasonal grasses and weeds

SURROUNDING LAND DESCRIPTION:

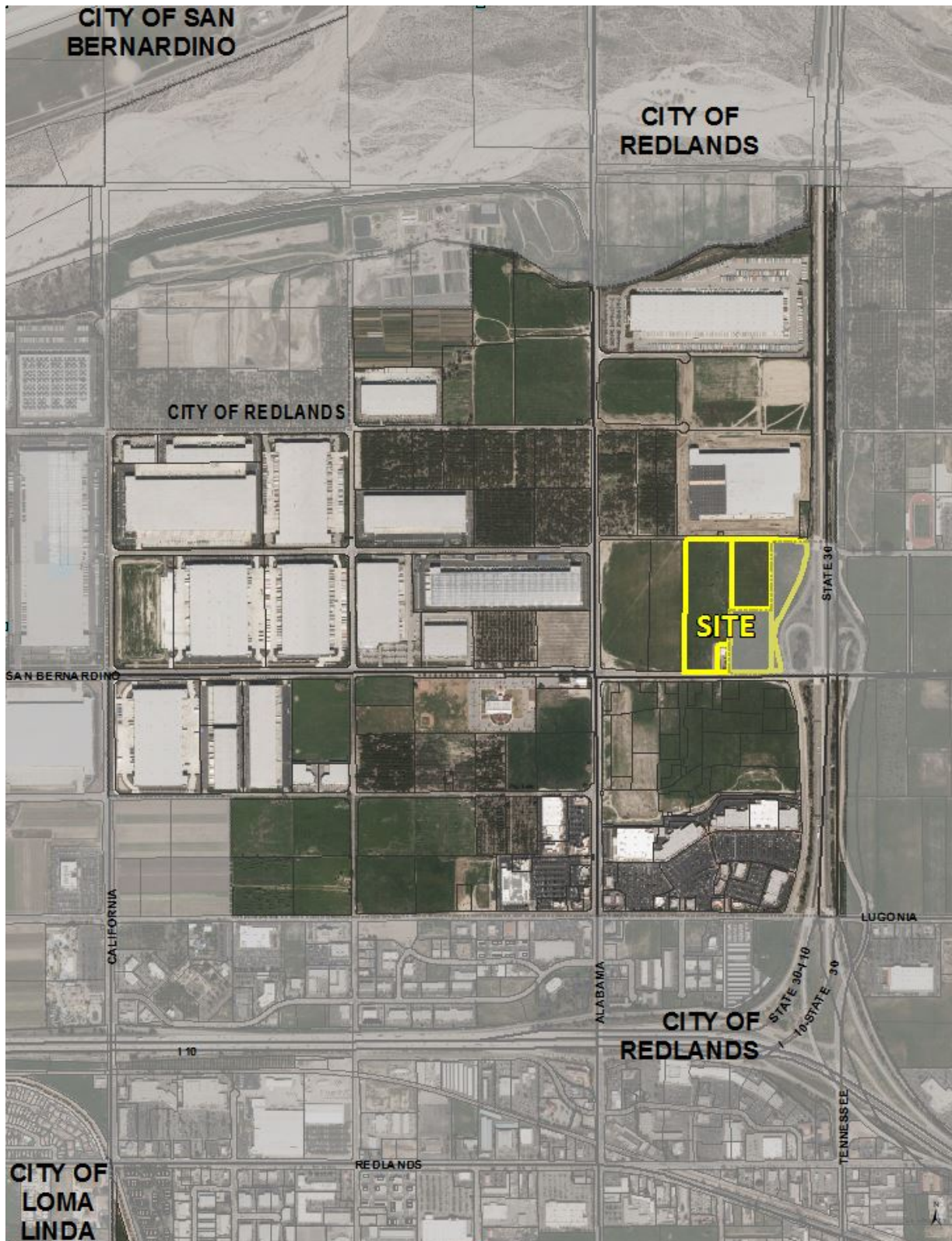
AREA	EXISTING LAND USE	LAND USE ZONING DISTRICT
SITE	SF Residence, Cell Tower, Vacant	East Valley Area Plan EV/CG, City of Redlands
North	Warehouse Industrial Building	East Valley Area Plan EV/IR
South	Vacant, Mountain Grove Project	East Valley Area Plan EV/SD
East	210 Fwy. City of Redlands	City of Redlands
West	Vacant, Rossmore Warehouse Proj.	East Valley Area Plan EV/IR

	<u>AGENCY</u>	<u>COMMENT</u>
City Sphere of Influence:	N/A	N/A
Water Service:	City of Redlands	Per Resolution
Sewer Service:	City of Redlands	Per Resolution

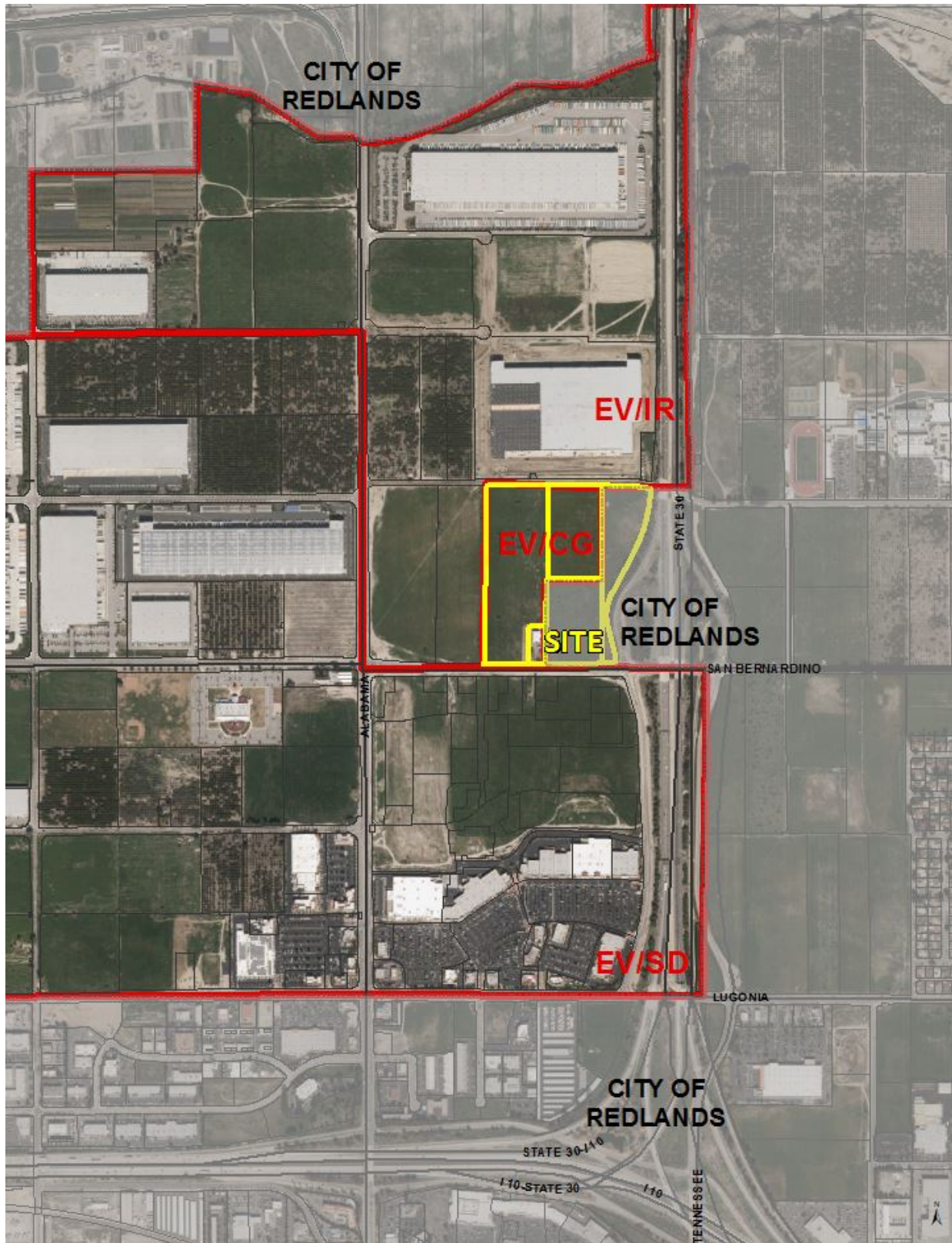
STAFF RECOMMENDATION: That the Planning Commission **RECOMMEND** that the Board of Supervisors **APPROVE** the Conditional Use Permit, Tentative Parcel Map 19500 and the General Plan Amendment.

This project shall be referred to the Board of Supervisors for final action. Therefore, the recommendation of the Planning Commission is not the final action and cannot be appealed to the Board.

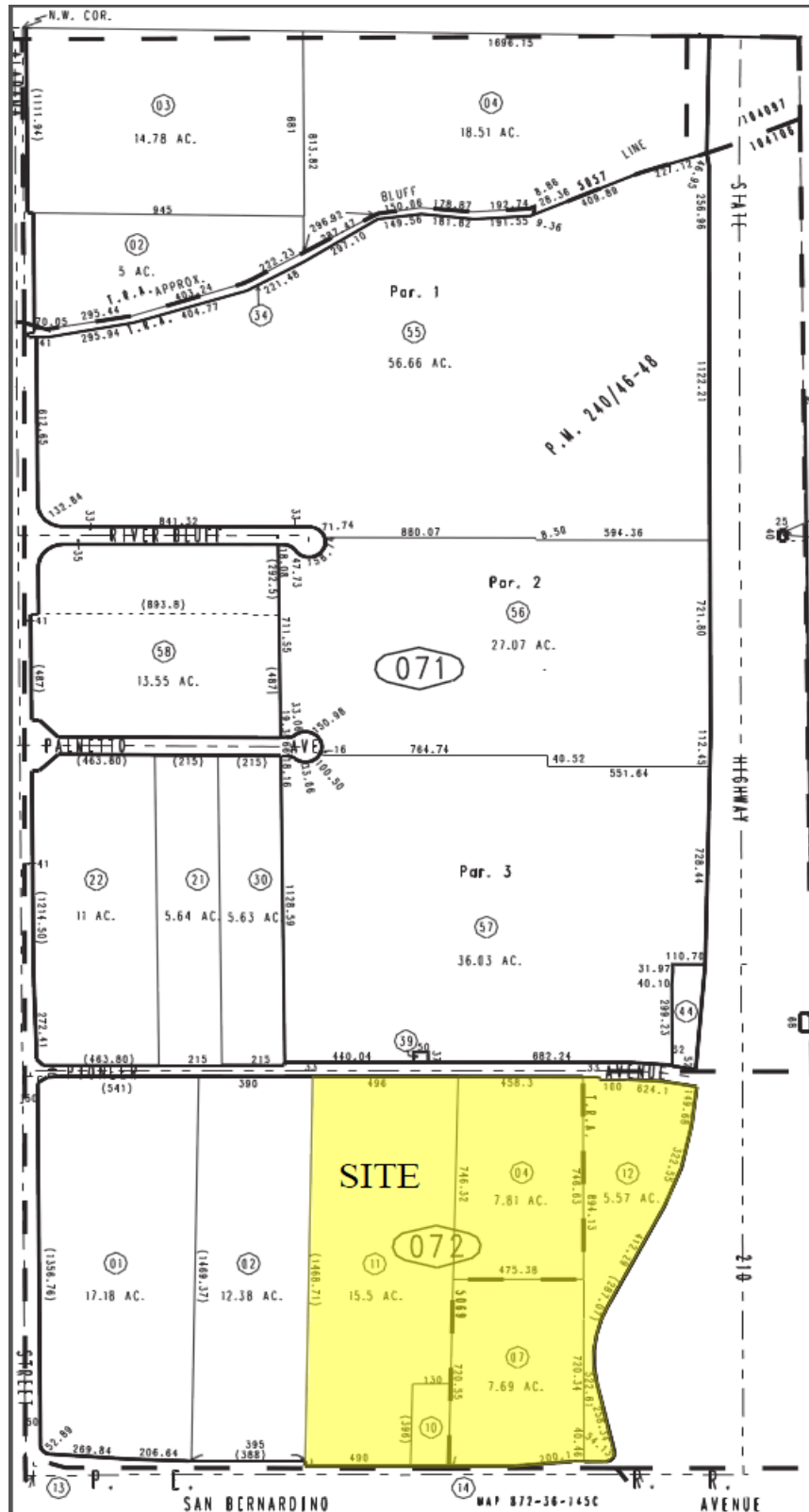
VICINITY MAP



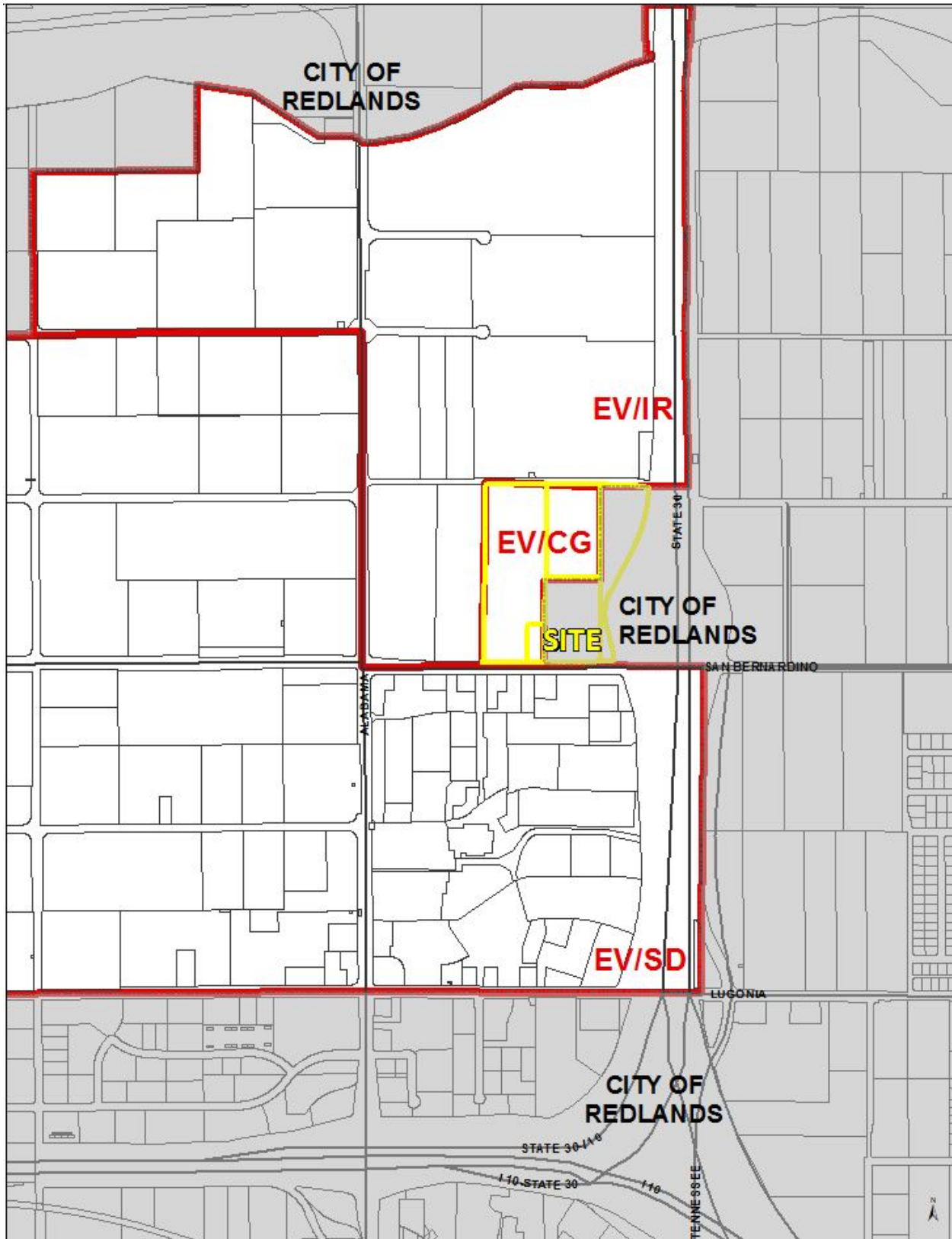
LOCAL AERIAL MAP

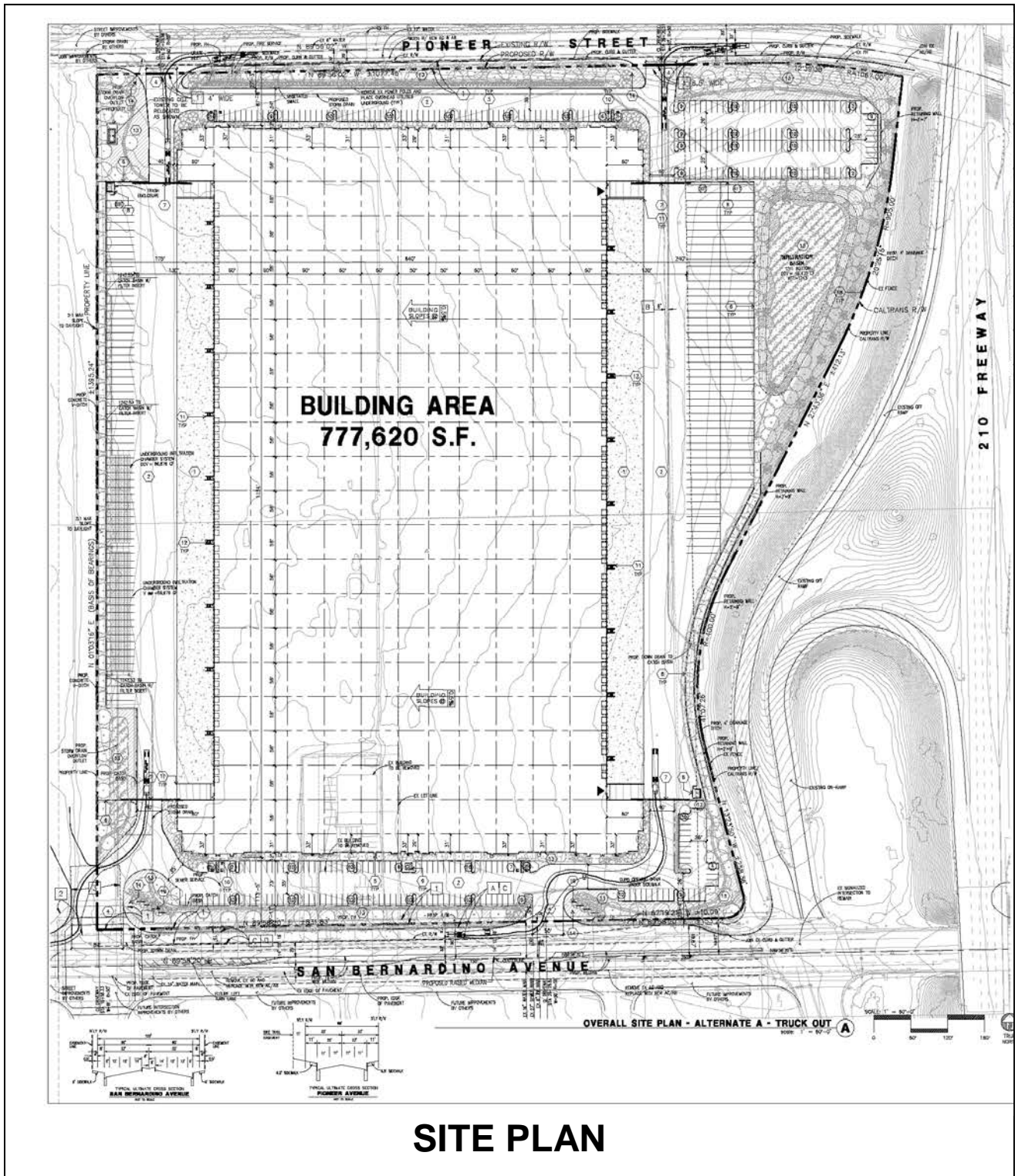


ASSESSORS PARCEL MAP

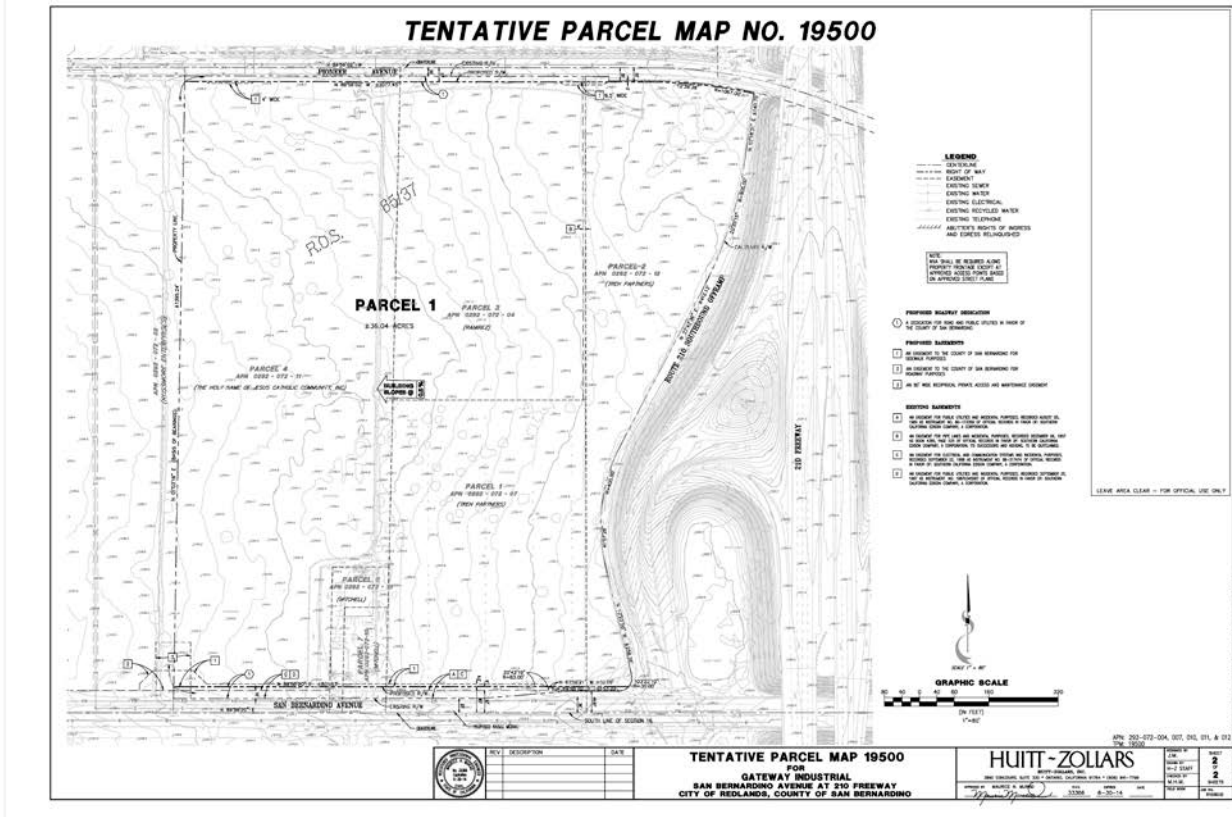


LAND USE ZONING DISTRICT





SITE PLAN



TENTATIVE PARCEL MAP 19500



LOOKING NORTH ACROSS SITE FROM SAN BERNARDINO AVENUE



SAN BERNARDINO AVENUE LOOKING EAST TOWARD 210 FREEWAY



SAN BERNARDINO AVE. AT 210 FWY SOUTHBOUND OFF-RAMP



PIONEER AVE. LOOKING SOUTH ALONG EAST PROPERTY BOUNDARY



PIONEER AVE. LOOKING WEST TOWARD ALABAMA STREET



LOOKING SOUTH ACROSS SITE FROM PIONEER AVENUE

PROJECT DESCRIPTION AND BACKGROUND

The applicant is requesting approval of a Conditional Use Permit (CUP) to construct a 777,620 square-foot industrial building to be used as a “High Cube” warehouse distribution facility on a 35.98 acre site, a Tentative Parcel Map to create one parcel and a General Plan Amendment to change the official land use district of Parcels 0292-072-04, 10 and 11 from East Valley/General Commercial (EV/CG) to East Valley/Special Development (EV/SD), and to assign a land use designation of EV/SD for Parcels 0292-072- 07 and 12 currently within the City of Redlands (collectively “Project”). The Project site is located in the Third Supervisorial District on the west side of State Highway 210, extending between San Bernardino Avenue on the south and Pioneer Avenue on the north, in the East Valley Area Plan.

