

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:	0292-055-21 and 24
APPLICANT:	Transcoast Financial Inc.
COMMUNITY:	Redlands East Valley Area Plan
LOCATION:	North side of Lugonia Avenue between Alabama Street and Nevada Street P201200086
PROJECT NO:	P201200086
STAFF:	Chris Warrick
REP('S):	Transcoast Financial Inc.
PROPOSAL:	Planned Residential Development that includes a Preliminary and Final Development Plan for a 320 unit Multi-Family Residential project that includes a total of 19 two-story and three-story structures with a recreation center on 12.35 net acres.

USGS Quad: Redlands
T, R, Section: T: 1S R: 3W Sec.20 NE ¼
Thomas Bros.: Page 4958, grids: H1, J1, H2, and J2.

Planning Area: East Valley Planning Area
Land Use Zoning: East Valley/Special Development (EV/SD)

Overlays: AR3

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, Planner
Phone No: (909) 387-4112

Project Sponsor: Transcoast Financial Inc.
8405 Pershing Drive, Suite 301
Playa Del Rey, CA 90293
Phone No: (310) 821-7338

PROJECT DESCRIPTION:

This project consists of a Planned Residential Development that includes a Preliminary and Final Development Plan for the development of a 306 unit multi-family residential project on 12.35 net acres. The project includes 19 structures, consisting of two and three story apartment structures. The floor area of the units ranges from 685 to 1,340 square feet with one, two and three bedroom units. A total of 596 parking spaces are proposed, which includes 300 enclosed garage spaces, 284 open spaces and 12 handicapped accessible spaces. The project includes a 10,534 square foot recreation center with a pool, spa, exercise room, restrooms, and a leasing office. The project also includes open space and recreation areas consisting of landscape courtyards, tot lots with play equipment, picnic and barbeque areas, sand volleyball courts, water features and several outdoor dining areas. Total building coverage is 3.56 acres (29%) and the total impervious area is 8.01 acres (65%). The total landscaped and open space area consists of 4.31 acres, which is 35 percent of the site area. Project development will include half-width improvements to Lugonia Avenue fronting the project and the construction of storm drain improvements in Lugonia Avenue.

ENVIRONMENTAL/EXISTING SITE CONDITIONS:

The subject property is 12.35 acres in size and is located in the unincorporated Community of Redlands, in the East Valley Area Plan. More specifically, the property is located on the north side of Lugonia between Alabama

Street and Nevada Street. The property is generally rectangular and elongated in an east west direction. The natural topography of the site is relatively level, descending gradually from east to west at a slope of approximately 1 percent. The highest point on the site is approximately 1217 above mean sea level (MSL) at the northeast corner, and the lowest point is approximately 1207 MSL along the westerly boundary of the site. The project site is currently vacant, but was occupied by a citrus orchard for several decades. The citrus trees have been removed and the site now contains moderate vegetation consisting of non-native grasses and weeds. The grasses and weeds are periodically removed from the site in compliance with the County Fire Department weed abatement policies. The subject property is located adjacent to an existing commercial retail center to the east and another retail center to the south in the City of Redlands. The adjacent property to the north was recently approved for a 425,000 square foot distribution warehouse facility.

The subject property is currently vacant and no structures exist on-site. The property fronts on Lugonia Avenue, a Major Highway. Lugonia Avenue is partially constructed at the property frontage. The site contains an existing detention basin that serves the existing commercial center to the east.

AREA	EXISTING LAND USE	LAND USE/OVERLAY DISTRICT
Site	Vacant	East Valley/Special Development (EV/SD)
North	Vacant (Planned Warehouse Project Approved By Planning Commission on April 5, 2012)	East Valley/Special Development (EV/SD)
South	Commercial Retail	City of Redlands
East	Commercial Retail	East Valley/Special Development (EV/SD)
West	Vacant	East Valley/Special Development (EV/SD)