The proposed warehouse includes a maximum of 30,000 square feet of office space. The percentage of building coverage is 49.6% of the net site area and landscaping covers 16.1% of the net site area, both of which meet the lot coverage requirements under the Development Code. A total of 337 passenger vehicle parking spaces are proposed for the Project, which also meets the minimum required by the Development Code.

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

ANALYSIS:

LAFCO Detachment. The jurisdiction for the 35.98-acre site is currently split between the County of San Bernardino and the City of Redlands. The Local Agency Formation Commission (LAFCO) is currently processing a proposal that would detach the two easterly parcels that are currently within the City of Redlands (Parcels 0292-072-07 and 12) and place the parcels within the jurisdiction of the unincorporated County. The proposed General Plan Amendment, CUP and the Tentative Parcel Map will not be effective until the detachment has been approved by LAFCO.

General Plan Amendment. The proposed General Plan Amendment will change the land use designation of the East Valley Area Plan from East Valley/General Commercial (EV/CG) to East Valley/Special Development (EV/SD). The proposed industrial warehouse Project is consistent with the existing surrounding land uses to the north and west. A warehouse building was recently constructed on the adjacent property to the north and the adjacent property to the west was recently approved for a 596,916 square foot warehouse. The land use designation of the adjacent property to the south is General Commercial, which is the Mountain Grove Planned Development Project, approved by the Board of Supervisors on July 15, 2008 (Item 58). Traffic control measures have been included to mitigate any potential traffic conflicts along San Bernardino Avenue.

The proposed Project meets the location criteria of the East Valley Area Plan Special Development (EV/SD) Land Use District because it permits a warehouse/industrial project such as this. This Project is a logical and orderly extension of the planned land use within the surrounding area and will not conflict with any applicable land use plan, policy, or regulations of

the County. The Project is within the boundaries of an Airport Safety Review area for the SBIA. While the Airport Comprehensive Land Use Plan is still under preparation, the Project has been reviewed by the Airport staff and found to be consistent with State guidelines.

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

Traffic: In order to properly assess the traffic impacts from all the industrial and commercial projects in the “donut hole” area, a “Cumulative Traffic Impact Analysis” (CTIA) [dated June 27, 2005] was prepared by Kunzman Associates and was approved by the County. The CTIA determined the roadway improvements needed for the “donut hole” area and the costs associated with those improvements. All projects in the “donut hole” are required to pay their fair share of those improvement costs in order to mitigate the cumulative traffic impacts to the area. Therefore, incorporation of traffic mitigation measures will reduce potential impacts to a less than significant level.

The County Traffic Division has also reviewed the Focused Traffic Analysis for the Project, prepared by RK Engineering Group on October 4, 2013 and revised February 10, 2014. This study concluded that additional traffic generated by the Project for the opening year will not have a significant impact to the Level of Service (LOS) for the study area roadway network with the proposed Project and with the proposed street improvements. The study area intersections are projected to operate within acceptable Levels of Service during the peak hours through Year 2035 with Project traffic conditions and the recommended improvements. This Project is subject to the Regional Transportation Development Mitigation Plan for the Redlands Donut Hole subarea. Currently, the fee for High Cube Industrial projects in the Redlands Donut Hole is \$0.73 per square foot, which shall be paid prior to issuance of a building permit. The traffic analysis concludes that implementation of this Project as planned will not cause significant effects on other planned development in the area.

Air Quality: The Project air quality analysis shows that both short-term and long-term emissions from the Project will not exceed the SCAQMD established significance thresholds and the impact is considered less than significant with mitigation measures incorporated. The Project will not violate any air quality standard or contribute substantially to an existing or projected air quality violation, because the proposed use does not exceed established thresholds of concern as established by the District. A dust control plan will be required as a mitigation measure to regulate construction activities that could create windblown dust. Construction painting activities will be restricted as a mitigation measure and additional air quality mitigation measures have been incorporated to further reduce impacts.

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

Implementation of the County's GHG Plan is achieved through the Development Review Process by applying appropriate reduction requirements to reduce GHG emissions. All new development is required to quantify the Project's GHG emissions and adopt feasible mitigation to reduce Project emissions below a level of significance. A review standard of 3,000 metric tons of carbon dioxide equivalent (MTCO₂e) per year is used to identify and mitigate Project emissions. For projects exceeding 3,000 MTCO₂e per year of GHG emissions, the developer may use the GHG Plan Screening Tables as a tool to assist with calculating GHG reduction measures and the determination of a significance finding. Projects that garner 100 or more points in the Screening Tables do not require quantification of project-specific GHG emissions. The proposed Project has garnered 101 points on the Screening Tables through the application of energy efficient reduction measures, construction debris diversion measures, and per capita water use reduction measures, and as a result, the Project is considered to be consistent with the GHG Plan and is therefore determined to have a less than significant individual and cumulative impact for GHG emissions. The GHG reduction measures proposed by the developer through the Screening Tables Review Process have been included in the Project design or will be included as Conditions of Approval for the Project.

CEQA Compliance. In compliance with the California Environmental Quality Act (CEQA), an Initial Study has been completed for the proposed Project and 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. Therefore, adoption of a Mitigated Negative Declaration is recommended.

The initial study was sent to the State Clearinghouse on February 13, 2014, in anticipation of having a circulation date of February 14th. However, the State Clearinghouse did not receive the Initial Study until late afternoon on February 14th, so the circulation did not occur until February 18th. All projects submitted to the State Clearinghouse require a 30-day review period, so since the circulation date didn't begin until February 18th, the end date is March 19th. It is possible that comments could be received as late as March 19th. Any comments that are received at the end of the 30-day comment period may need to be provided to the Planning Commission on the day of the hearing, due to the short review time, and will be fully reviewed and addressed prior to final action by the Board of Supervisors.

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

- 1) **ADOPT** the Mitigated Negative Declaration based on a finding that the Initial Study was completed in compliance with CEQA, that it has been reviewed and considered prior to approval of the Project, and that the Initial Study/Mitigated Negative Declaration reflects the independent judgment of the County of San Bernardino;
- 2) **APPROVE** the General Plan Land Use District Amendment of the East Valley Area Plan from East Valley/General Commercial (EV/CG) to East Valley/Special Development (EV/SD); and to assign a land use designation of EV/SD for Parcels 0292-072- 07 and 12 currently within the City of Redlands, subject to the approval of the Local Agency Formation Commission action to detach these two parcels from the City of Redlands;
- 3) **APPROVE** the Conditional Use Permit for the construction of a 777,620 square-foot industrial building to be used as a "High Cube" warehouse distribution facility, which includes a maximum of 30,000 square feet of office space on 35.98 acres, based on the Findings contained in the Staff Report and subject to the Conditions of Approval, subject to

the approval of the Local Agency Formation Commission action to detach these two parcels from the City of Redlands;

- 4) **APPROVE** Tentative Parcel Map 19500 subject to the recommended conditions of approval, subject to the approval of the Local Agency Formation Commission action to detach these two parcels from the City of Redlands; and
- 5) **FILE** the Notice of Determination.

ATTACHMENTS:

- | | |
|------------|---|
| Exhibit A: | Findings |
| Exhibit B: | Conditions of Approval (Conditional Use Permit) |
| Exhibit C: | Conditions of Approval (Tentative Parcel Map) |
| Exhibit D: | Initial Study |

EXHIBIT A

Findings

FINDINGS: GENERAL PLAN AMENDMENT

General Plan Land Use Zoning District Amendment of the East Valley Area Plan from East Valley/General Commercial (EV/CG) to East Valley/Special Development (EV/SD) for parcels 0292-072-04, 10 and 11, and to assign a land use designation of EV/SD for parcels 0292-072-07 and 12, currently within the City of Redlands. The project site is currently split between the unincorporated County of San Bernardino and the City of Redlands. The Local Agency Formation Commission (LAFCO) is currently processing a proposal that would detach the two parcels currently within the City of Redlands (Parcels 0292-072-07 and 12) and place them within the jurisdiction of the County. The proposed General Plan Amendment will not be effective until the detachment from the City of Redlands has been approved by LAFCO.

1. The proposed amendment is internally consistent with all other provisions of the respective plan, the General Plan or any applicable specific plan, because the district change is consistent with the goals and policies of the General Plan and will provide a reasonable and logical extension of the existing land use pattern in the surrounding area. The proposed district change continues the existing Special Development land use designation within the East Valley area. The proposed Land Use Designation of Special Development and the proposed development of the site is consistent with the existing land uses of the area. The amendment is consistent specifically with the following General Plan goals and policies:

General Plan Goal LU 1. The County will have a compatible and harmonious arrangement of land uses by providing a type and mix of functionally well-integrated land uses that are fiscally viable and meet general social and economic needs of the residents.

- Goal implementation: The amendment from General Commercial to Special Development will allow the property to be developed with a warehouse distribution facility, which is compatible with other existing developments to the north and west of the project site and is an appropriate use of this site.

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

- Policy implementation: The amendment from General Commercial to Special Development will allow this site to be developed for a warehouse distribution facility as opposed to a commercial/retail center, which has been slow to develop in this area, especially with the amount of commercial development already entitled, but not yet developed, in the East Valley area.
2. The proposed amendment will not be detrimental to the public interest, health, safety, convenience, or welfare of the County, because the proposed general plan amendment is approved in conjunction with a Conditional Use Permit for a warehouse distribution facility which has been reviewed by the County and has been sufficiently conditioned so as not to be detrimental to the public interest, health, safety, convenience, or welfare of the County.
 3. The proposed land use zoning district change is in the public interest, there will be a community benefit, and other existing and allowed uses will not be compromised, because the proposed amendment application includes a Conditional Use Permit for a warehouse

distribution facility which is consistent and compatible with other warehouse facilities in the East Valley Planning Area.

4. The proposed land use district change will provide a reasonable and logical extension of the existing land use pattern in the surrounding area, in that the adjacent zoning to the south is also zoned Special Development and the area to the north and west is zoned Regional Industrial (IR) and has either been developed or received entitlement approval for warehouse distribution facilities.
5. The proposed land use zoning district change does not conflict with provisions of the Development Code because the proposed project includes a Conditional Use Permit for a warehouse distribution facility and a Tentative Parcel Map for a one lot subdivision on 35.98 acres. These concurrently filed applications will assure compliance with the provisions of the County Development Code and the East Valley Area Plan.
6. The proposed land use zoning district change will not have a substantial adverse effect on surrounding property, which means that the use will not generate excessive noise, traffic, vibration, lighting, glare, or other disturbance. The proposed district change and associated Conditional Use Permit for the industrial building, including all project improvements, have been designed to incorporate sufficient road improvements that conform to the industrial performance standards, including those for noise and vibration.
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 would not endanger, jeopardize, or otherwise constitute a hazard to the property or improvements in the vicinity in which the property is located.

Upon approval by LAFCO of the proposed detachment from the City of Redlands, the entire 35.98-acre site will be under the jurisdiction of the County of San Bernardino. However, as with the other properties in the East Valley Area Plan, this site will be served by the City of Redlands for sewer, water, Police, Fire and trash collection. The County Public Works Department has evaluated the site for proper handling of storm water runoff. The concurrently filed Conditional Use Permit and Tentative Parcel Map require the provision of public and emergency vehicle (e.g., fire and medical) access via connections to publicly-maintained roads.

FINDINGS: CONDITIONAL USE PERMIT

Conditional Use Permit for the construction of a 777,620 square-foot industrial building with 30,000 square feet of office area to be used as a “High Cube” warehouse distribution facility on 35.98 acres. The proposed Conditional Use Permit will not be effective until the detachment from the City of Redlands has been approved by LAFCO.

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 35.98-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 at least 15% 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 site extends between Pioneer Avenue on the north and San Bernardino Avenue on the south, which are County-maintained roads that will provide adequate legal and physical access to the project site.
3. The proposed use will not have a substantial adverse effect on abutting properties or the allowed use of the abutting properties, which means that the use will not generate excessive noise, traffic, vibration, lighting, glare, or other disturbance. The proposed industrial building and project improvements have been designed to incorporate sufficient road improvements and to conform to industrial performance standards, including those for noise and vibration. In addition, the use will not interfere with the present or future ability to use solar energy systems.
4. The proposed use and manner of development are consistent with the goals, maps, policies, and standards of the County General Plan and any applicable Community or Specific Plan. The proposed Conditional Use Permit site plan, together with the provisions for its design and improvement are consistent with the County General Plan as well as the East Valley Area Plan. The Project specifically implements the following goal:

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

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

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

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

- Goal/Policy Implementation: The proposed Project is within an area almost entirely developed with similar industrial warehouses. The City and County have worked cooperatively to ensure there is regional infrastructure, including road improvements and storm drains.

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

5. There is supporting infrastructure, existing or available, consistent with the intensity of the development, to accommodate the proposed project without significantly lowering service levels. The developer will be required to construct road improvements, as well as contribute to the Regional Transportation Mitigation Facilities Fee Plan to provide other needed improvements in the area. The City of Redlands will serve the site for water and sewer services.
6. The lawful conditions stated in the approval are deemed reasonable and necessary to protect the overall public health, safety and general welfare because the conditions of approval include measures to reduce air quality and traffic impacts and enforce performance standards.
7. The design of the site has considered the potential for the use of solar energy systems and passive or natural heating and cooling opportunities, through the orientation and design of the building to take advantage of passive solar heating capabilities.

FINDINGS: TENTATIVE PARCEL MAP 19500

1. The proposed map, subdivision design, and improvements are consistent with the General Plan, any applicable community plan, and any applicable specific plan because the project allows for the orderly subdivision and development of land within the density specified by the proposed Special Development Land Use District. The proposed Parcel Map is for a one lot subdivision on 35.98 acres, which conforms with the minimum lot area requirement of 5 acres in the Special Development District. The proposed Tentative Parcel Map will not be effective until the detachment from the City of Redlands has been approved by LAFCO.
2. The site is physically suitable for the type and proposed density of development; because the site is sufficient in size, length, and width and the newly created parcel meets the minimum development standards of the Special Development District. The project is consistent with the existing industrial development in the surrounding area. Issues related to site topography have been addressed through extensive review by the County Fire Department, County Land Development and County Planning.
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 no such resources have been identified on the project site. The site has been fully disturbed by previous agricultural uses. A small portion of the site (approximately one acre) is currently occupied by a single family residential house and a telecommunications tower. The remaining areas of the site are currently unoccupied and have been further disturbed by unauthorized off-road vehicle use and periodic weed abatement activities.
4. The design of the subdivision or type of improvements is not likely to cause serious public health or safety 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 deemed minimal with the implementation of the proposed conditions of approval and mitigation measures.

5. The design of the subdivision or 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 conditions of approval shall require that public rights of easements will not be interfered with, and that statements of concurrence be provided from utility companies whose easements may be affected by the proposed development. The development will provide two-points of legal and physical access to the site with proper documentation of those access rights.
6. The discharge of 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 wastewater treatment for the project will be provided by the City of Redlands through connection to the City's sanitary sewer system.
7. The design of the subdivision provides, to the extent feasible, passive or natural heating and cooling opportunities; because the proposed subdivision map will conform to the Official Land Use District, which provides adequate building setbacks. The building setbacks promote optimum spacing that 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 one parcel conforms to the standard regulations set forth in the Development Code and the appropriate agencies (including County Fire and Public Works) have reviewed the project design and the proposed conditions and mitigation measures.
9. There is no substantial evidence that the project will have a significant effect on the environment because an Initial Study has been completed for the proposed project and it is determined, on the basis of staff's independent evaluation, that the project will not have a significant adverse impact on the environment with the implementation of all the conditions of approval and environmental mitigation measures. The Mitigated Negative Declaration for this project reflects the County's independent judgment in making this decision. Therefore, adoption of a Mitigated Negative Declaration is recommended.

EXHIBIT B

Conditions of Approval Conditional Use Permit

CONDITIONS OF APPROVAL

Conditional Use Permit TREH Partners, Inc.

GENERAL REQUIREMENTS Conditions of Operation and Procedures

LAND USE SERVICES - Planning (909) 387-8311

1. Project Approval Description. This Conditional Use Permit (CUP) is approved to be constructed and operated in compliance with the San Bernardino County Code (SBCC), pursuant to the conditions of approval stated herein, the approved site plan and any other required and approved reports and/or displays (e.g. elevations). This project includes the construction of a 777,620 square-foot industrial building with 30,000 square feet of office area to be used as a “High Cube” warehouse distribution facility, and the relocation of a 75-foot Monopalm telecommunications tower and equipment (Project). Proposed Environmental Determination: Mitigated Negative Declaration. The Project site is 35.98 acres located on the east side of Alabama Street between San Bernardino Avenue and Pioneer Avenue. Parking approved for the facility is based upon the above land use description.
 - a) Project signs shall comply with SBCC Chapter 83.13.
 - b) Project landscaping shall comply with SBCC Chapter 83.10
 - c) Project parking and internal access shall comply with SBCC Chapter 83.11. There are 337 parking spaces required and 337 parking spaces are proposed, which includes 329 standard spaces and 8 disabled accessible spaces.
 - d) Project construction shall comply with all applicable construction codes including the California Building Codes (CBC) and Uniform Fire Code (UFC). The “developer” shall provide a copy of the approved conditions and site plan to every current and future project tenant, lessee, and property owner to facilitate compliance with these conditions of approval and continuous use requirements. Project APN: 0292-072-04, 07, 10, 11 and 12; Project Number P201300535.

2. Concurrent Actions. This project also includes the following concurrent actions:
 - a) Tentative Parcel Map. Tentative Parcel Map 19500 to subdivide 35.98 acres into one (1) parcel for a warehouse distribution facility.
 - b) General Plan Amendment. General Plan Amendment to change the official County land use district from East Valley/General Commercial (EV/CG) to East Valley/Special Development (EV/SD) for Parcels 0292-072-04, 10 and 11, and to assign a land use designation of EV/SD for Parcels 0292-072-07 and 12, currently within the City of Redlands. The proposed General Plan Amendment shall become effective at the same time that the proposed detachment from the City of Redlands becomes effective.
 - c) LAFCO Detachment. The two easterly parcels (Parcels 0292-072-07 and 12) are currently within the City of Redlands. The Local Agency Formation

- Commission (LAFCO) is currently processing a proposal that would detach these parcels from the City of Redlands and put them back under the jurisdiction of the County. The proposed General Plan Amendment, Conditional Use Permit and the Tentative Parcel Map will become effective at the same time that the proposed detachment from the City of Redlands becomes effective.
3. “Developer” Defined. The term “developer” as used in these conditions of approval for this project and for any development of this project site, includes all of the following: the applicant, the property owner and any lessee, tenant or sub-tenant, operator and/or any other agent or other interested party of the subject project and/or project site and/or any heir or any other successor in interest in the project site or project land use by sale or by lease of all or of a portion of the project site or project land uses and/or any other right given to conduct any land use in any or all of the project structures or any area on the project site.
 4. High Cube Warehouse – “High Cube” Warehouse is defined by the National Association of Industrial and Office Properties (NAIOP) as follows: A Warehouse/Distribution Center used primarily for the storage and/or consolidation of manufactured goods prior to their distribution to retail locations or other warehouses. These facilities are commonly constructed utilizing tilt-up technique, with a typical ceiling height of at least 24 feet. “High Cube” Warehouse/Distribution Centers are generally greater than 100,000 sq. ft. in size with a land coverage ration of approximately 50% and a dock-high loading ratio of approximately 1 dock per 5,000-10,000 sq. ft. of warehouse storage. They are characterized by a small employment count due to a high level of automation, which reduces air quality and traffic impacts.
 5. Revisions. Any proposed change to the approved use/activity on the site (e.g. from warehouse to manufacturing); 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 submitted to County Planning for review and approval obtained.
 6. Continuous Effect/Revocation. All of the conditions of this project are continuously in effect throughout the operative life of the project for the use approved. Failure of the property owner, tenant, applicant, developer or any operator (herein “developer”) to comply with any or all of the conditions at any time may result in 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.

7. Expiration. This project permit approval shall expire and become void if it is not “exercised” within three (3) years of the effective date of this approval, unless an extension of time is approved. The permit is deemed “exercised” when either:
- a) The permittee has commenced actual construction or alteration under a validly issued building permit, or
 - b) 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 and exercised land use remains valid continuously for the life of the project and the approval runs with the land, unless one of the following occurs:
- a) Construction permits for all or part of the project are not issued or the construction permits expire before the structure is completed and the final inspection is approved.
 - b) The land use is determined by the County to be abandoned or non-conforming.
 - c) The land use is determined by the County to be 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 approval expiration date. The “developer” is responsible to initiate any Extension of Time application.
8. Extension of Time. Extensions of time to the expiration date (listed above or as otherwise extended) may be granted in increments each not to exceed an additional three years beyond the current expiration date. An application to request consideration of an extension of time may be filed with the appropriate fees no less than thirty days before the expiration date. Extensions of time may be granted based on a review of the application, which includes a justification of the delay in construction and a plan of action for completion. The granting of such an extension request is a discretionary action that may be subject to additional or revised conditions of approval or site plan modifications. (SBCC §86.06.060)
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. 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.

11. NOD/MND/CDFG Fees. The California Environmental Quality Act (CEQA) requires that an environmental determination be prepared for this project. County staff completed an environmental initial study for this project and properly circulated it for review. This study represents the independent judgment of the County acting as lead agency for the project. The project will not have a significant adverse impact on the environment with the implementation of all the required conditions of approval and mitigation measures. A Mitigated Negative Declaration (MND) will be issued indicating that all identified impacts were found to be mitigated below a level of significance. A Notice of Determination (NOD) of this finding is required to be filed with a fee (currently \$50). The California Department of Fish and Wildlife (CDFW) requires that an additional fee (currently \$2181.25) be paid with the NOD filing, unless CDFG issues a determination of "No Biological Effect". The combined fees (\$2,231.25) are required to be paid to the Clerk of the Board with the NOD filing. The project approval does not become effective, until these fees are paid and the filing is posted.
12. Project Account. The Job Costing System (JCS) account number is P201300535. 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 \$1000.00 shall be in the project account at the time of project approval and the initiation of the Condition Compliance Review. Sufficient funds shall remain in the account to cover all estimated charges that may be made during each compliance review. All fees required for processing shall be paid in full prior to final inspection, occupancy and/or operation of each approved use in each approved structure or land use activity area. There shall be sufficient funds (\$500.00) remaining in the account to properly fund file closure and any other required post-occupancy compliance review and inspection requirements (e.g. landscape performance).

13. Condition Compliance. In order to obtain construction permits for grading, or any new building, final inspection, the developer shall process a Condition Compliance Release Form (CCRF) for each respective building and/or phase of the development through County Planning in accordance with the directions stated in the Approval letter. County Planning shall release their holds on each phase of development by providing to County Building and Safety the following:
- 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 Inspection - a copy of the signed CCRF for final inspection of each respective building, after an on-site compliance inspection by County Planning.
 - Tenant Occupancy - a copy of the signed CCRF for tenant occupancy of each respective building, after an on-site compliance inspection by County Planning.
14. Additional Permits. The property owner, developer, and land use operator are all responsible to ascertain and comply with all laws, ordinances, regulations and any other requirements of Federal, State, County and Local agencies as are applicable to the development and operation of the approved land use and project site. These include:
- a) FEDERAL: Federal Aviation Administration
 - b) STATE: Regional Water Quality Control Board (RWQCB) – Santa Ana Region, South Coast Air Quality Management District (AQMD).
 - c) COUNTY: Land Use Services-Building and Safety/Code Enforcement, County Fire; Public Health-Environmental Health Services (DEHS), Public Works, AND
 - d) LOCAL: Local Agency Formation Commission (LAFCO), San Bernardino International Airport Authority (Avigation Easement), Special Districts CSA 70, Improvement Zone EV-1, City of Redlands by special agreement provides water, sewer, police and fire services to this area
15. Continuous Maintenance. The property owner and “developer” shall continually maintain the property so that it is visually attractive and not dangerous to the health, safety and general welfare of both on-site users (e.g. employees) and surrounding properties. The “developer” shall ensure that all facets of the

development are regularly inspected, maintained and that any defects are timely repaired. Among the elements to be maintained, include but are not limited to:

- a) Annual maintenance and repair inspections shall be conducted for all structures, fencing/walls, walks, parking lots, driveways, and signs to assure proper structural, electrical and mechanical safety and a properly operating irrigation system.
- b) Graffiti and debris shall be removed immediately with weekly maintenance.
- c) Landscaping shall be maintained in a continual healthy thriving manner at proper height for required screening. Drought-resistant, fire retardant vegetation shall be used where practicable. Where landscaped areas are irrigated, it shall be done in a manner designed to conserve water, minimizing aerial spraying.
- d) Erosion control measures shall be maintained to reduce water run off, siltation, and promote slope stability.
- e) Architectural controls shall be enforced by the property owner to maintain compatibility of theme, materials, unfaded colors, building mass, size and height.
- f) External Storage, loading, recycling and trash storage areas shall be kept neat, orderly, and fully screened from public view with a solid masonry wall not less than 6 feet in height. The wall shall include sight-obscuring gates. The solid wall(s) and gate(s) shall be continuously maintained in good repair. Commercial outside storage shall be fully screened from public view and not exceed the height of screening walls. No outdoor storage is allowed within any required setback.
- g) Metal Storage Containers shall be screened by landscaping or other means.
- h) Signage. All on-site signs, including posted area signs (e.g. "No Trespassing") shall be maintained in a clean readable condition at all times and all graffiti and vandalism shall be removed and repaired on a regular weekly basis. Signs on the site shall be of the size and general location as shown on the approved site plan or an approved sign plan.
- i) Parking and on-site circulation requirements, including surfaces, all markings and traffic/directional signs shall be maintained in an unfaded condition as identified on the approved site plan. Any modification to parking and access layout requires County review and approval. The markings and signs shall be clearly defined and legible. These include parking spaces, disabled space and access path of travel, directional designations and signs, stop signs, pedestrian crossing, speed humps "No Parking" "carpool" and "Fire Lane" designations.

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

- Emissions: No emission of dirt, dust, fly ash, and other forms of particulate matter.
 - Smoke: No smoke from any project source shall be emitted of a greater density than that described in No. 2 on the Ringelmann Chart (as published currently by the United States Bureau of Mines)
 - 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.
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.
19. Underground Utilities. There shall be no new above ground power or communication lines extended to the site. All new utilities shall be placed underground in a manner, which avoids disturbing any existing/natural vegetation or the site appearance. Existing utilities around the site perimeter shall also be placed underground, where possible in coordination with the utility provider.
20. Operational Security. Implementation of operational security measures for commercial and industrial uses is highly recommended to include video surveillance and security patrols during non-business hours. The installation of exterior security lighting for all public areas in compliance with any night sky regulations is encouraged. This will assist in crime prevention and detection.
21. Access. The access point to the facility shall remain unobstructed at all times, except a driveway access gate, which may be closed after normal working hours.
22. AR3 Operational Requirements. *The project site is within an Airport Safety Review Area Three (AR3) Overlay, therefore the following standards and criteria shall apply to all operations, structures, and land uses:*

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

[Mitigation Measure VIII-1] General Requirement/Planning

23. *AQ/Operational Mitigation.* *The “developer” shall implement the following air quality mitigation measures, during operation of the approved land use: All on-site equipment and vehicles (off-road/ on-road), shall comply with the following:*
- a) *County Diesel Exhaust Control Measures [SBCC §83.01.040 (c)]*
 - b) *Signs shall be posted requiring all vehicle drivers and equipment operators to turn off engines when not in use.*
 - c) *All engines shall not idle more than five minutes in any one-hour period on the project site. This includes all equipment and vehicles.*
 - d) *Engines shall be maintained in good working order to reduce emissions.*
 - e) *Ultra low-sulfur diesel fuel shall be utilized.*
 - f) *Electric, CNG and gasoline-powered equipment shall be substituted for diesel-powered equipment, where feasible.*
 - g) *On-site electrical power connections shall be made available, where feasible.*
 - h) *All transportation refrigeration units (TRU's) shall be provided electric connections, when parked on-site.*

[Mitigation Measure III-1] General Requirements/Planning

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

25. *Telecommunications Facility - FCC Conformance.* *The applicant/operator of the telecommunication facility shall operate the proposed radio/telephone equipment in strict conformance with Federal Communications Commission (FCC) regulations at all times so as not to cause a Public Health and Safety Hazard or nuisance to nearby properties and their radio and television reception. If, in the future, the FCC adopts more stringent Radio Frequency (RF) emission regulations, the applicant shall submit an application to the County of San Bernardino to modify the Minor Use Permit (MUP) in order to demonstrate compliance with the revised FCC*

regulations. Failure by the applicant to apply for such a review of the subject MUP to conform to the FCC approval of revised RF emission regulations, shall subject this approval to possible revocation of the approval.

26. Telecommunication Facility - Time Limit. The occupancy and use of the telecommunication facility is limited to a renewable ten (10) year period. The facility is subject to evaluation, renewal and extension in ten (10) year increments. Planning staff shall evaluate the applicability of current technology to determine if the facility should be required to be upgraded, continue as approved or be terminated. Planning staff will also evaluate whether the facility remains compatible with adjacent land uses and if any additional buffering and screening measures are appropriate. If Planning staff determines that the use should be terminated then a public hearing before the Planning Commission shall be scheduled to validate the staff determination and to determine a reasonable amortization period. Should the Planning Commission act to terminate the telecommunication facility use, then it shall no longer be considered a valid legal use of the land after the established termination date. The wireless service provider will be granted a minimum of one (1) year from the date of the Planning Commission action to terminate operations. Any unapproved use of the telecommunication facility beyond the termination date shall be an enforceable violation.

27. FCC Regulations. The applicant/operator shall operate the proposed radio/telephone equipment in strict conformance with Federal Communications Commission (F.C.C.) regulations at all times so as not to cause a Public Health and Safety Hazard or nuisance to nearby properties.

28. Telecommunications Facility - Abandoned Facilities. A wireless telecommunication facility that is not operated for a continuous period of 12 months shall be considered abandoned. The owners of an abandoned facility shall remove all structures within 90 days of receipt of notice from the County notifying the owner of the abandonment. The owner shall return the site to its approximate natural condition. If an abandoned facility is not removed within the 90 day time period, the County may remove all such structures at the owner's expense. The site shall be restored to its prior natural condition or as otherwise authorized by the County Planning Division. Once the site has been vacated, future establishment of the same or similar facility shall require new land use approval through the County Planning Division.

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

29. Enforcement. If any County agency is required to enforce compliance with the conditions of approval, the property owner and "developer" shall be charged for such enforcement activities in accordance with the County Code Schedule of Fees. Failure to comply with these conditions of approval or the approved site plan design required for this project approval shall be enforceable against the property owner and "developer" (by both criminal and civil procedures) as

provided by the San Bernardino County Code, Title 8 - Development Code; Division 6 - Administration, Chapter 86.09 - Enforcement.

30. Weed Abatement. The developer 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).

PUBLIC HEALTH - Environmental Health Services (DEHS) (909) 387-4666

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

COUNTY FIRE - Community Safety (909) 386-8465

33. 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 Uniform Fire Code requirements and all applicable statutes, codes, ordinances and standards of the Fire Department.
34. 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.
35. Permits. Construction permits, including Fire Condition Letters, shall automatically expire and become invalid unless the work authorized by such permit is commenced within 180 days after its issuance, or if the work authorized by such permit is suspended or abandoned for a period of 180 days after the time the work is commenced. Suspension or abandonment shall mean that no inspection by the Department has occurred within 180 days of any previous inspection. After a construction permit or Fire Condition Letter, becomes invalid and before such previously approved work recommences, a new permit shall be

first obtained and the fee to recommence work shall be one-half the fee for the new permit for such work, provided no changes have been made or will be made in the original construction documents for such work, and provided further that such suspension or abandonment has not exceeded one year. A request to extend the Fire Condition Letter or Permit may be made in writing PRIOR TO the expiration date justifying the reason that the Fire Condition Letter should be extended.

36. Telecommunications Facility - PSTS Interference. Cell site installation and operation of the proposed system shall not cause harmful interference to the County's Public Safety Telecommunications System (PSTS). If it is determined that the system causes harmful interference with PSTS operations the cell tower operations shall cease immediately upon order of the Fire Chief or other County official. [F51]

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

37. 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.
38. Natural Drainage. The natural drainage courses traversing the site shall not be occupied or obstructed.
39. 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.
40. 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.
41. 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.

DEPARTMENT OF PUBLIC WORKS - Traffic Division (909) 387-8186

42. Access. The project vehicles shall not back out into the public roadway.

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

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

PUBLIC WORKS - Survey Division (909) 387-8145

44. Record of Survey. A Record of Survey/Corner Record shall be filed in the following instances:
- Legal descriptions or construction staking based upon a field survey of the boundary or building setbacks.
 - Monuments set to mark the property lines.
 - Pursuant to applicable sections of the Business and Professions Code.
45. 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 (Section 8771(b) Business and Professions Code).

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

46. Recycling Storage Capacity. The developer shall provide equal 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. Burrtec is the solid waste service provider for this area.
47. Mandatory Commercial Recycling. Beginning July 1, 2012 all businesses defined to include a commercial or public entity that generates 4 or more cubic yards of commercial solid waste a week or is a multi-family residential dwelling of 5 units or more to arrange for recycling services. The County is required to monitor business recycling and will require the business to provide recycling information. This requirement is to assist the County in compliance with the recycling requirements of AB 341. Burrtec is the solid waste service provider for this area.

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

SPECIAL DISTRICTS (909) 387-5940

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

PRIOR TO ISSUANCE OF GRADING PERMITS

The following shall be completed:

LAND USE SERVICES - Building and Safety (909) 387- 4246

50. Soils Report. When proposed earthwork quantities exceed 5,000 cubic yards, including construction of private roads, a geotechnical (soils) report is required to be submitted with appropriate fees to the County Geologist for review and approval prior to issuance of grading permits.
51. Engineering Geology Report. When proposed earthwork quantities exceed 5,000 cubic yards, including construction of private roads, an engineering geology report is required to be submitted with appropriate fees to the County Geologist for review and approval prior to issuance of grading permits.
52. Grading Plans. If grading exceeds fifty (50) cubic yards, approved plans will be required.
53. NPDES. 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. The WDID number issued by the Regional Water Quality Control Board will be required as evidence of filing the NOI.

LAND USE SERVICES - Planning (909) 387- 8311

54. AQ-Dust Control Plan. *The “developer” shall prepare, submit for review and obtain approval from County Planning of both a Dust Control Plan (DCP) consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/ subcontracts a requirement that project contractors adhere to the requirements of the DCP. The DCP shall include the following requirements:*
 - a) *Exposed soil shall be kept continually moist to reduce fugitive dust during all grading and construction activities, through application of water sprayed a minimum of two times each day.*
 - b) *During high wind conditions (i.e., wind speeds exceeding 25 mph), areas with disturbed soil shall be watered hourly and activities on unpaved surfaces shall cease until wind speeds no longer exceed 25 mph.*
 - c) *Storage piles that are to be left in place for more than three working days shall be sprayed with a non-toxic soil binder, covered with plastic or revegetated.*
 - d) *Storm water control systems shall be installed to prevent off-site mud deposition.*
 - e) *All trucks hauling dirt away from the site shall be covered.*
 - f) *Construction vehicle tires shall be washed, prior to leaving the project site.*
 - g) *Rumble plates shall be installed at construction exits from dirt driveways.*
 - h) *Paved access driveways and streets shall be washed and swept daily when there are visible signs of dirt track-out.*

- i) *Street sweeping shall be conducted daily when visible soil accumulations occur along site access roadways to remove dirt dropped or tracked-out by construction vehicles. Site access driveways and adjacent streets shall be washed daily, if there are visible signs of any dirt track-out at the conclusion of any workday and after street sweeping.*

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

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

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

56. Cultural Resources. *The developer/property owner shall submit for review and obtain approval from County Planning of a letter agreeing to adhere to the following requirements and to include in any construction contracts/subcontracts a provision that project contractors shall also adhere to the following requirements:*
- *If archaeological, paleontological and/or historical resources are uncovered during ground disturbing activities, all work in that area shall cease immediately until written clearance by County Planning is provided indicating that satisfactory mitigation has been implemented. A qualified expert (e.g. archaeologist or paleontologist), as determined by County Planning in consultation with the County Museum shall be hired to record the find and recommend any further mitigation. The developer shall*

implement any such additional mitigation to the satisfaction of County Planning.

- If human remains are uncovered during ground disturbing activities, the San Bernardino County Coroner shall be contacted within 24 hours of the find. If the remains or cultural artifacts are determined to be of Native American origin, the local Native American representative shall also be notified.

57. Construction and Demolition Debris Diversion Program (GHG Reduction Measure R2W5). Pursuant to the requirements of Solid Waste Management the contractor shall recycle a minimum of 50% of all project related construction and demolition debris. Prior to issuance of a Grading Permit the developer shall submit a plan of construction recycling showing how a minimum of 50% of all construction related materials will be recycled (6 points).

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

58. Drainage Facility Design. A Registered Civil Engineer shall investigate and design adequate drainage facilities to intercept and conduct the off-site and on-site drainage flows around and through the site in a manner, which will not adversely affect adjacent or downstream properties. Submit drainage study for review and obtain approval. A \$520 deposit for drainage study review will be collected upon submittal to the Land Development Division.
59. Topo Map. A topographic map shall be provided to facilitate the design and review of necessary drainage facilities.
60. Grading Plans. Grading plans shall be submitted for review and approval obtained. A \$520 deposit for grading plan review will be collected upon submittal to the Land Development Division.
61. Natural Drainage. The natural drainage courses traversing the site shall not be occupied or obstructed.
62. Permit. A permit, or authorized clearance, shall be obtained from Land Development Division prior to issuance of a grading permit by County Building and Safety.
63. WQMP. A completed Water Quality Management Plan (WQMP) shall be submitted for review and approval obtained. A \$2,500 deposit for WQMP review will be collected upon submittal to the Land Development Division. Copies of the WQMP guidance and template can be found at:
<http://www.sbcounty.gov/dpw/land/npdes.asp>
64. WQMP Inspection Fee. The developer shall deposit an inspection fee for WQMP in the amount of \$3,600 to Land Development Division.

COUNTY FIRE - Community Safety (909) 386-8465

65. Water System. Prior to any land disturbance, the water system shall be designed to meet the required fire flow for this development and shall be approved by the Fire Department. The required fire flow for this development and shall be approved by the Fire Department. The required fire flow shall be determined by using Appendix IIIA of the Uniform Fire Code.

PRIOR TO ISSUANCE OF BUILDING PERMITS

The following shall be completed:

LAND USE SERVICES - Building and Safety (909) 387- 4246

66. Building Plans. Three copies of the proposed professionally prepared building plans shall be submitted for plan review with appropriate fees and approval of these shall be obtained with permits, for any building, sign, or structure (including trash enclosures) to be constructed or located on site.
67. Wall Plans. Submit professionally prepared plans for review and obtain approval with permits for all fences and walls greater than six feet (6') in height and any required walls, retaining walls or trash enclosures.
68. Outdoor Lighting Plans. Three copies of the proposed professionally prepared Outdoor lighting plan shall be submitted for plan review with appropriate fees and approval of these shall be obtained with permits, prior to any lighting installation.
69. Sign Plans. Any building, sign, or structure to be constructed or located on site will require professionally prepared plans approved by the Building and Safety Division.
70. Disabled Access. Provide van accessible parking spaces for the disabled. One in every eight accessible spaces, but not less than one, shall be served by an access aisle 96 inches wide and shall be designated van accessible. The words "NO PARKING" shall be painted on the ground within each eight-foot loading area as specified in the California Building Code.
71. Path of Travel. Provide a path of travel from the disabled parking spaces up to the primary entrance of each accessible building or area.
72. Energy Efficiency for Commercial Development (GHG Reduction Measure R2E7). The developer shall document that the design of the proposed structure exceeds the current Title 24 energy efficiency requirements as indicated below:
 - Insulation – Enhanced Insulation (15% > Title 24) (8 points)
 - Doors – Modestly Enhanced Insulation (5% > Title 24) (4 points)
 - Heating and Cooling Distribution System – Modest Distribution Losses (5% > Title 24) (4 points)
 - Space Heating/cooling Equipment – Efficiency HVAC (5% > Title 24) (4 points)
 - Water Heaters – High Efficiency Water Heaters (Conventional that is 15% > Title 24) (8 points)
 - Artificial Lighting – Efficient Lights (5% > Title 24) (4 points)
 - Appliances – High Efficiency Energy Star Appliances (15% > Title 24) (8 points)

73. Warehouse Renewable Energy Incentive Program (GHG Reduction Measure R2E7). The proposed structure shall be designed and constructed with a solar ready roof and electric hookups to accommodate future photovoltaic panels (2 points).
74. Potable Water - Per Capita Water Use Reduction Goal (GHG Reduction Measure R2WC-1). The project shall include the following potable water reduction measures that exceeds the current Title 24 energy efficiency requirements as indicated below::
- The project shall include EPA High Efficiency Showerheads (15% > Title 24) (3 points).
 - The project shall include EPA High Efficiency toilets/urinals (15% > Title 24) (3 points).
 - The project shall include EPA High Efficiency faucets (15% > Title 24) (3 points).

LAND USE SERVICES - Planning (909) 387-8311

75. East Valley (EV) Guidelines. The project shall adhere to and implement the site design standards/guidelines and the circulation design standards specified in the East Valley Area Plan.
76. Irrigation and Landscaping - Per Capita Water Use Reduction Goal (GHG Reduction Measure R2WC-1). 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 no turf (3 points).
 - The project shall include gray water (purple pipe) irrigation system on site (5 points).
77. Building Elevations. The developer shall obtain approval from County Planning for the exterior elevations on all four sides of the proposed building. The elevations shall demonstrate horizontal and vertical elements (e.g. trim design, architectural elements, windows, etc.). All sides of the building, except loading dock areas shall have landscape planters adjacent to the building walls. The use of trellises, arbors, planters and atriums is encouraged. All walls shall be shown and approved by County Planning prior to construction. All new proposed structures and their related elements shall be painted, treated, or otherwise finished to blend in to the surrounding existing architectural theme. Screening materials shall blend into adjacent architectural elements. All roof mounted mechanical equipment shall be screened from view and shall be painted to match the roof color.

78. 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.
79. AQ - Coating Restriction Plan. *The developer shall submit for review and obtain approval from County Planning of a Coating Restriction Plan (CRP), consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/subcontracts a condition that the contractors adhere to the requirements of the CRP. The CRP measures shall be following implemented to the satisfaction of County Building and Safety:*
- a) *Architectural coatings with Reactive Organic Compounds (ROC) shall not have content greater than 100 g/l.*
 - b) *Architectural coating volume shall not exceed the significance threshold for ROG, which is 75 lbs. /day and the combined daily ROC volume of architectural coatings and asphalt paving shall not exceed the significance threshold for ROC of 75 lbs. per day.*
 - c) *High-Volume, Low Pressure (HVL) spray guns shall be used to apply coatings.*
 - d) *Precoated/natural colored building materials, water-based or low volatile organic compound (VOC) coatings shall be used, if practical.*
 - e) *Comply with SCAQMD Rule 1113 on the use or architectural coatings.*
- [Mitigation Measure III-4] Prior to Building Permit/Planning*
80. East Valley Area Plan Mitigation AQ/EVAP – SART Mitigation Fee. *Prior to issuance of building permits the developer shall contribute a fair share fee of \$1435 per net acre to the satisfaction of County Regional Parks for construction of the East Valley Area Plan segment of the Santa Ana River Trail (SART) from California Street to the SH30 bridge. This fee may be waived or adjusted by County Regional Parks based upon inflation and credit may be granted for any developer completed trail improvements. The construction of the trail shall provide an incentive to use alternative transportation modes that access the area. This action assists with air quality mitigation and is also an offset to the aesthetic resource loss caused by removal of the orange groves in the area.*
- [Mitigation Measure III-5] Prior to Building Permit/Planning*
81. Landscape and Irrigation Plan. Landscape and Irrigation Plans shall be prepared in conformance with Chapter 83.10, Landscaping Standards, of the County Development Code, as well as the East Valley Area Plan requirements. The developer shall submit four copies of a landscape and irrigation plan to County Planning.
82. Renewable Fuel/Low Emissions Vehicles (GHG Reduction Measure R2T5). The project shall include the installation of two (2) electric vehicle charging stations in the parking area (16 points), and circuit capacity for the installation of a future charging station (2 points).

83. AR3 Design Requirements. *The project is within the Airport Safety Review Area Three (AR-3) Overlay. The developer shall grant an Avigation and Noise Easement to the San Bernardino International Airport. The developer shall submit copies of the proposed Avigation & Noise Easement to both County Planning and the affected airport for review and approval. Also, notice shall be provided to any renters, lessees or buyers of the subject property that the site is subject to this Avigation and Noise Easement and that there will be aircraft over-flight with potential noise problems associated with aircraft operations. This information shall be incorporated into the CC & R's, if any, and in all lease and rental agreements. [Mitigation Measure VIII-2] Prior to Building Permit/Planning*
84. 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.
85. Telecommunications Termination Agreement The owner of the telecommunication facility and the property owner shall sign an agreement with the County, prior to the issuance of any permits which states that they:
- Agree to terminate the described land use within ten years from approval or as extended or before any termination date established through a public hearing before the Planning Commission;
 - Agree that no vested right to such land use will exist after such termination date is established.
 - Agree to not transfer ownership of the described property or operation rights to the telecommunication facility without first notifying the prospective purchaser(s) of the provisions, limitations and conditions of this approval; and
 - Agree that this agreement will be enforced through the required Special Use Permit (SUP).
86. Telecommunications Equipment Shelter Color. The facility shall be screened by a solid masonry wall of decorative concrete block, brick, or stone at least 6 feet high. A detailed plan showing the required wall and solid sliding gate shall be submitted to Planning for review and approval. Prior to the issuance of building permits and to the satisfaction of County Planning the following shall be completed. The

developer shall obtain approval from County Planning of the design, and material and paint color of the equipment shelter. The Developer shall submit a material board to County Planning for review and approval.