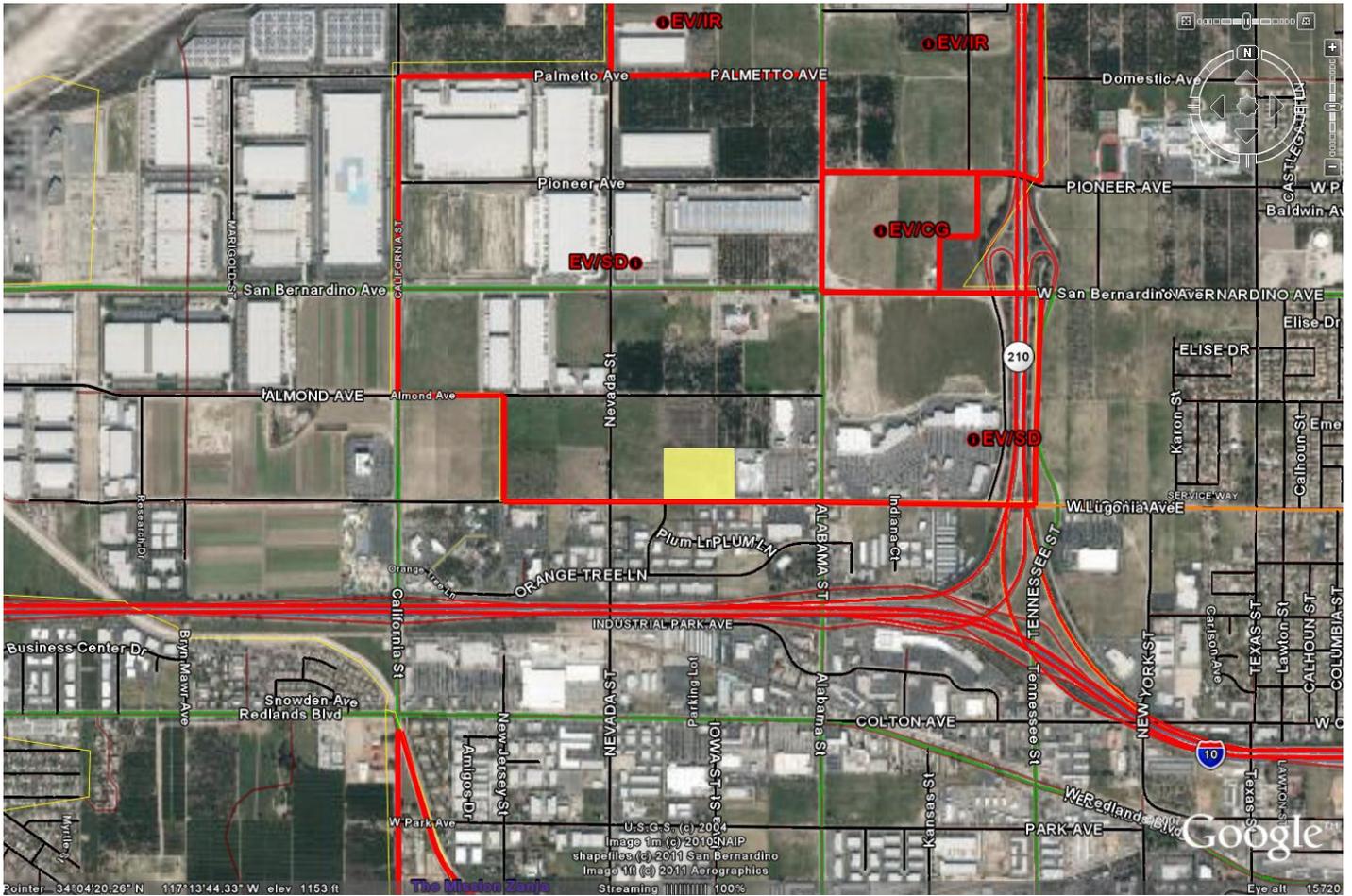
Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):

STATE: Regional Water Quality Control Board (RWQCB) – Santa Ana Region

COUNTY: Land Use Services-Building and Safety/Code Enforcement, County Fire; Public Health-Environmental Health Services (DEHS), Public Works, AND

LOCAL: Local Agency Formation Commission (LAFCO), San Bernardino International Airport Authority (Avigation Easement). Special District CSA 70, Improvement Zone EV-1, City of Redlands by special agreement provides water, sewer, sanitation, police and fire services to this area