87. Telecommunication Co-location Agreement. The applicant shall sign an agreement with the County that clearly establishes a commitment both in design and policy to allow for future joint use or co-location of other telecommunications facilities at this same cell site. The document will be reviewed and approved by County Planning Staff enforced through the required SUP and retained for future reference to allow coordination with future telecommunications providers/networks in this region.

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

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

SPECIAL DISTRICTS - Street Lights (909) 387-5940

89. Storm Drain Reimbursement. Prior to final inspection or connection to the Alabama Street Storm Drain, the developer shall contribute a fair share fee of \$589,759.11 to the satisfaction of County Special Districts on behalf of County Service Area 70 EV-1 as reimbursement for the master storm drain that was constructed by Mountain Grove Partners, LLC. The storm drain extends along Alabama Street between Almond Avenue and the Santa Ana River. The fair share contribution amount is based upon the Board approved agreement, Agreement No.08-1071 approved on October 28, 2008.

Parcel No. *	No. of Acres That Benefit	Amount to be Collected by District	Reimbursement to Mountain Grove	Reimbursement to County
0292-072-04	7.809	\$190,000.78	\$151,041.68	\$14,173.34
0292-072-10	0.930	\$22,627.83	\$17,988.06	\$1,687.95
0292-072-11	15.500	\$377,130.50	\$299,801.00	\$28,132.50
TOTAL	24.239	\$589,759.11	\$468,830.74	\$43,993.79

* **Note:** The table is excerpted from the Agreement 08-1071 between Mountain Grove Partners, LLC and County Service Area 70, Improvement Zone EV-1.

90. Street Lighting Plans. The portion of the project site currently within the County jurisdictional boundaries is also within the boundaries of County Service Area (CSA) 70, Zone EV-1. The parcels to be detached from the City of Redlands are currently not a part of CSA 70 Zone EV-1, but will be annexed into the district

through the LAFCO reorganization process. Street lighting plans, plan check fees and (1) one-year advanced energy charges must be submitted to and approved by Special Districts Department. Please submit plans and plan check fees to Special Districts Department, 157 W. 5th St., 2nd Floor, San Bernardino, CA 92415-0450. For additional information regarding street light plans, please call Special Districts Department, Lien Administration Section at (909) 387-5829.

91. Annexation to CFD. The portion of the project site currently within the County jurisdictional boundaries is also within the boundaries of County Service Area (CSA) 70, Zone EV-1. The parcels to be detached from the City of Redlands are currently not a part of CSA 70 Zone EV-1, but will be annexed into the district through the LAFCO reorganization process. Annexation to Community Facilities District 2010-1 (East Valley) for the purpose of financing ongoing street light costs is required for this project. Annexation fee deposit of \$5,000 is required. Please allow a minimum of three months to complete this process. To complete the annexation to CFD 2010-1, please contact Special Districts Department, Lien Administration Section at (909) 387-5829.

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

92. Water. Water purveyor shall be City of Redlands Municipal Utilities.
93. Water Letter. Applicant shall procure a verification letter from the water agency with jurisdiction. This letter shall state whether or not water connection and service shall be made available to the project by the water agency. This letter shall reference the Assessor's Parcel Number. For projects with current active water connections, a copy of water bill with project address may suffice. For information, contact the Water Section at 1-800-442-2283.
94. Sewer. Method of sewage disposal shall be City of Redlands Municipal Utilities.
95. Wastewater Verification. Developer 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 File Number and Assessor's Parcel Number.
96. Acoustical Information. Submit preliminary acoustical information demonstrating that the proposed project maintains noise levels at or below San Bernardino County Noise Standard(s), San Bernardino Development Code Section 83.01.080. The purpose is to evaluate potential future on-site and/or adjacent off-site noise sources. If the preliminary information cannot demonstrate compliance to noise standards, a project specific acoustical analysis shall be required. Submit information/analysis to the DEHS for review and approval. For information and acoustical checklist, contact DEHS at 800-442-2283.

97. Wholesale Food Distributors. Plans for wholesale food distributors shall be reviewed and approved by DEHS. For information, call DEHS/Plan Check at: 800-442-2283.

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

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

San Bernardino Ave (Major Arterial – 120')

- Road Dedication. A grant of easement is required to provide a half-width right-of-way of 60'.
- Street Improvements. Design curb and gutter with match up paving 52 feet from centerline.
- Sidewalks. Design sidewalks per County Standard 109 type B modified. Per East Valley Area Plan, the sidewalk shall be 6' wide with an 8' parkway between curb and sidewalk with adequate easement to accommodate.
- Driveway Approach. Design driveway approach per San Bernardino County Standard 129B, and located per Standard 130.
- Raised Median. Design a 16' raised median.
- San Bernardino Ave/210 Fwy. Off-Ramp. Applicant shall enter into a Street and/or Drainage Construction Agreement and provide related securities with the County in order to defer the required traffic signal relocation and associated San Bernardino Avenue intersection street improvements tying into southbound off-ramp of 210 Freeway.

Pioneer Ave (Collector – 66')

- Road Dedication. A 33 foot grant of easement is required to provide a half-width right-of-way of 33'.
 - Street Improvements. Design curb and gutter with match up paving 22 feet from centerline.
 - Sidewalks. Design sidewalks per County Standard 109 type C and modified for the East Valley Area Plan.
 - Driveway Approach. Design driveway approach per San Bernardino County Standard 129B, and located per Standard 130.
99. Road Design. Road sections within or bordering the development shall be designed and constructed to Valley Road standards and to Road Standards of San Bernardino County in accordance with the policies and requirements of the County Department of Public Works and the Master Plan of Highways.

100. Street Improvement Plans. The developer shall submit for review and obtain approval of street improvement plans prior to construction.
101. Utilities. Final plans and profiles shall indicate the location of any existing utility facility or utility pole which would affect construction, and any such utility shall be relocated as necessary without cost to the County.
102. Encroachment Permits. Prior to installation of road and drainage improvements, a permit is required from County Public Works, Transportation Operations Division, Permit Section, (909) 387-8039, as well as other agencies prior to work within their jurisdiction.
103. 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.
104. 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.
105. 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.
106. Street Gradients. Road profile grades shall not be less than 0.5% unless the engineer at the time of submittal of the improvement plans provides justification to the satisfaction of County Public Works confirming the adequacy of the grade.

PUBLIC WORKS - Traffic Division (909) 387-8186

107. Regional Transportation Mitigation Fees. *This project falls within the Regional Transportation Facilities Mitigation Plan for the Redlands Donut Subarea. This fee shall be paid by a cashier's check to the Department of Public Works Business Office. The Plan fees shall be computed in accordance with the Plan fees in effect as of the date that the building plans are submitted and the building permit is applied for. These fees are subject to change periodically. Currently, the fee is \$0.73 a square foot for High Cube use. The building is 777,620 square feet per the latest site plan dated February 3, 2014. Therefore the total fee is estimated at*

\$567,663. The current Regional Transportation Fee Plan can be found at the following website:

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

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

108. San Bernardino Ave. East Driveway. The project's easterly driveway along San Bernardino Avenue shall be designed as part of the street improvement plans as right in/right out only. A raised median along San Bernardino Avenue shall be designed to prevent any other movements.
109. Fair Share Fees. A fair share contribution for this project is required and will be based on the fair share percentages calculated in the revised RK Engineering Group traffic study dated February 10, 2014. The necessary improvements at the intersections of SR-210 SB Ramp/Citrus Plaza Drive at San Bernardino Avenue and SR-210 NB Ramp at San Bernardino Avenue were identified in the June 27, 2005 Donut Hole Projects traffic study by Kunzman and Associates. The estimated improvement cost for each intersection was approximately \$1,120,000.

Prior to the issuance of a building permit 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 \$84,480 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
SR-210 SB Ramp/ Citrus Plaza Drive <ul style="list-style-type: none"> • Widen the existing ramp • Construct an eastbound through lane • Construct a westbound through lane • Construct retaining wall 	\$1,120,000	5.6%	\$62,720
SR-210 NB Ramp <ul style="list-style-type: none"> • Widen the existing ramp • Construct an eastbound through lane • Construct a westbound through lane • Construct retaining wall 	\$1,120,000	2.3%	\$25,760
Total			\$84,480

[Mitigation Measure XVI-2] Prior to Building Permit/County Traffic

110. San Bernardino Ave. West Driveway. The applicant shall design as part of the street improvement plans their westerly driveway with a traffic signal to its ultimate condition which includes the proposed commercial site on the south side of San Bernardino Avenue. There shall be a 250' protected eastbound left turn pocket, a

150' protected westbound left turn pocket. The signal operation shall split phase the northbound and southbound directions.

111. San Bernardino Ave. Left Turn at SB SR 210. The applicant shall design as part of the street improvement plans the raised median along San Bernardino Avenue to include a 250' eastbound left turn pocket at SB SR-210 ramp and San Bernardino Avenue.
112. Signal Synchronization and Intelligent Traffic Systems (GHG Reduction Measure R2T4). The project shall include the following signal improvements:
 - The traffic signal at San Bernardino Avenue shall include signal synchronization (1 point)
 - The traffic signal at San Bernardino Avenue shall be connected to ITS (3 Points).

COUNTY FIRE - Community Safety (909) 386-8465

113. 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.
114. Access Requirements. The applicant shall submit emergency /evacuation road access plans to the Fire Department for review and approval.
115. Building Plans. Not less than three (3) complete sets of Building Plans shall be submitted to the Fire Department for review and approval.
116. 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.
117. Turnaround. An approved turnaround shall be provided at the end of each roadway one hundred and fifty (150) feet or more in length. Cul-de-sac length shall not exceed six hundred (600) feet; all roadways shall not exceed a 12% grade and have a minimum of forty five (45) foot radius for all turns. Standard 902.2.1

118. Water System Large Commercial. A water system approved and inspected by the Fire Department is required. The system shall be operational, prior to any combustibles being stored on the site. The applicant is required to provide a minimum of one new six (6) inch fire hydrant assembly with one (1) two and one half (2 1/2) inch and two (2) four (4) inch outlet. All fire hydrants shall be spaced no more than three hundred (300) feet apart (as measured along vehicular travel-ways) and no more than one hundred fifty (150) feet from any portion of a structure.
119. 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 manufactures 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.
120. Roof Certification. A letter from a licensed structural (or truss) engineer shall be submitted with an original wet stamp at time of fire sprinkler plan review, verifying the roof is capable of accepting the point loads imposed on the building by the fire sprinkler system design.
121. Fire Alarm. An automatic monitoring fire alarm system complying with the California Fire Code, NFPA and all applicable codes is required for 100 heads or more. The applicant shall hire a Fire Department approved fire alarm contractor. The fire alarm contractor shall submit three (3) sets of detailed plans to the Fire Department for review and approval. The required fees shall be paid at the time of plan submittal.
122. Access – 150+ feet. Roadways exceeding one hundred fifty (150) feet in length shall be approved by the Fire Department. These shall be extended to within one hundred fifty (150) feet of and shall give reasonable access to all portions of the exterior walls of the first story of any building.
123. Smoke and Heat Removal. Mechanical smoke removal systems shall be provided for building protected by EFSR sprinkler systems as required by the Chief. The mechanical smoke removal systems shall meet the requirements of UFC Standard 81-3 and the including the following:
 - a. A central control room for fire department operations shall be provided. The location and accessibility of the central control station room shall be approved by the Fire Department. The central control station room shall be separated from the remainder of the building by not less than a one-hour fire-resistive occupancy separation. The room shall be a minimum of ninety–six square feet (96 sf) with a minimum dimension of 8 (2438mm). It shall contain the following as a minimum:

- The fire alarm control panel and system site map.
 - Status indicators and control for mechanical smoke remove removal system.
 - Sprinkler valve and water-flow detector display panels.
 - Schematic building plans indicating the typical floor plan, means of egress, fire-protection systems, firefighting equipment and access.
 - Other fire-protection equipment and system controls as required by the chief.
 - Lighting for the central control station shall have emergency lighting powered by the standby electrical system.
- b. A standby power-generator set conforming to Electrical Code shall be provided on premises. The set shall supply all functions required by this section at full power. Set supervisions with manual start and transfer override features shall be provided at the central control station.
- c. The standby system shall have a capacity and rating that would supply all equipment required to be operational at the same time. All emergency systems power, lighting, signal and communication facilities as applicable: fire pumps required to maintain pressure, standby lighting and normal circuits supplying exit signs and means of egress illumination shall be transferable to the standby source.
124. Class I standpipe system. A Class I standpipe system is required. A Fire Department approved fire sprinkler contractor shall submit three (3) sets of hydraulic calculations and detailed plans to the Fire Department for review and approval, showing type of storage and use with the applicable protection system. Commercial and industrial buildings in excess of two hundred thousand (200,000) square feet with an interior area less than four hundred (400) feet in width, shall be equipped with a Class I standpipe system, located at every other access door with a maximum of three hundred (300) feet spacing. Buildings with an interior area greater than four hundred (400) feet in width shall be equipped with a Class I standpipe system located at every access door maximum of one hundred (100) foot spacing. Standpipe connections shall be configured to reach any portion of interior space within two hundred (200) feet in any direction of travel. This system shall be calculated to provide two hundred and fifty (250) gpm @ 100 psi per hose outlet from an adjacent fire sprinkler riser with two hand lines flowing. The two most hydraulically remote outlets are to be included in the design for a total flow of 500 gpm minimum per system. A Fire Department approved fire sprinkler contractor shall submit four (4) sets of hydraulic calculations and detailed plans, showing type of storage and use with the applicable protection system. The required fees shall be paid at the time of plan submittal. [F70]
125. Fire Hydrant. Your project meets fire flow however the fire hydrant shown in your submittal is in excess of the required spacing and/or a substandard fire hydrant. You will be required to either install an approved fire hydrant within 300 feet (as measured along vehicular travel-ways) from the driveway on the address side of

the proposed structure or install an approved fire sprinkler system. This requirement shall be completed prior to combination inspection by Building and Safety. [F05A]

126. Fire Flow Test. Your submittal did not include a flow test report to establish whether the public water supply is capable of meeting your project fire flow demand. You will be required to either produce a current flow test report from your water purveyor demonstrating that the fire flow demand is satisfied or you must install an approved fire sprinkler system. This requirement shall be completed prior to combination inspection by Building and Safety. [F05B]
127. Cell Site buildings. The applicant shall submit two (2) sets of building plans to the Fire Department for review and approval. When the proposed cell site equipment storage buildings include a fire suppression system four (4) sets of plans shall be submitted for approval. (Add to plan when applicable) This site is within the FS1, 2 or 3 Overlay District and all such buildings shall have a fire suppression system. [F50]

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

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

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

PRIOR TO FINAL INSPECTION OR OCCUPANCY PERMITS

The Following Shall Be Completed:

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

129. Building Occupancy. Any building without specified tenants and uses may receive final inspection for construction purposes only. A Tenant Improvement that identifies the tenant and proposed uses shall be submitted and approved prior to occupancy being granted.
130. Van Accessible Parking. Provide van accessible parking spaces for the disabled. One in every eight accessible spaces, but not less than one, shall be served by an access aisle eight feet wide and shall be designated "Van Accessible". The words "NO PARKING" shall be painted on the ground within each eight-foot wide loading area as specified in the California Building Code.
131. Path of Travel. Provide a path of travel from all parking spaces for the disabled up to the primary entrances of each building.
132. Planning Division Approval. Prior to occupancy all Planning Division requirements and Condition Compliance Release Forms shall be completed.

LAND USE SERVICES - Planning (909) 387-8311

133. 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 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.
134. Wheel Stops. All back-in truck trailer parking spaces shall have a wheel stop or other physical barrier twelve feet from any wall, fence or building to prevent damage. All other vehicle spaces shall have wheel stops or curbs installed when adjacent to fences, walls or buildings; these shall be three feet (3') away from such facilities.
135. Disabled Parking Installed. Parking for the disabled with paths of travel to the main building entries shall be installed per SBCC §83.11.060. Disabled access parking spaces shall be clearly and continually designated with pavement markings and signs. At least one van accessible space shall be provided.
136. Lights Installed. All required lighting shall be installed in compliance with the approved lighting plan. All lights used to illuminate the site shall be hooded and designed so as to reflect away from adjoining properties and public thoroughfares.
137. 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.
138. Building Elevations. The building construction shall be completed in conformance with the approved architectural elevations to the satisfaction of County Planning.
139. Landscaping Installed. All proposed landscaping, hardscape, exterior features (benches, walkways, bike racks etc), walls and fencing shall be installed as shown on the approved landscaping plan.
140. Landscape SUP Surety. Surety in a form and manner determined acceptable to County Counsel and the Land Use Services Director shall be required for all landscape plantings and irrigation systems to ensure that the landscaping remains in a healthy thriving condition for a minimum of two full years. As a minimum this surety shall be in an amount equal to 120% of the cost estimate by a licensed landscape architect to replace all plant material (including labor) and must include material and labor for each landscaped area. This does not include an estimate to replace the irrigation system.

Failure to accomplish the screening and other landscape objectives listed in these conditions shall require additional/replacement plantings and/or other corrective measures as determined necessary by County Code Enforcement in coordination with County Planning. Also the time requirement for the SUP shall be extended and continue until such time as the objectives have been accomplished to the satisfaction of County Code Enforcement in coordination with County Planning and then sustained for one subsequent year.

141. GHG – Installation. The developer shall submit for review and obtain approval from County Planning evidence that all GHG reduction measures have been installed, implemented and that specified performance objectives are being met.
142. Telecommunications Facility - American National Standards Institute (ANSI) and Institute of Electrical and Electronic Engineers (IEEE). Within 90 days of commencement of operations of the telecommunications tower, applicants shall provide a preliminary report and field report prepared by a qualified engineer that shows the operation of the facility is in conformance with the standards established by the American National Standards Institute (ANSI) and Institute of Electrical and Electronic Engineers (IEEE) for safe human exposure to electromagnetic fields (EMF) and Radio Frequency radiation (RFR).

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

143. Special Use Permit - Landscaping. The developer shall submit an application with the appropriate fees and obtain approval of a Special Use Permit for the confirmation inspections and administration of the surety to guarantee the installation, proper maintenance, and survival of the required landscaping.
144. Telecommunications Facility - SUP Annual Inspection. The applicant shall submit for review and gain approval of a Special Use Permit [SUP]. Thereafter the SUP shall be renewed annually and shall authorize an annual inspection. The SUP shall authorize inspections to review and confirm continuing compliance with the listed conditions of approval, including any mitigation measures. This compliance review shall include evaluation of the maintenance of all storage areas, screening, and buffering. Failure to comply shall cause enforcement actions to be brought against the property. Such actions may cause a hearing or action that could result in the revocation of this approval and the imposition of additional sanctions and/or penalties in accordance with established land use enforcement procedures. Any additional inspections that are deemed necessary by the Code Enforcement Supervisor shall constitute a special inspection and shall be charged at a rate in accordance with the County Fee Schedule, including travel time with a time not to exceed three (3) hours per inspection. Specifically the SUP shall evaluate and administer the following in accordance with the related provisions of these conditions:
 - Telecommunication Facility maintenance – This includes all screening, buffering, painting and required stealthing and camouflaging elements of the installation.

- Telecommunication Facility time limit - Every ten years a determination shall be made through the SUP based upon technology and land use compatibility as to whether or not the authorization for the use will be renewed for an additional ten years.
 - Telecommunication Facility FCC-RF regulation reevaluation
 - Telecommunication Facility Abandoned Site Restoration
 - Telecommunication Co-location Agreement
 - Termination Agreement and Surety for Removal
145. Telecommunications Facility - Surety for Removal. Equipment - Surety in a form and manner determined acceptable to County Counsel and the Land Use Services Director shall be required for the complete removal of the telecommunication equipment. The applicant shall either:
- Performance Bond. Post a performance or other equivalent surety bond issued by an admitted surety insurer guaranteeing the complete removal of the telecommunication tower and other elements of the facility in a form or manner determined acceptable to County Counsel and the Land Use Services Director in an amount equal to 120% of the cost estimate therefore provided by a licensed civil engineer and approved by the Land Use Services Director; OR
 - Cause the issuance of a certificate of deposit or an irrevocable letter of credit payable to the County of San Bernardino issued by a bank or savings association authorized to do business in this state and insured by the Federal Deposit Insurance Corporation for the purpose of guaranteeing the complete removal of the telecommunication tower and other elements of the facility in a form in a form or manner determined acceptable to County Counsel and the Land Use Services Director in an amount equal to 120% of the cost estimate therefore provided by a licensed civil engineer and approved by the Land Use Services Director.

COUNTY ISD NETWORK SERVICES (909) 387-2015

146. Telecommunications Facility - 800 MHz. To avoid interference to the County of San Bernardino's 800 MHz Public Safety system, all transmit frequencies must be coordinated with the County's Network Services Division before transmitters are placed in operation.
147. Telecommunications Facility - Microwave Dish. If use of a microwave dish is proposed, the applicant shall submit for review and approval a copy of the frequency coordination technical data sheet that will be distributed by the applicant's frequency coordination consultant. Additionally, a review of frequencies planned for use in the 800-megahertz band is a further requirement.

SPECIAL DISTRICTS (909) 387-5940

148. Street Lighting Installed. All required streetlights shall be installed and operating to the satisfaction of the Special Districts Department.
149. Water Quality Monitoring. A long term water quality monitoring program shall be implemented by the developer, as deemed necessary by and to the satisfaction of County Special Districts. Bi-annual samples shall be taken and the results shall be submitted to the satisfaction of either County Special Districts and/or the Regional Water Quality Control Board. All water quality samples shall conform to the requirements of Ordinance Number SD-06-09 and the waste discharge requirements of the RWQCB. Applications that do not or cannot comply with these discharge requirements are required to install on-site detention/treatment facilities prior to connection to the public storm drain system in accordance with the County's Water Quality Management Plan.

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

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

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

152. Road Improvements. All required on-site and off-site improvements shall be completed by the applicant, inspected and approved by County Public Works.
153. Deferred Road Improvements. Street and/or Drainage Construction Agreement shall be recorded with the County and securities in place for the required traffic signal relocation and associated intersection street improvements tying into southbound off-ramp of 210 Freeway.
154. 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.
155. Parkway Planting. Trees, irrigation systems, and landscaping required to be installed on public right-of-way shall be approved by the County Public Works and Current Planning and shall be maintained by the adjacent property owner or other County-approved entity.

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

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

COUNTY FIRE - Community Safety (909) 386-8400

157. Commercial – Large Facility Addressing. Commercial and industrial developments in excess of 100,000 sq. ft. shall have the street address installed on the building with numbers that are a minimum twelve (12) inches in height and with a one and one half (1 1/2) inch stroke. The street address shall be visible from the street. During the hours of darkness, the numbers shall be electrically illuminated (internal or external). Where the building is two hundred (200) feet or more from the roadway, additional non-illuminated contrasting six (6) inch numbers shall be displayed at the property access entrances.
158. Key Box. An approved Fire Department key box is required. The key box shall be provided with a tamper switch and shall be monitored by a Fire Department approved central monitoring service. In commercial, industrial and multi-family complexes, all swing gates shall have an approved fire department Knox Lock. The Knox Box brand key box application shall be obtained from the Redlands City Fire Department.
159. Fire Extinguishers. Hand portable fire extinguishers are required. The location, type, and cabinet design shall be approved by the Fire Department.
160. Fire Lanes. The applicant shall submit a fire lane plan to the Fire Department for review and approval. Fire lane curbs shall be painted red. The “No Parking, Fire Lane” signs shall be installed on public/private roads in accordance with the approved plan.
161. Hydrant Marking. Blue reflective pavement markers indicating fire hydrant locations shall be installed as specified by the Fire Department. In areas where snow removal occurs or non-paved roads exist, the blue reflective hydrant marker shall be posted on an approved post along the side of the road, no more than three (3) feet from the hydrant and at least six (6) feet high above the adjacent road.
162. Override Switch. Where an automatic electric security gate is used, an approved Fire Department override switch (Knox ®) is required.

163. Water Quality Monitoring. A long term water quality monitoring program shall be implemented by the developer, as deemed necessary by and to the satisfaction of County Special Districts. Bi-annual samples shall be taken and the results shall be submitted to the satisfaction of either County Special Districts and/or the Regional Water Quality Control Board. All water quality samples shall conform to the requirements of Ordinance Number SD-06-09 and the waste discharge requirements of the RWQCB. Applications that do not or cannot comply with these discharge requirements are required to install on-site detention/treatment facilities prior to connection to the public storm drain system in accordance with the County's Water Quality Management Plan.

PUBLIC WORKS - Traffic Division (909) 387-8186

164. San Bernardino Ave. East Driveway. The applicant shall construct, at 100% cost to the applicant, the project's easterly driveway along San Bernardino Avenue as shown on the approved street improvement plans.
165. San Bernardino Ave. West Driveway. The applicant shall construct, at 100% cost to the applicant, the project's westerly driveway along San Bernardino Avenue including the traffic signal as shown on the approved street improvement plans.
166. San Bernardino Ave. Median. The applicant shall construct, at 100% cost to the applicant, the raised median along San Bernardino Avenue at SR-210 ramp as shown on the street improvement plans.

COUNTY FIRE - Hazardous Materials Division (909) 386-8401

167. Underground Storage Tanks. Prior to operation, the owner/operator shall obtain permits for upgrading or removing existing underground storage tanks. For information, contact the Office of the Fire Marshal, Hazardous Materials Division at (909) 386-8401.
168. Emergency Plan. Prior to occupancy, operator shall submit a Business Emergency/Contingency Plan for emergency release or threatened release of hazardous materials and waste or a letter of exemption. Contact Office of the Fire Marshall, Hazardous Materials Division at: (909) 386-8401.
169. Handlers Permit. Prior to occupancy, developer shall be required to apply for one or more of the following: a Hazardous Materials Handler Permit, a Hazardous Waste Generator Permit, an Aboveground Storage Tank Permit, and/or an Underground Storage Tank permit. For information call County Fire Department/Hazardous Materials Division, Field Services at (909) 386- 8401.
170. Street Sign. This project is required to have an approved street sign (temporary or permanent). The street sign shall be installed on the nearest street corner to the project. Installation of the temporary sign shall be prior any combustible

material being placed on the construction site. Prior to final inspection and occupancy of the first structure, the permanent street sign shall be installed.
Standard 901.4.4 [F72]

PRIOR TO TENANT OCCUPANCY

The Following Shall Be Completed:

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

171. Tenant Occupancy. Any building without specified tenants and/or land use may receive final inspection for construction purposes ONLY. Buildings that do not have specific occupants or use classification defined at the time of final inspection will receive only a "final construction" approval. When individual "tenants" and/or "land uses" are identified, or a change of "use" and/or "tenant" is proposed, depending on occupancy impacts, the "developer" shall submit for review with appropriate fees and obtain approval of a Tenant Review. The County Building Official may determine in this process that additional land use review and approval is required by County Planning. A construction plan review for Tenant Improvements may be processed simultaneously with the Tenant Review. Only after a construction permit has been issued, all work/installations completed, and a final inspection is signed will an "Occupancy Permit" be granted to individual tenants.
172. Tenant Improvements (>5.75'). Where applicable, tenants shall submit professionally prepared plans for display racks, counters and partitions greater than 5'9" in height.

LAND USE SERVICES - Planning (909) 387-8311

173. Notification. The developer shall provide a copy of these conditions of approval and a copy of the approved plot map to any future property owner, lessee, operator, and/or tenant to notify each interested party of the land use approval and conditions of operation, maintenance, the approved land use and any restrictions/requirements that have been imposed.
174. 75% Solid Waste Diversion Program (GHG Reduction Measure R2W6). The developer shall require all future tenants to institute a recycling program that provides separated recycling bins inside the proposed structure and a large external recycling collection bin at a central location on site (2 points).
175. Employment Based Trip and VMT Reduction Policy (GHG Reduction Measure R2T2). The project shall include the following employee bicycle/pedestrian and Transit/Shuttle Programs:
- The project shall include a car/vanpool program with preferred parking (2 Points).
 - The project shall subsidized employee walk/bike program (3 Points).
 - The project includes existing local transit within ¼ mile (1 Point).

COUNTY FIRE - Community Safety (909) 386-8465

176. High-Piled Storage. The applicant shall submit an application for high-piled storage (internal storage over 12' in height), three (3) sets of detailed plans and a commodity analysis report to the Fire Department for review and approval. The applicant shall submit the approved plan to Building and Safety for review with building plans. If the occupancy classification is designated as S-2, commodities to be stored will be limited to products of light hazard classification only. The required fees shall be paid at the time of plan submittal.
177. Haz-Mat Approval. The applicant shall contact the San Bernardino County Fire Department/Hazardous Materials Division (909) 386-8400 for review and approval of building plans, where the planned use of such buildings will or may use hazardous materials or generate hazardous waste materials.

END OF CONDITIONS

EXHIBIT C

Conditions of Approval Tentative Parcel Map

CONDITIONS OF APPROVAL

Tentative Parcel Map 19500

TREH Partners, Inc.

GENERAL REQUIREMENTS

Conditions of Operation and Procedure

LAND USE SERVICES/Planning (909) 387-8311

1. Project Approval Description. Tentative Parcel Map 19500 is approved to subdivide 35.98 acres into 1 Parcel, and may be recorded in compliance with the San Bernardino County Code (SBCC), pursuant to the following conditions of approval, the approved stamped tentative map, the required Composite Development Plan (CDP) and any Covenants, Conditions and Restrictions (CC&R's) required by this approval. Proposed Environmental Determination: Mitigated Negative Declaration. Project APN: 0292-072-04, 07, 10, 11 and 12; Project Number P201300535.
2. Concurrent Actions: Conditional Use Permit (CUP) for the construction of a 777,620 square-foot industrial building with 30,000 square feet of office area to be used as a "High Cube" warehouse distribution facility on 35.98 acres
3. Expiration/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 thirty-six (36) months following the effective approval date, unless an extension of time is granted.

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

4. 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 Planning may grant such requests for extensions of time in compliance with the State Map Act Section 66452.6. An Extension of Time may be granted upon a successful review of an Extension of Time application, which includes a justification of the delay in recordation, a plan of action for completion and submittal of the appropriate fee, not less than 30 days prior to the expiration date. The granting of an extension request is a discretionary action that may be subject to additional or revised conditions of approval.
5. 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 Planning for review and approval.

6. Condition Compliance. Condition compliance confirmation for purposes of Parcel Map recordation will be coordinated by the County Surveyor.
7. “Developer” Defined. The term “developer” as used in these conditions of approval for this project and for any development of this project site, includes all of the following: the applicant, the property owner and any lessee, tenant or sub-tenant, operator and/or any other agent or other interested party of the subject project and/or project site and/or any heir or any other successor in interest in the project site or project land use by sale or by lease of all or of a portion of the project site or project land uses and/or any other right given to conduct any land use in any or all of the project structures or any area on the project site.
8. Indemnification. In compliance with SBCC §81.01.070, the developer shall agree, to defend, indemnify, and hold harmless the County or its “indemnitees” (herein collectively the County’s elected officials, appointed officials (including Planning Commissioners), Zoning Administrator, agents, officers, employees, volunteers, advisory agencies or committees, appeal boards or legislative body) from any claim, action, or proceeding against the County or its indemnitees to attack, set aside, void, or annul an approval of the County by an indemnitee concerning a map or permit or any other action relating to or arising out of County approval, including the acts, errors or omissions of any person and for any costs or expenses incurred by the indemnitees on account of any claim, except where such indemnification is prohibited by law. In the alternative, the developer may agree to relinquish such approval.

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

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

This indemnification provision shall apply regardless of the existence or degree of fault of indemnitees. The developer’s indemnification obligation applies to the indemnitees’ “passive” negligence but does not apply to the indemnitees’ “sole”

or “active” negligence or “willful misconduct” within the meaning of Civil Code Section 2782.

9. NOD/MND/CDFG Fees. The California Environmental Quality Act (CEQA) requires that an environmental determination be prepared for this project. County staff completed an environmental initial study for this project and properly circulated it for review. This study represents the independent judgment of the County acting as lead agency for the project. The project will not have a significant adverse impact on the environment with the implementation of all the required conditions of approval and mitigation measures. A Mitigated Negative Declaration (MND) will be issued indicating that all identified impacts were found to be mitigated below a level of significance. A Notice of Determination (NOD) of this finding is required to be filed with a fee (currently \$50). The California Department of Fish and Wildlife (CDFW) requires that an additional fee (currently \$2181.25) be paid with the NOD filing, unless CDFG issues a determination of “No Biological Effect”. The combined fees (\$2,231.25) are required to be paid to the Clerk of the Board with the NOD filing. The project approval does not become effective, until these fees are paid and the filing is posted.
10. Development Impact Fees. Additional fees may be required prior to issuance of development permits. Fees shall be paid as specified in adopted fee ordinances.
11. Project Account. The Job Costing System (JCS) account number is P201300535. This is an actual cost project with a deposit account to which hourly charges are assessed by various county agency staff (e.g. Land Use Services, Public Works and County Counsel). Upon notice, the “developer” shall deposit additional funds to maintain or return the account to a positive balance. The “developer” is responsible for all expenses charged to this account. Processing of the project shall cease, if it is determined that the account has a negative balance and that an additional deposit has not been made in a timely manner. A minimum balance of \$3,000.00 shall be in the project account at the time of project approval and the initiation of the Condition Compliance Review. Sufficient funds shall remain in the account to cover all estimated charges that may be made during each compliance review. All fees required for processing shall be paid in full prior to final inspection, occupancy and/or operation of each approved use in each approved structure or land use activity area. There shall be sufficient funds (\$1000.00) remaining in the account to properly fund file closure and any other required post-occupancy compliance review and inspection requirements (e.g. landscape performance).
12. Additional Permits. The property owner, developer, and land use operator are all responsible to ascertain and comply with all laws, ordinances, regulations and any other requirements of Federal, State, County and Local agencies as are

applicable to the development and operation of the approved land use and project site. These include:

- a) FEDERAL: Federal Aviation Administration
- b) STATE: Regional Water Quality Control Board (RWQCB) – Santa Ana Region, South Coast Air Quality Management District (AQMD).
- c) COUNTY: Land Use Services-Building and Safety/Code Enforcement, County Fire; Public Health-Environmental Health Services (DEHS), Public Works, AND
- d) LOCAL: Local Agency Formation Commission (LAFCO), San Bernardino International Airport Authority (Avigation Easement), Special Districts CSA 70, Improvement Zone EV-1, City of Redlands by special agreement provides water, sewer, police and fire services to this area

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

13. Enforcement. If any County agency is required to enforce compliance with the conditions of approval, the property owner/ “developer” shall be charged for such enforcement activities in accordance with the County Code Schedule of Fees. Failure to comply with these conditions of approval or the approved site plan design required for this project approval shall be enforceable against the property owner and “developer” (by both criminal and civil procedures) as provided by the San Bernardino County Code, Title 8 - Development Code; Division 6 - Administration, Chapter 86.09 - Enforcement.
14. Weed Abatement. The “developer” shall comply with San Bernardino County weed abatement regulations [SBCC§ 23.031-23.043] and periodically clear the site of all non-complying vegetation. This includes removal of all Russian thistle (tumbleweeds).

COUNTY FIRE – Community Safety Division (909) 386-8400

15. 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 Uniform Fire Code requirements and all applicable statutes, codes, ordinances and standards of the Fire Department.
16. 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.

PUBLIC HEALTH – Environmental Health Services [DEHS] (909) 387-4666

17. Water. Water purveyor shall be the City of Redlands.

18. Sewer. Sewer service shall be by connection to the City of Redlands.

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

19. 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.
20. Natural Drainage. The natural drainage courses traversing the site shall not be occupied or obstructed.
21. 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.
22. BMP Enforcement. In the event the property owner (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, 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.
23. Continuous BMP Maintenance. The property owner 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 BMP's. 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.

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

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

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

LAND USE SERVICES– Current Planning Division (909) 387– 8311

25. Planning/Composite Development Plan (CDP). A Composite Development Plan (“CDP”), complying with the County Development Code, shall be submitted for review and approval by the County Surveyor and filed with County Building & Safety and County Planning prior to recordation of the Parcel Map.

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

26. Soils Report. A geotechnical (soil) report shall be submitted to the Building and Safety Division for review and approval by the County Geologist and fees paid for the review prior to recordation of the final map.

COUNTY FIRE – Fire Protection Planning (909) 386–8400

27. Map Recordation Requirements. Prior to recordation, the applicant shall submit to Fire Department any required for Water System plans, Rural Water System plans, Fire Equipment Agreement and Surety, Access Maintenance Agreement, and plans for emergency/evacuation access roads as detailed in the General Requirements section of these conditions.

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

28. Drainage Facility Design. A Registered Civil Engineer shall investigate and design adequate drainage facilities to intercept and conduct the 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. Submit revised hydrology study for review and approval.
29. Topo Map. A topographic map shall be provided to facilitate the design and review of necessary drainage facilities.
30. Natural Drainage. The natural drainage courses traversing the site shall not be occupied or obstructed.
31. Permit. A permit, or authorized clearance, shall be obtained from Land Development Division prior to issuance of a grading permit by County Building and Safety.
32. Grading Plans. Grading plans shall be submitted for review, and approval obtained. A \$520 deposit for grading plan review will be collected upon submittal to the Land Development Division.

33. WQMP. A completed Water Quality Management Plan (WQMP) shall be submitted for review and approval obtained. A \$2,500 deposit for WQMP review will be collected upon submittal to the Land Development Division. Copies of the WQMP guidance and template can be found at: (<http://www.sbcounty.gov/dpw/land/npdes.asp>)
34. CDP/LDD - Drainage. A Composite Development Plan (CDP) is required and the following shall be delineated or noted on the CDP with confirmation and approval obtained from the LDD, prior to recordation of the Final Map (Statements in quotations shall be verbatim):
- A. "Natural Drainage. Natural Drainage Course(s) and/or Easement(s) shall not be occupied or obstructed, unless specific approval is given by County Land Use Services Department - Land Development Division/Drainage Section for each lot/parcel."
 - B. "Grading Plans. Grading plans shall be submitted to Land Development Division for review and approval obtained prior to issuance of grading permits for each parcel. Submit necessary fees per the latest fee schedule for review, inspection and approval."
 - C. "Additional Drainage Improvements. At the time each lot/parcel is developed, a California Registered Civil Engineer (RCE) shall prepare/design complete drainage improvement plans and profiles. After these are submitted for review and approval additional "on-site" and/or "off-site" improvements may be required which cannot be determined from tentative plans at this time."
 - D. "Drainage and WQMP Improvements. Prior to issuance of Building Permit, all required drainage and WQMP improvements shall be completed by the applicant, inspected and approved by County Public Works. Submit necessary fees per the latest fee schedule for review, inspection and approval."
 - E. "WQMP Operations and Maintenance. Operation and maintenance (O&M) requirements for all Source Control, Site Design, and Treatment Control BMPs shall be identified within the Water Quality Management Plan (WQMP). All maintenance or replacement of BMPs proposed as part of the WQMP are the sole responsibility of the Owner in accordance with the terms of the WQMP Agreement."
 - F. "WQMP Final File. Prior to Occupancy, an electronic file of the final and approved WQMP shall be submitted to the Land Development Division, Drainage Section."

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

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

San Bernardino Ave (Major Arterial – 120')

- Road Dedication. A grant of easement is required to provide an ultimate half-width right-of-way of 60'.
- Street Improvements. Design curb and gutter with match up paving 52 feet from centerline.
- Sidewalks. Design sidewalks per County Standard 109 Type "B" and modified per the East Valley Area Plan.
- Driveway Approach. Design driveway approach per San Bernardino County Standard 129B, and located per Standard 130.
- Raised Median. Design a 16' raised median.
- San Bernardino Ave/210 Fwy. Off-Ramp. Applicant shall enter into a Street and/or Drainage Construction Agreement and provide related securities with the County in order to defer the required traffic signal relocation and associated San Bernardino Avenue intersection street improvements tying into southbound off-ramp of 210 Freeway.

Pioneer St (Collector - 66')

- Road Dedication A grant of easement is required to provide an ultimate half-width right-of-way of 33'.
 - Street Improvements. Design curb and gutter with match up paving 22 feet from centerline.
 - Sidewalks. Design sidewalks per County Standard 109 Type "C" and modified per the East Valley Area Plan.
 - Driveway Approach. Design driveway approach per San Bernardino County Standard 129B, and located per Standard 130.
36. Road Design. Road sections shall be designed to East Valley Area Plan Road Standards of San Bernardino County, and to the policies and requirements of the County Department of Public Works and in accordance with the Master Plan of Highways.
37. Improvement Securities. All required public road, drainage, WQMP, and utility improvements for subdivisions shall be bonded in accordance with County

Development code unless constructed and approved prior to recordation. Submit necessary fees, per the latest fee schedule, for new securities.

38. Maintenance Bond. Once all required public road, drainage, WQMP, and 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.
39. Street Improvement Plans. The developer shall submit for review and obtain approval of street improvement plans prior to recordation.
40. Utilities. Final plans and profiles shall indicate the location of any existing utility facility or utility pole which would affect construction, and any such utility shall be relocated as necessary without cost to the County.
41. Encroachment Permits. Prior to installation of road and drainage improvements, a permit is required from County Public Works, Transportation Operations Division, Permit Section, (909) 387-8039, as well as other agencies prior to work within their jurisdiction.
42. 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.
43. 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.
44. 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.
45. 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.

46. Caltrans Approval. Obtain comments, approval and permits from Caltrans for access requirements and working within their right-of-way.
47. CDP/LDD - Roads. A Composite Development Plan (CDP) is required and the following shall be delineated or noted on the CDP with confirmation and approval obtained from the LDD prior to recordation of the Final Map (Statements in quotations shall be verbatim):
- A. “Encroachment Permit. At the time each lot/parcel is developed, an encroachment permit or other authorized clearance from each affected agency shall be required for all construction in the right-of-way of any jurisdiction, including the County and State. A copy of each permit shall be submitted to Public Works for review and approval obtained, prior to any project construction in any affected right-of-way of any jurisdiction.”
 - B. “Cash Deposit. At the time each lot/parcel is developed, a cash deposit in an amount determined by LDD shall be paid to Public Works prior to issuance of a County encroachment permit. The cash deposit is to assure completion of the required grading and paving in County right-of-way. The deposit shall cover all costs, including administration, contracting, construction and inspection. Upon completion of the County road and drainage improvements to the satisfaction of County Public Works, the cash deposit can be refunded.”
 - C. “Improvements Constructed. Prior to final approval or occupancy of any structure on any lot/parcel, all required on-site and off-site road and drainage improvements (public and private) shall be fully constructed by the applicant, inspected and approved by County Public Works. However, completion of road and drainage improvements does not imply acceptance for maintenance by the County.”
 - D. “Open Roads. At the time each lot/parcel is developed, existing County roads which require reconstruction by the project shall remain open for traffic at all times, with adequate Public Works approved detours, during actual construction.”
 - E. “Structural Section Testing. Prior to occupancy, 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.”

PUBLIC WORKS - Surveyor’s Office (909) 387-8218

48. Parcel Map. A Parcel Map is required in compliance with the Subdivision Map Act and the San Bernardino County Development Code.

49. Title Report. A Title Report shall be submitted that reflects all of the existing parcels proposed for subdivision.
50. 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.
51. 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.
52. Surveyor Fees. Prior to approval for recordation, all fees required under actual cost job number PM 19500 shall be paid in full.

PUBLIC HEALTH – Environmental Health Services 800-442-2283

53. Water and Sewer Verification Letter. Developer shall procure a verification letter from the water and sewer agency with jurisdiction. This letter shall state whether or not water and sewer connection and service shall be made available to the project by the water and sewer agency. The letter shall reference the Assessor's Parcel Number.
54. Water and Sewer Contract. Submit evidence of contractual arrangements or installation of water and sewer improvements to the Environmental Health Services (EHS).
55. Acoustical Information. Submit preliminary acoustical information demonstrating that the proposed project maintains noise levels at or below San Bernardino County Noise Standard(s), San Bernardino Development Code Section 83.01.080. The purpose is to evaluate potential future on-site and/or adjacent off-site noise sources. If the preliminary information cannot demonstrate compliance to noise standards, a project specific acoustical analysis shall be required. Submit information/analysis to the DEHS for review and approval. For information and acoustical checklist, contact DEHS at 800-442-2283.
56. CDP/EHS. County Environmental Health Services requires the following to be delineated or noted on the Composite Development Plan (CDP) and that the delineations and notes be confirmed and approved, prior to recordation of the Final Map:
 - A. "Water Purveyor. Water purveyor shall be City of Redlands. Proof of installation of water improvements shall be provided prior to the issuance of building permits."

- B. “Sewer Purveyor. Sewer purveyor shall be City of Redlands. Proof of installation of sewer improvements shall be provided prior to the issuance of building permits.”

COUNTY SPECIAL DISTRICTS (909) 387-5940

57. Street Lighting Plans. The portion of the project site currently within the County jurisdictional boundaries is also within the boundaries of County Service Area (CSA) 70, Zone EV-1. The parcels to be detached from the City of Redlands are currently not a part of CSA 70 Zone EV-1, but will be annexed into the district through the LAFCO reorganization process. Street lighting plans, plan check fees and (1) one-year advanced energy charges must be submitted to and approved by Special Districts Department. Please submit plans and plan check fees to Special Districts Department, 157 W. 5th St., 2nd Floor, San Bernardino, CA 92415-0450. For additional information regarding street light plans, please call Special Districts Department, Lien Administration Section at (909) 387-5829.
58. Annexation to CFD 2010-1. The portion of the project site currently within the County jurisdictional boundaries is also within the boundaries of County Service Area (CSA) 70, Zone EV-1. The parcels to be detached from the City of Redlands are currently not a part of CSA 70 Zone EV-1, but will be annexed into the district through the LAFCO reorganization process. Annexation to Community Facilities District 2010-1 (East Valley) for the purpose of financing ongoing street light costs is required for this project. Annexation fee deposit of \$5,000 is required. Please allow a minimum of three months to complete this process. To complete the annexation to CFD 2010-1, please contact Special Districts Department, Lien Administration Section at (909) 387-5829.
59. CDP/EHS. County Special Districts requires the following to be delineated or noted on the Composite Development Plan (CDP) and that the delineations and notes be confirmed and approved, prior to recordation of the Final Map:
- A. “Storm Drain Connection. All discharges to the District maintained Storm Drain System shall comply with the County of San Bernardino Special Districts Department Ordinance Number SD-06-09. No connection shall be made to the public Storm Drain System unless authorized in writing by the Special Districts Department. Application for connection shall be made by applicant on forms provided by the District.”