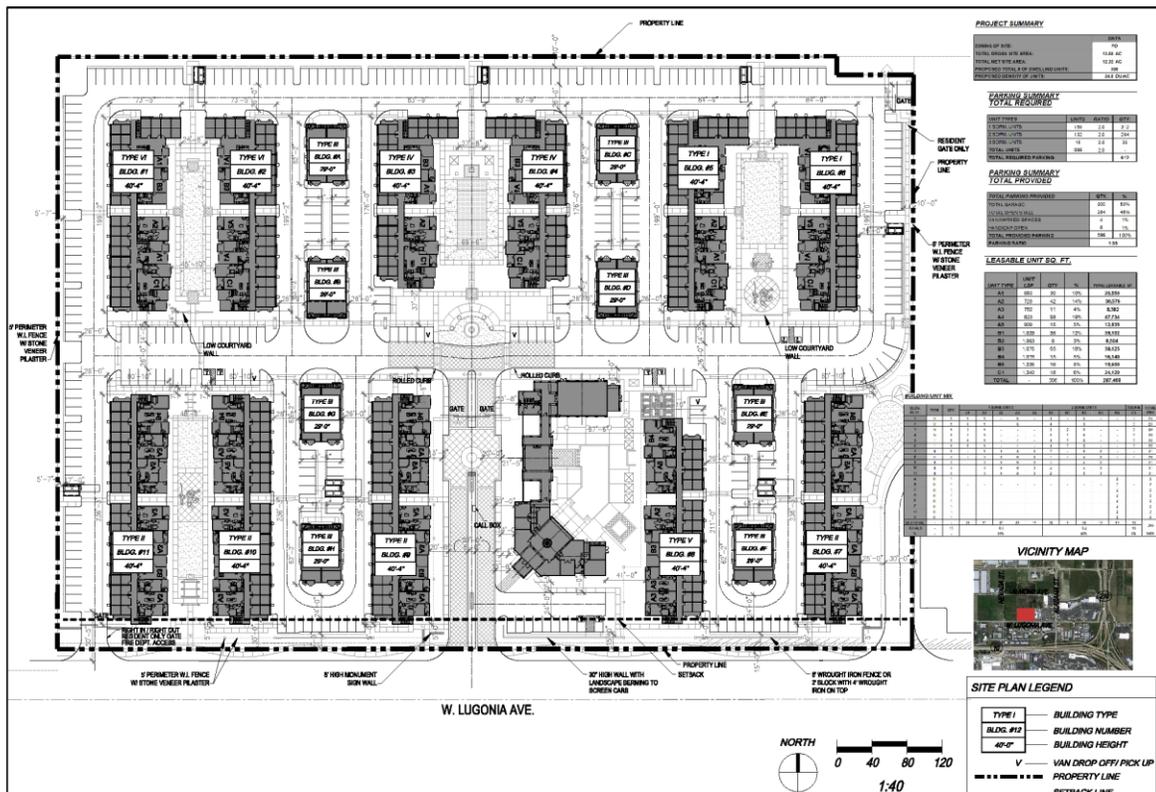
Regional Vicinity Map



Local Vicinity Map



Site Plan Exhibit



PROJECT SUMMARY

PROJECT NAME	UNIVERSITY CROSSINGS
OWNER	TRANSCOAST FINANCIAL INC.
DESIGNER	ARCHITECTS ORANGE
DATE	MARCH 12, 2012

PARKING SUMMARY TOTAL REQUIRED

TYPE	AMOUNT	PERCENT
TYPE I	100	10%
TYPE II	100	10%
TYPE III	100	10%
TYPE IV	100	10%
TYPE V	100	10%
TYPE VI	100	10%
TOTAL	600	60%

PARKING SUMMARY TOTAL PROVIDED

TOTAL PROVIDED	600	60%
TOTAL REQUIRED	600	60%
DIFFERENCE	0	0%

LEASABLE UNIT SQ. FT.

UNIT TYPE	SQ. FT.	PERCENT
TYPE I	100	10%
TYPE II	100	10%
TYPE III	100	10%
TYPE IV	100	10%
TYPE V	100	10%
TYPE VI	100	10%
TOTAL	600	60%

OFFICIAL USE ONLY

APN# 0292-055-21 & 24
 PLANNED DEVELOPMENT FOR MULTI-FAMILY APARTMENTS
 APPLICANT: TRANSCOAST FINANCIAL INC.
 8405 PERSHING DRIVE SUITE #301
 PLAYA DEL REY, CA 90295
 TEL: (310) 871-7538
 ATTN: MICHELLE DAVID
 PLAN PREPARED BY: ARCHITECTS ORANGE
 144 NORTH ORANGE ST., ORANGE, CA 92668
 TEL: (714) 639-8888
 ATTN: SERAVAL MARINELLI