END OF CONDITIONS

EXHIBIT D

Initial Study

SAN BERNARDINO COUNTY INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

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

PROJECT LABEL:

APN:	0292-072-04, 07, 10, 11 and 12
APPLICANT:	Treh Partners, LLC
COMMUNITY:	Redlands/3 rd Supervisorial District
LOCATION:	North of San Bernardino Avenue, west of the 210 Freeway, south of East Pioneer Avenue, and east of Alabama Street
PROJECT NO:	P201300535
STAFF:	Chris Warrick
REP(S):	MIG Hogle-Ireland Inc. (Pamela Steele)
PROPOSAL:	<ol style="list-style-type: none"> 1) A General Plan Amendment to change the official County land use district from East Valley/General Commercial (EV/CG) to East Valley/Special Development (EV/SD) for Parcels 0292-072-04, 10 and 11, and to assign a land use designation of EV/SD for Parcels 0292-072-07 and 12 currently within the City of Redlands. 2) Conditional Use Permit for the construction of a 777,620 square foot industrial building with 30,000 square feet of office area to be used as a high cube warehouse distribution facility, and the relocation of an existing telecommunications tower on 35.98 acres. 3) Tentative Parcel Map 19500 for a one lot subdivision.

USGS Quad: Redlands
T, R, Section: T1S R3W Sec.16 SW ¼
Thomas Bros.: page 607 Grid: J4

Specific Plan: East Valley Area Plan
OLUD: EV/CG (Proposed EV/SD)

Overlays: AR-3

PROJECT CONTACT INFORMATION:

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

Contact person: Chris Warrick, Senior Planner
Phone No: (909) 387-4112
E-mail: cwarrick@lud.sbcounty.gov

Fax No: (909) 387-3249

Project Sponsor: Treh Partners, LLC
 Attn: Ed Horovitz
 20101 SW Birch Street, Suite 110
 Newport Beach, CA 92660

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

PROJECT DESCRIPTION:

The proposed project includes a General Plan Amendment to change the official County land use district from East Valley/General Commercial (EV/CG) to East Valley/Special Development (EV/SD) for Parcels 0292-072-04, 10 and 11, and to assign a land use designation of EV/SD for Parcels 0292-072-07 and 12 currently within the City of Redlands, a Tentative Parcel Map for a one lot subdivision, and a Conditional Use Permit to construct a 777,620 square foot industrial building with 30,000 square feet of office area to be used as a high cube warehouse/distribution facility, and the relocation of an existing telecommunications tower on 35.98 acres (Project). The project site has a gross site area of 37.62 acres and net site area of 35.98 acres. The percentage of building coverage is 50% and landscaping covers 16.1% of the net area. The project will provide 337 (19' x 9') standard parking stalls and 162-(12' x 55') trailer parking stalls.

The project is located north of San Bernardino Avenue, west of the 210 Freeway, south of Pioneer Avenue, and east of Alabama Street. Pioneer Avenue and San Bernardino Avenue are County maintained roads that provide access to the site. The project site is located in both the unincorporated portion of San Bernardino County and within the City of Redlands. The parcels identified as 0292-072-07 and 0292-072-12 are currently within the City of Redlands. The Local Agency Formation Commission (LAFCO) is presently processing a proposal that would detach these parcels from the City of Redlands.

As defined by San Bernardino County, warehouse/distribution facilities are used primarily for the storage and/or consolidation of manufactured goods prior to their distribution to retail locations or other warehouses. These facilities are commonly constructed utilizing a concrete tilt-up technique, with a typical ceiling height of at least 24 feet. High-cube warehouse/distribution centers are generally greater than 100,000 SF in size with a land coverage ratio of approximately 50% and a dock-high loading ratio of approximately 1:5,000-10,000 SF.

ENVIRONMENTAL/EXISTING SITE CONDITIONS:

The project site is primarily vacant and currently contains a two-story single-family residence, a one-story metal building, and a Nextel cellular tower and associated small equipment structure. The site is surrounded by vacant land to the south and west and the 210 Freeway to the east. The adjacent property to the north is developed with a warehouse distribution facility. The natural topography of the site is relatively flat and was once occupied by a citrus orchard. All citrus trees have been removed and the site is now vacant, with moderate vegetation cover consisting of natural grasses and weeds.

AREA	EXISTING LAND USE	OFFICIAL LAND USE DISTRICT
SITE	1 SF residence, 1 metal building, 1 cell tower & small cell tower building	East Valley Area Plan/General Commercial
North	Warehouse Distribution	East Valley Area Plan/Regional Industrial
South	Vacant	East Valley Area Plan/General Commercial
East	210 Freeway Frontage Road	City of Redlands
West	Vacant	East Valley Area Plan/Regional Industrial

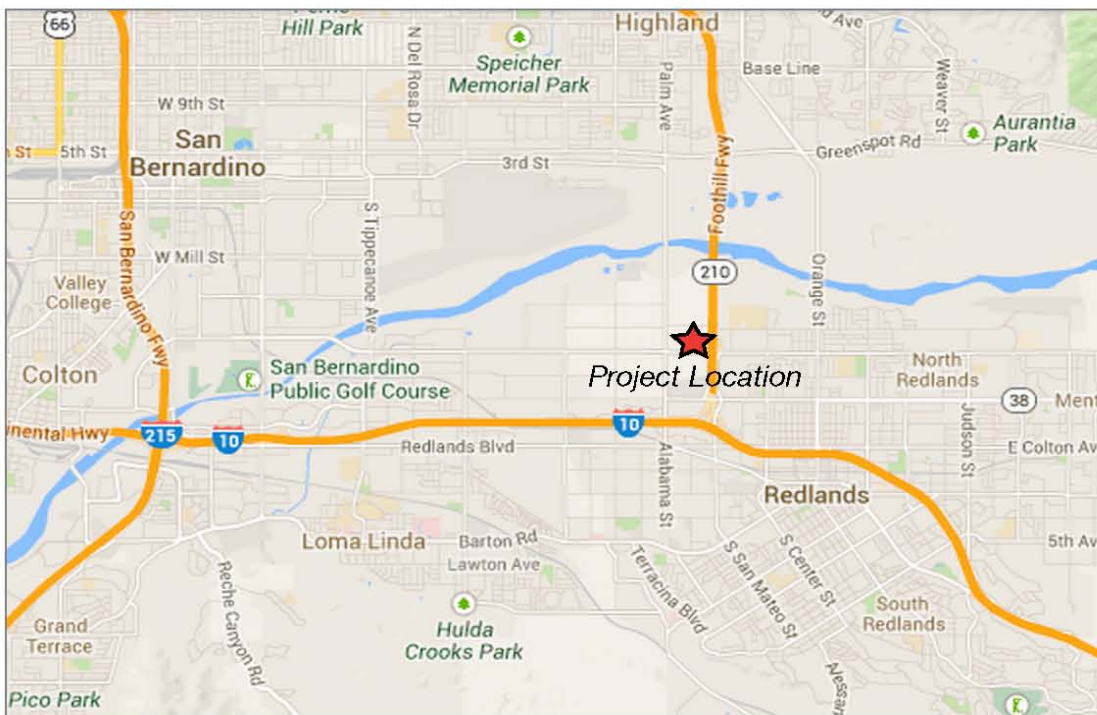
Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):

Federal: Federal Aviation Administration

State of California: Regional Water Quality Control Board (RWQCB), South Coast Air Quality Management District (AQMD).

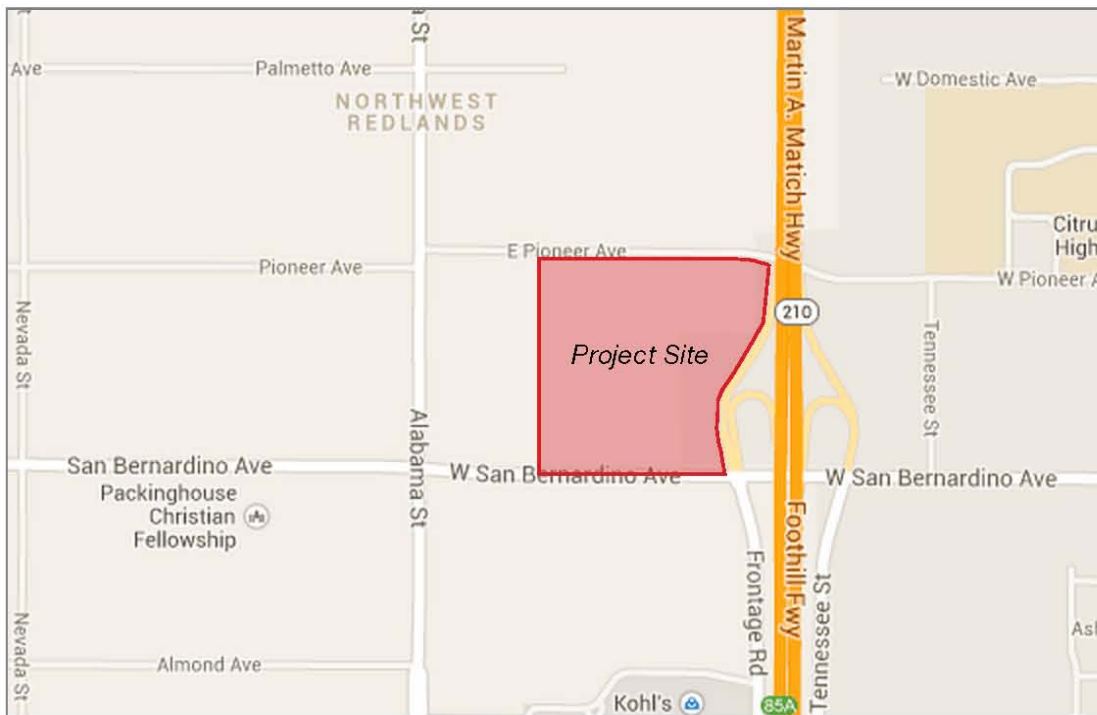
County of San Bernardino: Land Use Services – Planning, Code Enforcement; Building and Safety, Public Health-Environmental Health Services, Special Districts, Public Works. County Fire, and

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



Source: Google Maps

Regional



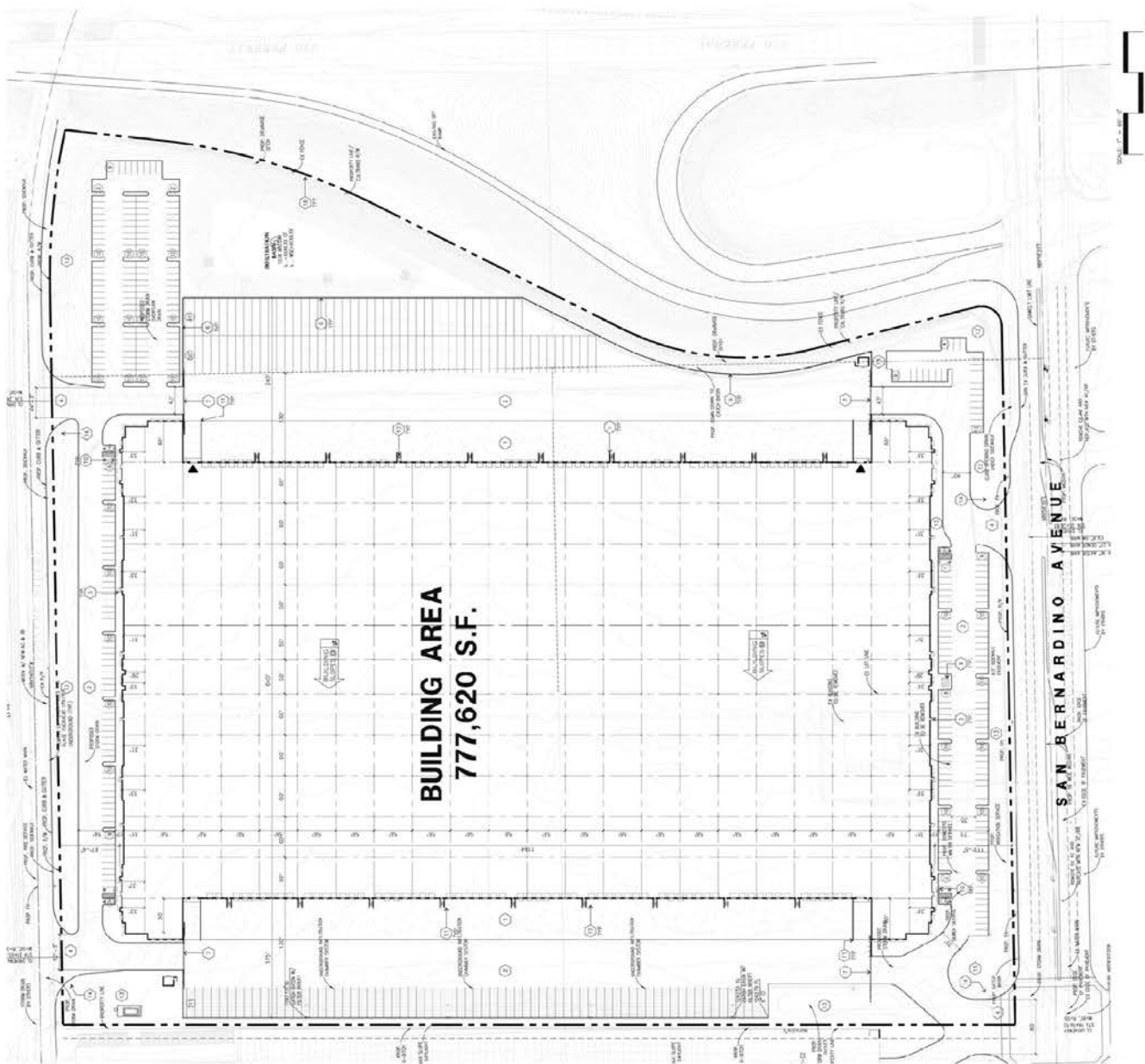
Source: Google Maps

Vicinity

Exhibit 1 Regional and Vicinity Map

Exhibit 2A Site Plan

TPM 19500
Redlands, California



PROJECT DATA

TOTAL GROSS SITE AREA	1,638,772 SF
in acft.	37.62 ac
NET SITE AREA	1,597,259 SF
in acft.	36.94 ac
BUILDING AREA	777,620 SF
Warehouse	49,895
Office	36,000 SF
TOTAL BUILDING AREA	777,620 SF
COVERAGE	49.9%
PARKING REQUIRED	120 spaces
office @ 1,250 SF	40 spaces
warehouse: 1st-4th @ 1,000 SF	177 spaces
above 4th @ 1,400 SF	357 spaces
TOTAL PARKING PROVIDED	326 spaces
Standard (8' x 19')	8 spaces
Handicap (8' x 12')	324 spaces
SOFT	162 spaces
TRAILER PARKING PROVIDED	15,000 SF
9' x 45' (12' x 55')	233,089 SF
LANDSCAPE REQUIRED	16.1%
LANDSCAPE PROVIDED	254,596 SF
SETBACKS	
Front: 25' - Flower Avenue	
Side Facing: 60' x 45' x 210'	
25' - San Bernardino Avenue	
5'-6" - 10' - Rear: 10'	
ZONING ORDINANCE FOR COUNTY	
Zoning Description: EAST VALLEY AREA PLAN/REGIONAL INDUSTRIAL	

EVALUATION FORMAT

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

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

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

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

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

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

Signature: prepared by Chris Warrick, Senior Planner

Date

Signature: Dave Prusch, Supervising Planner
Planning Division

Date

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

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

- a) **No Impact.** The proposed project is not located within a designated Scenic Corridor and will not have a substantial adverse effect on a scenic vista, as there are none identified within the vicinity of the project site that would be affected by the proposed development. The proposed project is consistent with other surrounding development in the area and is architecturally compatible with the visual character of the surrounding area. No impact will occur.
- b) **No Impact.** The proposed project is not located on or within close proximity of a state scenic highway and will therefore will not substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. There are no existing rock outcroppings or historic buildings present on the site. No impact will occur.
- c) **Less than Significant Impact.** The proposed project will not substantially degrade the existing visual character or quality of the site and its surroundings. The surrounding area is dominated by vacant land, commercial uses, and industrial buildings similar to the one proposed. Landscaping will consist of 15% of the project site and will be consistent with what currently exists in the surrounding area. The proposed project is consistent with the planned visual character of the area and will incorporate the design guidelines/standards found in the East Valley Area Plan, including landscaping, buffering, and screening as appropriate. With these design features, impacts to visual character and quality to the site and surroundings are considered less than significant.
- d) **Less than Significant Impact.** Lighting proposed onsite will be designed in accordance with the design standards of the County Development Code and Area Plan. Adherence to these standards will ensure that the project will not create a new source of substantial light or glare by requiring lighting to be shielded or hooded and to prohibit light trespass onto adjacent properties. Impacts are considered less than significant.

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>
II. AGRICULTURE AND FORESTRY RESOURCES - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

- a) **Less than Significant Impact.** This site is identified as Grazing Land on the Farmland Mapping and Monitoring Program map prepared by the Department of Conservation. Grazing Land is considered land for which the existing vegetation is suited for grazing of livestock. The County of San Bernardino General Plan contemplated the loss of designated farmland in its 2007 EIR. In it, the County found that the loss of designated farmland would occur, especially in the project area. However the project site is located in an area that does not contain prime agricultural soils, and was re-zoned for urban development with the adoption of the East Valley Area Plan in the 1990s. The area surrounding the project site has been rapidly changing from agricultural uses and grazing land to urban uses, in accordance with the East Valley Area Plan. Approval of the project would authorize removal of vegetation suitable for grazing, but it would not constitute a significant loss of an agricultural resource. The project site is not considered prime farmland, unique farmland or farmland of statewide importance. Therefore, the project's impact to designated farmland is considered less than significant.
- b) **No Impact.** The subject property is not designated or zoned for agricultural use and the proposed project does not conflict with any agricultural land use or Williamson Act land conservation contract.
- c) **No Impact.** The proposed project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)). The proposed project area is currently vacant land, which has never been designated as forest land or timberland. No rezoning of the project site would be required as the proposed project is compatible with the current zoning designation.
- d) **No Impact.** The proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. The proposed project area is currently vacant land, which has never been designated as forest land or timberland.
- e) **No Impact.** The proposed project will develop approximately 37.62 acres of largely vacant land which contains one single-story single-family residence, one metal building, and a cellular tower and small cellular building. Although agricultural uses have existed on the site in the past and currently exist in the vicinity, according to historic imagery agricultural uses have not been present on the site since approximately 2007. Furthermore, the general area south of the Santa Ana River, west of Freeway 210, and north of the I-10 Freeway has been transitioning away from agricultural uses and toward commercial and industrial warehouse uses since at least the mid-1990s. The Department of Conservation lists a portion of the site as Farmland of Statewide Importance; however this land is less productive than Prime Farmland due to its lessened ability to hold soil moisture. No portions of the site have been irrigated for agricultural production since 2007. As a result, the proposed project in itself does not involve changes in the existing environment which, due to their location or nature, could result in conversion of Prime Farmland to a non-agricultural use.

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

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

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

The following summaries are based in part on the project Air Quality Assessment prepared by Hogle-Ireland in July 2011. Please reference this document for further details (Appendix A).

- a) **Less Than Significant Impact.** A significant impact could occur if the proposed project conflicts with or obstructs implementation of the South Coast Air Basin 2012 Air Quality Management Plan (AQMP). Conflicts and obstructions that hinder implementation of the AQMP can delay efforts to meet attainment deadlines for criteria pollutants and maintaining existing compliance with applicable air quality standards. Pursuant to the methodology provided in Chapter 12 of the 1993 SCAQMD CEQA Air Quality Handbook, consistency with the South Coast Air Basin 2012 Air Quality Management Plan (AQMP) is affirmed when a project (1) does not increase the frequency or severity of an air quality standards violation or cause a new violation and (2) is consistent with the growth assumptions in the AQMP. Consistency review is presented below:
1. The project would result in short-term construction and long-term pollutant emissions that are less than the CEQA significance emissions thresholds established by the SCAQMD, with mitigation incorporated; therefore, the project could not result in an increase in the frequency or severity of any air quality standards violation and will not cause a new air quality standard violation.
 2. The CEQA Air Quality Handbook indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plans, and *significant projects*. *Significant projects* include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and off-shore drilling facilities; therefore, the proposed project is not defined as *significant*. This project

includes a General Plan Amendment and therefore requires consistency analysis with the AQMP.

The 2012 AQMP long-term emissions inventory was modeled from the growth projections utilized in the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prepared by the Southern California Association of Governments (SCAG). RTP/SCS growth projections are developed utilizing a comprehensive analysis of fertility, mortality, migration, labor force, housing units, and local policies such as land use plans. Growth projections for the 2012 RTP/SCS predict employment growth between 2008 and 2020 of approximately 11,100 (58,300 employees – 47,200 employees) in unincorporated San Bernardino County.ⁱ The proposed project is estimated to generate 1,806 jobs, approximately sixteen percent of the long-term employment growth estimates; therefore, anticipated employment growth is within the estimates generated for the RTP/SCS and thus the AQMP.ⁱⁱ

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

- b) **Less Than Significant Impact With Mitigation Incorporated.** Short-term criteria pollutant emissions will occur during site preparation, grading, building construction, paving, and painting activities. Emissions will occur from use of equipment, worker, vendor, and hauling trips, and disturbance of onsite soils (fugitive dust). To determine if construction of the proposed warehouse could result in a significant air quality impact, the California Emissions Estimator Model (CalEEMod) has been utilized. The construction schedule and equipment list was developed by the project Applicant in consultation with their contractor. It is estimated that the building will take approximately 1.5 years to complete beginning in mid-2014. Based on the results of the model, maximum daily emissions from the construction of the warehouse will result in excessive emissions of volatile organic chemicals (identified as reactive organic gases) associated with interior and exterior coating activities. Using the default assumption of 250 grams per liter (g/l) VOC content for interior and exterior coatings, daily VOC emissions would reach 533.32 lbs/day winter (533.12 lbs/day during summer).

To compensate for excessive VOC emissions from coating activities, the model includes use of a minimum zero g/l VOC content for interior coatings and 125 g/l VOC content for exterior surfaces. Use of low-VOC coatings during construction activities will reduce VOC emissions to 66.6 lbs/day in winter (66.59 lbs/day in summer), less than the threshold established by SCAQMD. The requirement for use of low-VOC coatings has been included as Mitigation Measures III-1. The results of the CalEEMod outputs with mitigation incorporated are summarized in Table 1 (Maximum Daily Construction Emissions).

Table 1
Maximum Daily Construction Emissions (lbs/day)

Source	ROG	NO _x	CO	SO ₂	PM ¹⁰	PM ^{2.5}
<i>Summer</i>						
2014	12.75	93.91	92.65	0.15	20.27	9.46
2015	66.59	88.42	88.52	0.15	10.03	6.40
<i>Winter</i>						
2014	12.93	94.51	93.63	0.15	20.28	9.46
2015	66.60	88.94	89.29	0.15	10.04	6.41
Thresholds	75	100	550	150	150	55
Substantial?	No	No	No	No	No	No

Long-term criteria air pollutant emissions will result from the operation of the proposed warehouse. Long-term emissions are categorized as area source emissions, energy demand emissions, and operational emissions. Operational emissions will result from automobile, truck, and other vehicle

sources associated with daily trips to and from the warehouse. Area source emissions are the combination of many small emission sources that include use of outdoor landscape maintenance equipment, use of consumer products such as cleaning products, and periodic repainting of the proposed warehouse. Energy demand emissions result from use of electricity and natural gas. Based on the results of the CalEEMod model, maximum daily operational emissions associated with the proposed warehouse will not exceed the thresholds established by SCAQMD as summarized in Table 2 (Operational Daily Emissions (lbs/day)).