SITE PLAN LEGEND

- TYPE I - BUILDING TYPE
- BLDG. #12 - BUILDING NUMBER
- 40'-0" - BUILDING HEIGHT
- V - VAN DROP OFF/ PICK UP
- PROPERTY LINE
- - - - - SETBACK LINE



UNIVERSITY CROSSINGS COUNTY OF SAN BERNARDINO, CALIFORNIA **ARCHITECTURAL SITE PLAN**

TRANSCOAST FINANCIAL
 8405 PERSHING DRIVE SUITE #301 PLAYA DEL REY, CA 90295

ARCHITECTS ORANGE
 144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92668 (714) 639-8888

A-1
 2011-2012 MARCH 12, 2012

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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:** 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, Planner

Date

Signature: Judy Tatman, Supervising Planner

Date

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
I. AESTHETICS - Would the project				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 <input type="checkbox"/> if project is located within the view-shed of any Scenic Route listed in the General Plan):				

The proposed project is not located within a Scenic Corridor, as designated by the Scenic Corridor Overlay District of the General Plan. The proposed project is consistent with other surrounding development in the area and is architecturally compatible with the visual character of the surrounding urban development.

- I a) **Less than significant.** The project will have a less than significant impact on scenic vistas. The proposed project is located within an area where surrounding lands are already substantially developed. The applicant's Preliminary Development Plan (PDP) proposes complementary architecture and a palette of materials that will further blend the development with the surrounding viewshed. The PDP sets forth standards and guidelines for the development of homes and other improvements within the proposed project.
- I b) **Less than Significant.** The proposed project will not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. The site is not adjacent to a state scenic highway. There are no protected trees, rock outcroppings, or historic buildings on the project site.
- I c) **Less than Significant.** The proposed project will not substantially degrade the existing visual character of the site and its surroundings. The project is consistent with the existing visual character of the area and will incorporate landscaping, screen walls and landscaping for exterior mechanical equipment and parking areas. The subject property is located within an area that is surrounded by existing development, which is primarily commercial development.
- I d) **Less than Significant.** The proposed project will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Lighting proposed on site will be hooded and down-shielded to protect surrounding properties from any resultant glare.

The project is designed to be architecturally compatible with surrounding development. 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 Incorp.</i>	<i>Less than Significant</i>	<i>No Impact</i>
<p>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:</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c) Conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined in Public Resources Code section 4526) or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d) Result in the loss of forest land or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

The proposed project is not located on Important Farmland, as mapped by the State of California. The site was once occupied by a citrus orchard, although all citrus trees have been removed and the site is now vacant and contains moderate vegetation cover consisting of non-native grasses and weeds. The site is located in an area that is considered urbanizing and is not located in an Agricultural Preserve area.

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- II a) **Less than Significant.** 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.
- II b) **No Impact.** The subject property is not designated or zoned for agricultural use and the proposed project does not conflict with any agricultural land use or Williamson Act land conservation contract.
- II c) **No Impact.** The subject property is not forest land or timberland, and the project does not propose re-zoning.
- II d) **No Impact.** The subject property is not forest land.
- II e) **Less than Significant.** The proposed project will not involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to a non-agricultural use because, although the project involves the development of a multi-family residential project, the site is currently not used for agricultural purposes. The subject property, and surrounding areas, are planned for urban uses pursuant to the East Valley Area Plan and is not zoned for agricultural use. Impacts are considered less than significant.

The site is not located on forest land, nor on farmland that is important to agricultural resources. No significant adverse impacts are identified or anticipated. Therefore, no mitigation measures are required.

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

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

An Air Quality Impact Analysis of this project was prepared by Urban Crossroads, March 5, 2012.

III a) **Less than Significant.** The proposed project does not conflict with or obstruct implementation of the applicable air quality plan. The Air Quality Management Plan (AQMP) for the South Coast Air Basin (SCAB) sets forth a comprehensive program designed to lead the SCAB into compliance with all federal and state air quality standards. The AQMP control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, conformance with the AQMP for development projects is determined by demonstrating compliance with local land use plans and/or population projections. Based on the Air Quality Impact Analysis prepared by Urban Crossroads for this project, the proposed Project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. Additionally, operational emissions will not be generated in excess of SCAQMD's regional threshold criteria. The proposed project will not exceed the assumptions in the AQMP. The Project will not exceed any applicable numeric thresholds established by the SCAQMD on a local or regional level. Additionally, the Project provides a residential land use in close proximity to existing commercial development and further promotes a mixed use atmosphere which will reduce trips and vehicle miles traveled. Since the Project satisfies

both of the two aforementioned criteria for determining consistency, Project Impacts are expected to be less than significant.