Table 2
Operational Daily Emissions (lbs/day)

Source	ROG	NO _x	CO	SO ₂	PM ¹⁰	PM ^{2.5}
Summer	38.70	45.90	83.22	0.26	16.93	5.08
Winter	38.88	47.96	83.63	0.25	16.93	5.08
Threshold	55	55	550	150	150	55
Substantial?	No	Yes	No	No	No	No

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

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

To determine if the project could result in cumulative impacts, the methodology identified in Table A9-14 of the CEQA Air Quality Handbook has been utilized. This method compares the ratio of project vehicle miles traveled (VMT) to San Bernardino County VMT to the ratio of project employees to San Bernardino County employees. If the ratio of VMT exceeds that of the ratio of employees, the project would be generating greater VMT compared to what is normal for San Bernardino County and thus could contribute considerably to cumulative, regional air quality impacts.ⁱⁱⁱ

The project VMT to County VMT ratio is 0.00128 (E/F) and project employees to County employees ratio is 0.00223 (G/H), thus, the VMT ratio will not exceed the employee ratio. These calculations and ratios are summarized in Table 3 (Project and County VMT Ratio Comparison). In accordance with the procedure provided in the CEQA Air Quality Handbook, the project would not result in greater vehicle miles traveled by employee than the average employee in the County; therefore, the project will not result in any cumulatively considerable air quality impacts.

**Table 3
Project and County VMT Ratio Comparison**

	Annual VMT	Population/Employees
Project	7,487,865 (E)	1,806 (G)
San Bernardino County	5,860,171,053 (F)	810,000 (H)
<i>Cumulative Impact if E/F > G/H</i>		
E/F	0.00128	E/F<G/H
G/H	0.00223	

- d) **Less Than Significant Impact.** Cancer risk and non-cancer health risks from construction activities were analyzed using the using the EPA SCREEN3 model and guidance provided by SCAQMD.^{iv} One single-family residence is located approximately 492 meters northwest of the project site (located at 27358 Pioneer Avenue). One single-family residence is located approximately 740 miles northeast of the project site (located at 1074 West Pioneer Avenue). The model was utilized to determine exposure at the two nearby single-family homes. Pollutants of particular concern when relating to sensitive receptors include carbon monoxide, toxic air contaminants, and odors. High-cube warehouses result in the generation of diesel truck traffic and have been linked with high emissions of diesel particulate matter (DPM) that was established as an air toxic contaminant by ARB in 1998. Potential cancer risk and non-cancer health risks to sensitive receptors within one-quarter mile of the project site due to DPM emissions were estimated using the EPA AERMOD model and guidance provided by SCAQMD in the *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions* white paper.

The incremental increase of cancer risk in the project vicinity ranges from 0.48 in one million at 27358 Pioneer Avenue to 0.29 in one million at 1074 West Pioneer Avenue. These incremental increases are less than the threshold of 10 in one million established by SCAQMD. The non-cancer hazard index at the two receptors is zero. These hazard index values are less than the threshold of 1.0 established by SCAQMD. The results of the cancer and non-cancer risk assessments are summarized in Table 4.

**Table 4
Cancer and Non-Cancer Risk**

Distance	Cancer Risk	Non-Cancer Risk
492	4.794E-07	0.000
740	2.878E-07	0.000
Threshold	10.000E-06	1.000
Substantial?	No	No

A carbon monoxide (CO) hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO hotspots have the potential to violate state and federal CO standards at intersections, even if the broader Basin is in attainment for federal and state levels. In general, SCAQMD and the California Department of Transportation *Project-Level Carbon Monoxide Protocol* (CO Protocol) recommend analysis of CO hotspots when a project increases traffic volumes at an intersection by more than two percent that is operating at LOS D or worse.^{v vi} According to Section 3.1.3 of the Protocol, the project is not regionally significant and therefore is only required to examine local impacts. Regionally significant projects are defined in 40 CFR Section 93.101 and through extension in 40 CFR Section 93.105(c)(1)(ii), as follows:

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

minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

Localized impacts are analyzed in Protocol Section 4. The local analysis procedures in Section 4.7.1 indicate that the project has the potential to worsen air quality (as defined for Protocol purposes only) because it will result in an increase in the number of vehicles operating in *cold start* mode by more than two percent. *Cold Start* mode refers to a vehicle started after an hour or more being turned off. Outbound passenger vehicle trips during the afternoon peak hour will increase by approximately 2.5 percent at the State Route 210 southbound ramp at San Bernardino Avenue (51 project-related peak hour trips to 2,076 existing intersection peak hour trips). The project will also result in some decrease in average speeds due to the increased traffic at the project site ingresses and egresses. The local analysis procedures then direct to Protocol Sections 4.7.3 and 4.7.4. These sections indicate that if the project involves signalized intersections performing at Level of Service (LOS) E or worse than the project will be subject to a screening analysis. The proposed project will involve signalized intersections operating at LOS E or worse as identified in the project traffic study and thus requires a screening analysis.

Section 4.4 references Appendix A of the Protocol for screening purposes; however, because of the age of the assumptions used in the screening procedures, they are no longer acceptable. The Sacramento Metropolitan Air Quality Management District (SAQMD) developed a screening threshold that states that any project involving an intersection experiencing 31,600 vehicles per hour or more will require detailed analysis.^{vii} The project will not involve an intersection experiencing this level of traffic; therefore, the project passes the screening analysis and impacts are deemed acceptable. Based on the local analysis procedures, the project is satisfactory pursuant to the Protocol and will not result in a CO hotspot.

- e) **No Impact.** According to the CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). The proposed warehouses are not considered sensitive receptors and will not be substantially affected by potential odors from any surrounding operations that may potentially produce odors. The proposed warehouses, in turn, do not produce odors that would affect a substantial number of people.

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

MM# Mitigation Measures

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

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

- i) The loading docks shall be posted with signs providing the telephone numbers of the building facilities manager and the California Air Resources Board to report violations.
[Mitigation Measure III-1] General Requirements/Planning

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

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

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

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

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

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

III-4 AQ - Coating Restriction Plan. The developer shall submit for review and obtain approval from County Planning of a Coating Restriction Plan (CRP), consistent with SCAQMD guidelines and a

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

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

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

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

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

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

- a) **Less Than Significant Impact.** The project site is currently developed with a one-story single-family home, metal one-story building, cellular tower, and small cell tower building. The site was historically utilized for citrus tree production. The project site has generally been cleared, leaving little vegetation on site to provide habitat for any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. The California Department of Fish and Wildlife Natural Diversity Database search did not reveal any occurrences of special animals, plants, or natural communities on the project site. Therefore, impacts will be less than significant.

- b) **No Impact.** This project will not have an effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service because the project site does not contain riparian habitat or other sensitive natural community. The ruderal plant community on site is not considered to be a sensitive plant community.
- c) **No Impact.** This project will not have an effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, because the project is not within an identified protected wetland.
- d) **No Impact.** This project will not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites because there are no such corridors or nursery sites within or near the project site. The project site is currently undeveloped but is located in an area which continues to develop over time. The project site is not a wildlife corridor nor is it used as a wildlife corridor.
- e) **No Impact.** This project will not conflict with local policies or ordinances protecting native trees because the San Bernardino County General Plan does not have any adopted tree preservation ordinance or other policies protecting historical biological resources. The site was historically cleared of all original trees for citrus tree production. The site currently has very few trees most of which are along the 210 Freeway on- and off-ramp. The San Bernardino County General Plan does not specify for the conservation of citrus orchards in the Special Development/Industrial Zone. No impact will occur.
- f) **No Impact** This project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, because no such plan has been adopted in the area of the project site. The County of San Bernardino has not adopted a Habitat Conservation Plan for the region. Likewise, there is no local, regional or state habitat conservation plan that governs the project site or vicinity.

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

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

- a) **Less Than Significant Impact.** Historically, the project site has been cultivated and used for citrus tree production. The structures currently located on the site (one single-family residence, one metal building, cellular tower and small building) are not historically significant. It will not cause a substantial adverse change in the significance of a historical resource, because no historic resources currently exist on the site. Should historical resources of significance be found during grading or excavation activities, the project is subject to the County’s standard condition of approval regarding historical resources that requires the developer to contact the County Museum for determination of appropriate mitigation measures, such as isolation of the resource site, recovery of the item, and appropriate curation and documentation.
- b) **Less Than Significant Impact.** This project will not cause a substantial adverse change in the significance of an archaeological resource, because no resources have been identified on the site. The County General Plan EIR as well as the County’s Cultural Resources Sensitivity Overlay Maps do not indicate the discovery of archaeological resources on the site. Historically, the site was cultivated and utilized for citrus tree production. Therefore, the surface soil has previously been disturbed and any historical resources within a shallow depth have been discovered. Further, should archaeological resources of significance be unearthed during grading or excavation activities, the project is subject to the County’s standard condition of approval regarding historical resources that requires the developer to contact the County Museum for determination of appropriate mitigation measures, such as isolation of the resource site, recovery of the item, and appropriate curation and documentation.
- c) **Less than Significant Impact.** The project site is largely vacant with the exception of one single-family residence, one metal building, a cellular tower, and small cellular tower building. The site was previously cleared and cultivated for citrus tree production which did not unearth any substantial paleontological resources. Little to no further excavation of the site is proposed that would disturb the underlying soil that has potential for containing paleontological resources. This project will not directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature because the site and surrounding area consists of alluvial deposits of the Pliocene to Holocene era^{viii}. Sediments from this more recent era of geologic activity do not typically contain fossil or other paleontological resources. While later aged sediments may exist beneath the surface deposits on the site, the minimal amount of grading proposed for the project is not anticipated to disturb any potential paleontological resources that may exist beneath the surface. The standard condition

mentioned above in V b will further reduce the potential for impacts, if anything should be found during project construction.

- d) **Less than Significant Impact.** It is not anticipated that this project would disturb any human remains, including those interred outside of formal cemeteries, because no such burials grounds are known to exist on this project site. If any human remains are discovered during construction of this project, standard requirements in the Conditions of approval will require the developer to contact the County Coroner and the County Museum for a determination of appropriate measures to be taken. A Native American representative shall also be consulted if the remains are determined to be of potential Native American origin pursuant to Section 15064.5(e) of the CEQA Guidelines.

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.

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

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

The following summaries are based in part on the Geotechnical Engineering Investigation (10/14/2013) and the Soil Infiltration Study (10/9/2013) both prepared by NorCal Engineering. Please reference these documents for further details. (Appendix B and Appendix C).

a) ai) **Less Than Significant Impact.** The project will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, because the project site lies outside of the Alquist-Priolo Special Studies Zone. The site is not located within a County fault hazard overlay or on any known fault thus the potential for damage due to direct fault rupture is very remote.

aii) **Less Than Significant Impact.** The project will not expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. The site is located in the Bunker Hill-San Timoteo Basin which lies in the rift between the

San Andreas fault zone on the northeast and the San Jacinto fault zone on the southwest. The nearest fault zones are the San Andreas fault zone, San Jacinto fault zone, and the Rialto-Colton Fault Zone. An earthquake produced from these or other nearby faults could result in strong ground shaking; however, the project will be reviewed and approved by County Building and Safety with appropriate seismic standards implemented. Adherence to standards and requirements contained in the building code for the design of the proposed structures will ensure that any impacts are less than significant by ensuring that structures do not collapse during strong ground shaking.

a) **Less Than Significant Impact.** The Project will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. The County Geologic Hazard Map indicates that the site has low susceptibility to liquefaction. Furthermore, the Geotechnical Engineering Investigation conducted by NorCal Engineering indicated that the potential for liquefaction on the site is low due to the depth of groundwater in excess of 50 feet in the vicinity. Standard building code requirements would provide for less than significant impacts.

aiv) **Less Than Significant Impact.** The project will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides, because the project site and surrounding area are relatively flat (varying from 1,240 feet to 1,260 feet) and therefore landslides could not occur.

- b) **Less Than Significant Impact.** The project will not result in substantial soil erosion or the loss of topsoil, because the site will be paved and landscaped. Erosion control plans will be required to be submitted, approved, and implemented. Measures to reduce and control erosion of soil during construction and long term operation are required by SCAQMD through its Rule 403 for control of fugitive dust, the Santa Ana Regional Water Quality Control Board (RWQCB) under administration of the State's General Construction Permit, and the County of San Bernardino Public Works Department through its Storm Water Management Program. Implementation of requirements under SCAQMD Rule 403 for control of fugitive dust would reduce or eliminate the potential for soil erosion due to wind. Implementation of Best Management Practices (BMPs) that would be included in the applicant's Storm Water Pollution Prevention Plan (SWPPP) would reduce soil erosion due to storm water or water associated with construction.
- c) **Less Than Significant Impact.** The project is not located on a geologic unit or soil identified as being unstable or having the potential to result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse as determined by the Geotechnical Engineering Investigation prepared by NorCal Engineering dated October 14, 2013. Groundwater levels within the vicinity are expected to be in excess of fifty feet. Standard building code requirements were determined to diminish any potential impact to less than significant levels.
- d) **No Impact.** The project site is not located in an area that has been identified by Geotechnical Engineering Investigation as having the potential for expansive soils. Locally, the project site is underlain by a thick sequence of young alluvial deposits consisting primarily of silty sand.
- e) **No Impact.** The project will be served by the City of Redlands Sewer System. No septic systems will be utilized as part of this project.

No significant adverse impacts are identified or anticipated 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>
VII GREENHOUSE GAS EMISSIONS - Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

- a) **Less than Significant 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 (MTCO2e) per year is used to identify and mitigate project emissions. Based on a CalEEMod statistical analysis, warehouse projects that exceed 53,000 square feet typically generate more than 3,000 MTCO2e. For projects exceeding 3,000 MTCO2e per year of GHG emissions, the developer may use the GHG Plan Screening Tables as a tool to assist with calculating GHG reduction measures and the determination of a significance finding. Projects that garner 100 or more points in the Screening Tables do not require quantification of project-specific GHG emissions. The point system was devised to ensure project compliance with the reduction measures in the GHG Plan such that the GHG emissions from new development, when considered together with those from existing development, will allow the County to meet its 2020 target and support longer-term reductions in GHG emissions beyond 2020. Consistent with the CEQA Guidelines, such projects are consistent with the Plan and therefore will be determined to have a less than significant individual and cumulative impact for GHG emissions.

The proposed project garnered 101 points on the Screening Tables through the application of Energy Efficient Reduction measures, Renewable Fuel/Low Emissions Vehicles Measures, Construction Debris Diversion Measures, and Per Capita Water use Reductions, and as a result, the project is considered to be consistent with the GHG Plan and is therefore determined to have a less than significant individual and cumulative impact for GHG emissions. The GHG reduction measures proposed by the developer through the Screening Tables Review Process have been included in the project design or will be included as Conditions of Approval for the project.

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

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>
VIII HAZARDS AND HAZARDOUS MATERIALS - Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:

The following summaries are based in part on the project Phase I Environmental Site Assessment prepared by Pacific Southwest Group in September 2013. Please reference this document for further details (Appendix D).

- a) **Less than Significant Impact.** The proposed project could result in a significant hazard to the public if the project includes the routine transport, use, or disposal of hazardous materials or places housing near a facility that routinely transports, uses, or disposes of hazardous materials.

According to the EPA, the proposed project is not located near any facilities that emit toxic air contaminants, produce hazardous wastes, or discharge to surface water bodies.^{ix}

During construction, there would be a minor level of transport, use, and disposal of hazardous materials and wastes that are typical of construction projects. This would include fuels and lubricants for construction machinery, coating materials, etc. All hazardous materials are required to be utilized and transported in accordance with their labeling pursuant to federal and state law. Routine construction control measures and best management practices for hazardous materials storage, application, waste disposal, accident prevention and clean-up will be sufficient to reduce potential impacts to a less than significant level.

If hazardous materials are proposed on-site in the future, they will be subject to permit and inspection by the Hazardous Materials Division of the County Fire Department. Sections 2729 through 2732 of the California Code of Regulations (CCR) provide requirements for the reporting, inventory, and release response plans for hazardous materials. These requirements establish procedures and minimum standards for hazardous material plans, inventory reporting and submittal requirements, emergency planning/response, and training. In addition, all regulated substance handlers are required to register with local fire or emergency response departments per the California Accidental Release Prevention Program. Locally, this is overseen by the San Bernardino County Fire Department Hazardous Materials Division. The division reviews and approves an Emergency/Contingency Plan for regulated facilities.

The plan outlines precautions and procedures necessary to protect the facility from accidental release of hazardous materials, and provides emergency remediation to minimize effects should an accidental spill occur. Annual updates and review of the plan are required to ensure compliance and adequacy. The San Bernardino County Fire Department Hazardous Materials Division administers the California Accidental Release Prevention (CalARP) Program in the area. The CalARP Program was established to prevent accidental release of substances that pose the greatest risk of immediate harm to the public and the environment.^x The Program requires facilities to proactively prevent and prepare for chemical accidents. The proposed facility will be subject to Program requirements for regulated substances including preparation of a risk management plan (RMP) to include an off-site consequence analysis, compliance audit, certified program elements, and a seismic assessment. Existing risk management and response requirements will ensure potential risks associated with accidental releases of hazardous materials are minimized.

Widely used hazardous materials common at any warehouse land use include paints and other solvents, cleaners, automobile fluids, and pesticides. The remnants of these and other products are disposed of as household hazardous waste (HHW) that includes used motor oil, dead batteries, electronic wastes, and other wastes that are prohibited or discouraged from being disposed of at local landfills. Use of common household hazardous materials and their disposal does not present a substantial health risk to the community.

The intended use of the proposed project is general warehousing of non-hazardous materials. Prior to occupancy of the site, the applicant is required to submit a Business Emergency/Contingency Plan for emergency release or threatened release of hazardous materials and waste or a letter of exemption to the Hazardous Materials Division of County Fire. If such uses are proposed on-site in the future, they will be subject to permit and inspection by the Hazardous Materials Division of the County Fire Department and in some instances additional land use review.

- b) **Less Than Significant Impact.** The project proponent will adhere to California Division of Occupational Safety and Health (Cal/OSHA) standards for Asbestos Standards in Construction (8 CCR Section 1529). All materials for construction will be used within regulation of state and federal law.

The project will not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, because any proposed use or activity that might use hazardous materials is subject to permit and inspection by the Hazardous Materials Division of the County Fire Department.

The Phase I Environmental Site Assessment prepared by Pacific Southwest Group Environmental Resources noted that activities associated with the demolition of the existing residential structure on site, which was constructed in the early 1900's, may pose a hazard with regard to asbestos containing materials (ACM) and lead-based paints. ACM were used on a widespread basis in building construction prior to and into the 1980s. Asbestos generally does not pose a threat when it remains intact. When asbestos is disturbed and becomes airborne, such as during demolition activities, significant impacts to human health could occur. Construction workers completing demolition activities, as well as surrounding uses, have the potential to be exposed to airborne asbestos emissions due to the potential presence of ACM.

SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities) requires work practices that limit asbestos emissions from building demolition and renovation activities, including the removal and disturbance of ACM.^{xi} This rule is generally designed to protect uses and persons adjacent to demolition or renovation activity from exposure to asbestos emissions. Rule 1403 requires surveys of any facility being demolished or renovated for the presence of all friable and Class I and Class II non-friable ACM. Rule 1403 also establishes notification procedures, removal procedures, handling operations, and warning label requirements, including HEPA filtration, the *glovebag* method, wetting, and some methods of dry removal that must be implemented when disturbing appreciable amounts of ACM (more than 100 square feet of surface area).

Exposure of construction workers to lead-based paint during demolition activities is also of concern, similar to exposure to asbestos. Exposure of surrounding land uses to lead from demolition activities is generally not a concern because demolition activities do not result in appreciable emissions of lead.^{xii} The primary emitters of lead are industrial processes. Any lead-based paint utilized on the exterior and interior of the existing structures would generally remain inside the structure or close to the exterior of the building. Improper disposal of lead-based paint could contaminate soil and subsurface groundwater in and under landfills not properly equipped to handle hazardous levels of this material. If lead-based paint exists, 8 CCR Section 1532.1 (California Construction Safety Orders for Lead) is applicable to the demolition of all existing structures requiring exposure assessment and compliance measures to keep worker exposure below action levels. The project is also subject to Title 22 requirements for the disposal of solid waste contaminated with excessive levels of lead.

The Phase I Environmental Site Assessment recommends that an Asbestos Containing Materials/Lead Based Paint sampling and analysis program be conducted prior to any planned renovations or demolition of the existing residential structure. No other evidence of recognized environmental conditions was observed. Impacts will be less than significant.

- c) **No Impact.** The project is located within 0.25 miles of Citrus Valley High School. The football field is located approximately 0.25 miles to the northeast of the northeastern property line. The project, as proposed, will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste.

The intended use of the proposed project is general warehousing of non-hazardous materials and it is not anticipated that future occupants of the site will emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Prior to occupancy of the site, the applicant is required to submit a

Business Emergency/Contingency Plan for emergency release or threatened release of hazardous materials and waste or a letter of exemption to the Hazardous Materials Division of County Fire. If such uses are proposed on-site in the future, the applicant will be subject to permit and inspection by the Hazardous Materials Division of the County Fire Department and in some instances additional land use review. No impact will occur.

- d) **No Impact.** The project site is not included on the list of hazardous materials sites pursuant to Government Code No. 65962.5 which compiled the following sites:
- List of Hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code.^{xiii}
 - Hazardous Waste and Substances sites from Department of Toxic Substances Control (DTSC) EnviroStor Database.^{xiv}
 - Leaking Underground Storage Tanks Sites by County.^{xv}
 - Solid Waste Disposal sites indentified by Water board with Waste constituents above hazardous waste levels outside the Waste management unit.^{xvi}
 - List of “active” CDO and CAO from the Water Board

No Impact will occur.

- e) **Less than Significant with Mitigation Incorporated.** The project site is approximately 1.9 miles southeast of the San Bernardino International Airport (SBIA) (formerly Norton Air Force Base) which puts the site within the Airport Influence Area of the SBIA. For most civilian airports this distance equals 9,000 feet from the runway primary surface. Persons employed at the proposed project will not be subject to significant risk since the project site is not within the landing or takeoff zones of the airport runways. A comprehensive Land Use Plan and Airport Master Plan have not been adopted for the SBIA. Outside of the San Bernardino International Airport Influence Area the closest airstrip is Redlands Municipal Airport located approximately 3 miles east of the proposed site. The site is within the AR-3 Overlay District and the project will be required to comply with the AR-3 standards.
- f) **No Impact.** The proposed project area is not located within the vicinity of a private airstrip; therefore, it would not result in a safety hazard for people residing or working in the project area.
- g) **Less than Significant Impact.** The project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, because the project has adequate access from two or more directions via San Bernardino Avenue and Pioneer Avenue.
- h) **No Impact.** The project will 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 or adjacent to wildlands or near the wildlands/urban interface. Therefore, people and infrastructure will not be exposed to wildland fires.

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

MM# Mitigation Measures

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

- a) *All structures and land uses shall be designed and operated so that they shall not reflect glare, emit electronic interference, produce smoke, or store or dispense hazardous materials*

in such a manner that would endanger aircraft operations or public safety in the event of an aircraft accident.

- b) Vegetation shall be maintained not to exceed the height limitations established in Federal Aviation Regulations (FAR) Part 77, unless otherwise provided by Form 7460-1)*
- c) The “developer”/property owner shall include with all lease and rental agreements and separately to all renters, tenants, lessees or buyers; information that the site is subject to aircraft overflight from the appropriate airport, is subject to the potential noise problems associated with aircraft operations, and is subject to an Avigation and Noise Easement.*
- d) Proposed uses and structures shall be consistent with the San Bernardino International Airport Comprehensive Land Use Plan (ACLUP).*

[Mitigation Measure VIII-1] General Requirement/Planning

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

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

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

The following summaries are based in part on Soil Infiltration Study prepared by Norcal Engineering, 10/9/2013. Please reference these documents for further details. (Appendix C).

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

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

In addition, the project will be served by the City of Redlands for potable water services and by the Redlands Wastewater Treatment Plant both of which are subject to independent regulation by local and state agencies that ensure compliance with both water quality and waste discharge requirements. The City of Redlands Wastewater Treatment Plant has the ability to process 9.5 million gallons per day and is currently processing 6 million gallons per day. The City of Redlands water is a blend of local groundwater, local surface water, and imported water from the State Water Project. Water from the Santa Ana River watershed is treated at the Hinckley Water Treatment Plant and water from the Mill Creek watershed is treated at the Henry Tate Water Treatment Plant. Local groundwater is pumped from wells in Redlands, Mentone, and Yucaipa. When required, water from the State Water Project is treated at the Hinckley and Tate WTP. Potential impacts to these facilities are detailed further in the Utilities and Service Systems section.

- b) **Less Than Significant Impact** The project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level, because the project is served by an existing water purveyor that has indicated that there is currently sufficient capacity in the existing water system to serve the anticipated needs of this project. The project will change the majority of the project site to an impervious surface due to paving and building construction. The project will have two detention basins, one located in the southwestern portion of the site adjacent to the neighboring property to the west, and one at the northeastern property line adjacent to the 210 Freeway ramp. These detention basins will serve to capture the excess runoff created by the additional on-site impervious surfaces, and thus minimize impacts the project has on local groundwater recharge. Impacts will be less than significant.
- c) **Less Than Significant Impact** The project will not substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site, because the project does not propose any substantial alteration to a drainage pattern, stream or river and the project is required to submit and implement an erosion control plan with the submittal of final grading plans.

The site will drain into two detention basins, one located in the southwestern portion of the site, and the other located in the northeastern portion.

- d) **Less Than Significant Impact.** As discussed in Section IX c) above, one vegetated detention basin will be located in the southwest adjacent to the neighboring property, and one will be located in the northeastern portion of the site adjacent to the 210 Freeway ramp. The proposed detention basins would limit the increase of outflow from the project site. The project includes a typical stormwater drainage design where flows are directed towards on-site catch basins and are ultimately discharged into the proposed basin. Flows will be retained and stormwater will percolate into the groundwater basin, thus the drainage design of the project will ensure that on- or off-site impacts are minimized. Impacts will be less than significant.
- e) **Less Than Significant Impact.** The project is designed to discharge into two detention basins where flows will percolate into the groundwater basin; therefore, the project will not discharge into the local storm drain system. No impact will occur.
- f) **Less Than Significant Impact.** The project will not otherwise substantially degrade water quality, because appropriate measures relating to water quality protection, including erosion control measures have been included in the project design as described in Subsection IXa above. The project is not anticipated to result in any other water quality impacts that are not otherwise regulated by local, state, or federal regulations.
- g) **No Impact.** The project will not place unprotected housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, because the project does not propose housing and is not within identified FEMA designated flood hazard areas as shown on San Bernardino County's General Plan Hazard Overlays map.
- h) **No Impact.** The project will not place within a 100-year flood hazard area structures which would impede or redirect flood flows, because the site is not within an identified FEMA designated flood hazard area as shown on San Bernardino County's General Plan Hazard Overlays map.
- i) **No Impact.** The project will 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.
- j) **No Impact.** The project will not be impacted by inundation by seiche, tsunami, or mudflow, because the project is not adjacent to any body of water that has the potential of seiche or tsunami. Based on the responses to Questions VI (a) and VI(c) of this Initial Study Checklist, the project site is not located in an area prone to landslides, soil slips, or slumps. Therefore, the proposed project would have no impacts from mudflows.

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

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

SUBSTANTIATION:

- a) **No Impact.** The project will not physically divide an established community, because the project is a logical and orderly extension of the planned land uses and development that are established within the surrounding area. The proposed project area is located in an unincorporated part of the County that has sparse residential development in the immediate area. The project is a logical and orderly extension of the planned land uses and development that are established within the surrounding area.

The project is located in the East Valley/General Commercial (EV/CG) Land Use Zoning District. The applicant is proposing to change the land use designation of the property to East Valley/Special Development (EV/SD), which would allow for the proposed warehouse industrial building and the warehouse use. Much of the surrounding property is already developed with industrial warehouse buildings, so the proposed land use district amendment to EV/SD, is consistent with the established land uses in the surrounding area.

- b) **Less Than Significant Impact.** The project site is located in both the unincorporated portion of San Bernardino County and within the City of Redlands. The portion of the site located within the City of Redlands will be detached from the City and revert back to the County. The portion of the site located in the County is part of the East Valley Area Plan and the current land use zoning district is East Valley/General Commercial. The applicant is proposing to change the land use zoning designation to East Valley/Special Development (EV/SD), which would allow warehouses and distribution centers subject to a Conditional Use Permit. The project will comply with all hazard protection, resource preservation, and land use regulations.
- c) **No Impact.** The project will not conflict with any applicable habitat conservation plan or natural community conservation plan, because there is no habitat conservation plan or natural community conservation plan within the area surrounding the project site and no habitat conservation lands are required to be purchased as mitigation for the proposed project.

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

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

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

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

The MR Overlay shall be applied on the following areas:

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

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

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

The MR Overlay shall be applied on the following areas:

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

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

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

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

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

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

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

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

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

Passing haul trucks may generate ground-borne vibration noise that may be perceptible at adjacent sensitive receptors. Based on Caltrans data, haul trucks would not be anticipated to exceed a 0.10 in/sec peak particle velocity (ppv) at 10 feet. Predicted vibration levels at the nearest offsite structures, which are located 35 feet or more from the traveled roadway segments, would not be anticipated to exceed even the most conservative damage threshold of 0.2 inch/second ppv.

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

The project will not expose persons to or generate excessive groundborne vibration or groundborne noise levels because the project has been conditioned to comply with the vibration standards of the County Development Code and no vibration exceeding these standards is anticipated to be generated by the proposed uses.

- c) **Less than Significant Impact.** The project is not expected to generate a substantial permanent increase in ambient noise levels in the project vicinity above levels existing or allowed without the project, because the project is not located in the Noise Hazard (NH) Overlay District and will not be subject to severe noise levels according to the General Plan Noise Element. The project is adjacent to an existing warehouse project on the north and the 27-acre parcel to the west was recently approved for a 600,000 square foot warehouse. The property to the south is currently vacant, but is approved for a large commercial/retail shopping center.

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

- d) **Less Than Significant Impact.** Construction of the proposed warehouse will temporarily increase ambient noise levels primarily due to equipment use during grading and building construction activities. No sensitive noise receptors, such as residential land uses, are located adjacent to or near the project site. Construction noise would be a temporary impact limited to day time hours that would affect only industrial land uses and therefore would not be substantial. Furthermore, construction noise is exempt from County noise standards during 7:00am and 7:00pm except Sundays and federal holidays. Temporary impacts will be less than significant.
- e) **Less Than Significant Impact.** The project site is located approximately 1.9 miles southeast of the San Bernardino International Airport (formerly Norton Air Force Base). An Airport Comprehensive Land Use Plan (ACLUP) has not been adopted at the time of preparation of this analysis. According to the noise contours included in the Airport Layout Plan, the proposed project is not within the 65 dBA CNEL contour and will not be impacted by airport operations.^{xvii} In addition, the proposed project is not located under the flight path and the proposed manufacturing warehouse use is not

considered a noise sensitive use. Therefore, impacts will be less than significant.

- f) **No Impact.** The project is not located within two miles of a private airstrip and therefore will not expose persons to excessive noise levels from aircraft operations from private airstrips.

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

SUBSTANTIATION:

- a) **Less Than Significant Impact.** The project will not induce substantial population growth in the area either directly or indirectly. The project will generate new jobs and employment opportunities. This may generate a need for housing for new employees; however, even considering the high unemployment rate for the area, the existing housing stock should accommodate the housing needs for those employed by the jobs generated by the project.

The project proposes a new warehouse facility, however, no tenant has been proposed so the number of employees cannot be determined at this time. Based on the building code, the project could accommodate up to 1,806 employees. Employees could be full-time or part-time depending on the ultimate tenant. The Inland Empire has been considered to be housing rich with employees having to travel out of the area to work. Recently, warehouse and other industrial uses have begun to be developed in the area such that local residents are now able to commute shorter distances to work. The proposed project and any employment from indirect infrastructure improvement will likely draw from the local employment base for most of its workers. Therefore, the potential for substantial population growth in the area is less than significant.
- b) **No Impact.** The project site currently contains one single-family residence. Existing residents will not be displaced in that the property owner will provide adequate time to find new housing prior to demolition. Pursuant to State law, 60-days advanced written notice is required for tenants living in the unit for over a year or 30-days advanced written notice when the property owner opens escrow for sale of the site to the project proponent. As such, there is no *forced or obliged* removal of persons, and therefore no displacement. No impact will occur.
- c) **No Impact.** The proposed use will not displace substantial numbers of people necessitating the construction of replacement housing elsewhere. Pursuant to State law, the current tenants of the one single-family residence on site will be provided adequate time to find new housing prior to demolition.

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

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

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

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

SUBSTANTIATION:

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

The developer is required to contribute a fair share fee of \$1435 per net acre for construction of the East Valley Area Plan segment of the Santa Ana River Trail (SART) from California Street to the SH30 bridge. The SART is more specifically discussed in Section III Air Quality.

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

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

SUBSTANTIATION:

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

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

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

SUBSTANTIATION:

The following summaries are based in part on the revised project Traffic Study prepared by RK Engineering Group, Inc. dated October 4, 2013 and revised February 10, 2014. Please reference this document for further details (Appendix E).

- a) **Less Than Significant with Mitigation Incorporated.** The project will result in the addition of 1,724 total trips per day (in passenger car equivalents [PCE]), 112 Passenger Car Equivalents of which will occur during the morning peak hour and 124 Passenger Car Equivalents of which will occur during the evening peak hour, on roadways in the project vicinity, which is not anticipated to contribute traffic greater than the Congestion Management Plan (CMP) freeway threshold volume on Interstate 10 and the 210 Freeway or CMP arterial link volume on roadway links serving CMP intersections in the City of Redlands and County of San Bernardino. The traffic study prepared by RK Engineering Group, dated October 4, 2013, and revised February 10, 2014, included traffic projections based on anticipated opening year (2015) conditions and “horizon year” (2035) conditions. For the Opening Year (2015) With Project conditions, all study area intersections are projected to operate within acceptable levels of service except the following:

- SR-210 SB Ramp/Citrus Plaza Drive at San Bernardino Avenue – LOS E during the A.M.

-
- peak hour and LOS F in the P.M. peak hour
 - SR-210 NB Ramp/Tennessee Street at San Bernardino Avenue – LOS E during the P.M. peak hour

For year 2035 With Project traffic conditions, all study area intersections are projected to operate within acceptable levels of service during peak hours except for the following:

- SR-210 SB Ramp/Citrus Plaza Drive at San Bernardino Avenue – LOS F during the A.M. and P.M. peak hours
- SR-210 NB Ramp/Tennessee Street at an Bernardino Avenue – LOS E during the A.M. peak hour and LOS F during the P.M. peak hour.

Recommended improvements are proposed 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. A fair share contribution for this project is required and will be based on the fair share percentages calculated in the revised RK Engineering Group traffic study dated February 10, 2014. The necessary improvements at the intersections of SR-210 SB Ramp/Citrus Plaza Drive at San Bernardino Avenue and SR-210 NB Ramp at San Bernardino Avenue were identified in the June 27, 2005 Donut Hole Projects traffic study by Kunzman and Associates. The estimated improvement cost for each intersection was approximately \$1,120,000.

The total fair share contribution shall be paid to the Department of Public Works - Traffic Division per Mitigation Measure XVI-1, below. At the present time, the total estimated fair share contribution is \$84,480. 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.

This project falls within the Regional Transportation Facilities Mitigation Plan for the Redlands Donut Subarea and shall be required to pay the appropriate mitigation fees established for this area (see Mitigation Measure XVI-1, below). The transportation fees are required by County ordinance to offset the impacts of increased traffic resulting from new development.

- b) **Less Than Significant Impact.** The project will not exceed, either individually or cumulatively, a Level of Service (LOS) standard established by the County Congestion Management Agency for designated roads or highways. The traffic study prepared by RK Engineering Group, dated October 4, 2013, determined that the project would not contribute traffic greater than the 250 trips per hour threshold as defined by the County's Congestion Management Plan to the respective surrounding roads.
- c) **No Impact.** The project site is approximately 1.9 miles southeast of the San Bernardino International Airport. The project will not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks, because there is no anticipated notable impact on air traffic volumes by passengers or freight generated by the proposed uses and no new air traffic facilities are proposed.
- d) **Less than Significant Impact.** The project will not substantially increase hazards due to a design feature or incompatible uses because the project site is adjacent to an established road that is accessed at points with good site distance and properly controlled intersections. There are no incompatible uses proposed by the project that will impact surrounding land uses.
- e) **Less Than Significant Impact.** The project will not result in inadequate emergency access, because there is a minimum of four access points via two driveways on Pioneer Avenue and two driveways on San Bernardino Avenue and adequate emergency vehicle access around the building.

- f) **Less Than Significant Impact.** The project will not conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks). The project is not located adjacent to or near an existing bike path or pedestrian facilities it could conflict with, nor does the County have adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities that apply to the proposed project site. Therefore, a less than significant impact will occur.

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

MM# Mitigation Measures

XVI-1 Regional Transportation Mitigation Fees. This project falls within the Regional Transportation Facilities Mitigation Plan for the Redlands Donut Subarea. This fee shall be paid by a cashier's check to the Department of Public Works Business Office. The Plan fees shall be computed in accordance with the Plan fees in effect as of the date that the building plans are submitted and the building permit is applied for. These fees are subject to change periodically. Currently, the fee is \$0.73 a square foot for High Cube use. The building is 777,620 square feet per the latest site plan dated February 3, 2014. Therefore the total fee is estimated at \$567,663. The current Regional Transportation Fee Plan can be found at the following website:
http://www.sbcounty.gov/dpw/transportation/transportation_planning.asp
 [Mitigation Measure XVI-1] Prior to Building Permit/County Traffic

XVI-2 Fair Share Fees. A fair share contribution for this project is required and will be based on the fair share percentages calculated in the revised RK Engineering Group traffic study dated February 10, 2014. The necessary improvements at the intersections of SR-210 SB Ramp/Citrus Plaza Drive at San Bernardino Avenue and SR-210 NB Ramp at San Bernardino Avenue were identified in the June 27, 2005 Donut Hole Projects traffic study by Kunzman and Associates. The estimated improvement cost for each intersection was approximately \$1,120,000.

Prior to the issuance of a building permit 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 \$84,480 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
SR-210 SB Ramp/ Citrus Plaza Drive <ul style="list-style-type: none"> • Widen the existing • Construct an eastbound through lane • Construct a westbound through lane • Construct retaining wall 	\$1,120,000	5.6%	\$62,720
SR-210 NB Ramp <ul style="list-style-type: none"> • Widen the existing • Construct an eastbound through lane • Construct a westbound through lane • Construct retaining wall 	\$1,120,000	2.3%	\$25,760
Total			\$84,480

[Mitigation Measure XVI-2] Prior to Building Permit/County Traffic

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

SUBSTANTIATION:

The following summaries are based in part on a Water Supply Assessment prepared by Integrated Resource Management, Inc. dated January 28, 2014. Please reference this document for further details.

- a) **Less Than Significant Impact.** The proposed project's wastewater will be collected and treated by the City of Redlands Wastewater Treatment Plant, located one mile northwest of the project site at the end of Nevada Street. The Redlands WWTP operates under permits issued by the Regional Water Quality Control Board, Santa Ana Region (RWQCB) and is operated pursuant to the Waste Discharge Requirements (WDRs) of the RWQCB. The facility has the ability to process 9.5 million gallons of wastewater per day, and is currently processing approximately six million gallons per day. The proposed warehouse facility is not anticipated to create any wastewater that would require construction of new facilities or altered treatment measures that would require additional or revised permits from the RWQCB.
- b) **Less Than Significant Impact.** The proposed project will not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, as there is sufficient capacity in the existing system for the proposed use. The proposed project will be serviced by existing sewer and water lines in proximity to the project. Wastewater treatment facilities will be

provided by the Redlands Wastewater Treatment Plant and water treatment facilities will be provided by the City of Redlands Municipal Utilities Department. The Redlands WWTP has the ability to process 9.5 million gallons of wastewater per day, and is currently processing approximately six million gallons per day. The City's water distribution system has a 54.5 million gallon maximum storage capacity with the City's average daily water consumption reaching 27 million gallons per day (mgd) with a maximum of 50 mgd in the summer.

- c) **Less Than Significant Impact.** Two detention basins will be constructed on the project site. As is detailed in Section IX above, the project will not result in any off-site storm drain improvements. All onsite storm drain improvements are already addressed in the analysis included in the remainder of this initial study. Less than significant impact.
- d) **Less Than Significant Impact.** A Water Supply Assessment (WSA) has been prepared at the request of the County of San Bernardino County in satisfying the requirements of Senate Bill 610 (SB 610) for the development of the proposed Project. The intent of SB 610 is to strengthen the process by which local agencies determine the adequacy, sufficiency, and quality of current and future water supplies in order to meet current and future demands. The proposed Project's water demand is estimated to be 11.24 acre-feet per year. The Project will include four restrooms, four drinking fountains and approximately 5.7 acres of landscaping with water efficient landscaping and irrigation systems. Based on the analysis provided in the WSA, the City of Redlands will be able to meet the increased water demand of approximately 11.24 acre-feet per year through 2035 during normal, single and multiple dry year scenarios through 2035.
- e) **Less Than Significant Impact.** The proposed project's wastewater will be collected and treated by the City of Redlands Wastewater Treatment Plant. The facility has the ability to process 9.5 million gallons of wastewater per day, and is currently processing approximately six million gallons per day. The proposed warehouse facility is not anticipated to create any wastewater that would require construction of new facilities or altered treatment measures that would require additional or revised permits from the RWQCB.
- f) **Less Than Significant Impact.** Various landfills serve the City of Redlands and surrounding areas. According to the California Department of Resources Recycling and Recovery, the California Street Landfill, located approximately 1.2 miles northwest of the site, provided for approximately 90% of the City of Redlands's total disposal by weight in 2010. As of 2010 the landfill had approximately 80% of its total capacity remaining. This landfill and others utilized in the area are expected to have sufficient permitted capacity to accommodate the project's solid waste disposal needs for the foreseeable future.
- g) **Less than Significant Impact.** The proposed project would comply with all federal, state, and local statutes and regulation related to solid waste. The project would consist of short-term construction activities (with short-term waste generation limited to minor quantities of construction debris) and thus would not result in long-term solid waste generation. Solid waste produced during the construction phase of this project would be disposed of in accordance with all applicable statutes and regulations. Accordingly, no significant impacts related to landfill capacity are anticipated from the proposed project.

Therefore, no significant adverse impacts are identified or anticipated 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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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE:

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

SUBSTANTIATION:

- a) **Less than Significant Impact.** The project does not have the potential to significantly degrade the overall quality of the region’s environment, or substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population 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. There are no rare or endangered species or other species of plants or animals or habitat identified by the California Natural Diversity Database (CNDDDB) as being significantly and negatively impacted by this project. There are no identified historic or prehistoric resources identified on this site. If any archaeological or paleontological resources are identified during construction the project, the project is conditioned to stop and identify appropriate authorities, who properly record and/or remove for classification any such finds.
- b) **Less Than Significant Impact.** The project does not have impacts that are individually limited, but cumulatively considerable. The projects in the area to which this project would add cumulative impacts have either existing or planned infrastructure that is sufficient for all planned uses. These sites either are occupied or are capable of absorbing such uses without generating any cumulatively significant impacts. In addition, the analysis in this Initial Study Checklist demonstrated that the project is in compliance with all applicable regional plans including but not limited to, water quality control plan, air quality maintenance plan, and plans or regulations for the reduction of greenhouse gas emissions. Compliance with these regional plans serves to reduce impacts on a regional basis so that the Project would not produce impacts, that considered with the effects of other past, present, and probable future projects, would be cumulatively considerable.
- c) **Less Than Significant Impact With Mitigation Incorporated.** The project will not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly, as there are no such impacts identified by the studies conducted for this project or

identified by review of other sources or by other agencies.

Increases in air quality emissions, noise, and traffic will be created by the implementation of the project. These potential impacts have been thoroughly evaluated and impacts from noise and traffic were determined to be less than significant with adherence to mandatory requirements or construction of improvements identified as Mitigation Measure XVI-1. Mitigation Measure III-1 is required to reduce VOC emissions during construction activities.

Implementation of the mitigation measure and adherence to mandatory requirements and standard conditions will ensure that impacts from the project are neither individually significant nor cumulatively considerable in terms of any adverse affects upon the region.

XIX. MITIGATION MEASURES

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

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

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

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

[Mitigation Measure III-1] General Requirements/Planning

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

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

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

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

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

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

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

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

[Mitigation Measure VIII-1] General Requirement/Planning

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

XVI-1 Regional Transportation Mitigation Fees. This project falls within the Regional Transportation Facilities Mitigation Plan for the Redlands Donut Subarea. This fee shall be paid by a cashier's check to the Department of Public Works Business Office. The Plan fees shall be computed in accordance with the Plan fees in effect as of the date that the building plans are submitted and the building permit is applied for. These fees are subject to change periodically. Currently, the fee is \$0.73 a square foot for High Cube use. The building is 777,620 square feet per the latest site plan dated February 3, 2014. Therefore the total fee is estimated at \$567,663. The current Regional Transportation Fee Plan can be found at the following website:

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

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

XVI-2 Fair Share Fees. A fair share contribution for this project is required and will be based on the fair share percentages calculated in the revised RK Engineering Group traffic study dated February 10, 2014. The necessary improvements at the intersections of SR-210 SB Ramp/Citrus Plaza Drive at San Bernardino Avenue and SR-210 NB Ramp at San Bernardino Avenue were identified in the June 27, 2005 Donut Hole Projects traffic study by Kunzman and Associates. The estimated improvement cost for each intersection was approximately \$1,120,000.

Prior to the issuance of a building permit 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 \$84,480 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
SR-210 SB Ramp/ Citrus Plaza Drive <ul style="list-style-type: none"> • Widen the existing • Construct an eastbound through lane • Construct a westbound through lane • Construct retaining wall 	\$1,120,000	5.6%	\$62,720
SR-210 NB Ramp <ul style="list-style-type: none"> • Widen the existing • Construct an eastbound through lane • Construct a westbound through lane • Construct retaining wall 	\$1,120,000	2.3%	\$25,760
Total			\$84,480

[Mitigation Measure XVI-2] Prior to Building Permit/County Traffic

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