III b) **Less than significant with Mitigation Incorporated.** The proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Air quality impacts would include construction exhaust emissions generated from construction equipment, vegetation clearing and earth moving activities (if necessary), construction workers' commute, and construction material hauling for the entire construction period. These activities would involve the use of diesel and gasoline-powered equipment that would generate emissions of criteria pollutants such as Carbon Monoxide (CO), Nitrogen Oxides (NO_x), Reactive Organic Gases (ROG) or Volatile Organic Compounds (VOC), Sulfur Oxides (SO_x), Particulate Matter less than 10 microns (PM₁₀), and Particulate Matter less than 2.5 microns (PM_{2.5}). The project construction activities also represent sources of vehicle re-entrained fugitive dust (which includes PM₁₀), a potential concern because the proposed project is in a non-attainment area for ozone and PM-10.

The South Coast Air Quality Management District (SCAQMD) has developed regional and localized significance thresholds for regulated pollutants. The significance thresholds for pollutants associated with project construction and the estimated emissions for the proposed project are summarized in Table 3-3 from the Air Quality Analysis. Based on the data provided in the air quality analysis, without mitigation the construction emissions of the project would not exceed the SCAQMD thresholds for significance during construction activities. All other short-term emissions associated with construction activities, of all criteria pollutants, are estimated to be below the SCAQMD regional and localized thresholds of significance, as illustrated in the following Table 3-3 from the Urban Crossroads Air Quality Analysis:

**TABLE 3-3 EMISSIONS SUMMARY OF OVERALL CONSTRUCTION
 (MAXIMUM DAILY EMISSIONS) (WITHOUT MITIGATION)**

Year	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2012	37.77	88.65	65.31	0.12	22.62	14.22
2013	36.95	52.57	61.48	0.12	10.02	3.42
Maximum Daily Emissions	37.77	88.65	65.31	0.12	22.62	14.22
SCAQMD Regional Threshold	75	100	550	150	150	55
Significant?	NO	NO	NO	NO	NO	NO

Urban Crossroads

The impacts without mitigation do not take credit for reductions achieved through best management practices (BMPs) and standard regulatory requirements (SCAQMD's Rule 403). Although SCAQMD's Rule 403 is a project requirement, in order to facilitate monitoring and compliance, Rule 403 requirements are restated as recommended mitigation measure (MM) III-1.

The estimated maximum daily operational emissions of the project and the related SCAQMD thresholds of significance are summarized in Table 3-4 of the Air Quality Analysis. The primary source of operational emissions would be motor vehicles. Other sources include combustion emissions from natural gas and electricity use, landscaping equipment, and use of other consumer products. Long-term emissions of all criteria pollutants are projected to fall below the SCAQMD significance thresholds in both winter and summer during project operation. Since the project emissions are mainly from mobile sources, according to SCAQMD localized significance threshold methodology, no localized significance threshold analysis is required.

TABLE 3-4
SUMMARY OF PEAK OPERATIONAL EMISSIONS (SUMMER)
(POUNDS PER DAY) (WITHOUT MITIGATION)

Operational Activities	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Source Emissions ^a	14.50	0.32	27.46	0	0.15	0.15
Energy Source Emissions ^b	0.14	1.24	0.53	0.01	0.10	0.10
Mobile Emissions ^c	14.08	38.42	137.30	0.24	26.87	2.41
Maximum Daily Emissions	28.72	39.98	165.29	0.22	27.12	2.66
SCAQMD Regional Threshold	55	55	550	150	150	55
Significant?	NO	NO	NO	NO	NO	NO

SUMMARY OF PEAK OPERATIONAL EMISSIONS (WINTER)
(POUNDS PER DAY) (WITHOUT MITIGATION)

Operational Activities	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Source Emissions ^a	14.50	0.32	27.46	0	0.15	0.15
Energy Source Emissions ^b	0.14	1.24	0.53	0.01	0.10	0.10
Mobile Emissions ^c	13.87	40.60	126.69	0.21	26.89	2.43
Maximum Daily Emissions	28.51	42.16	154.68	0.22	27.14	2.68
SCAQMD Regional Threshold	55	55	550	150	150	55
Significant?	NO	NO	NO	NO	NO	NO

Note: Please refer to Appendix A for the CalEEMod™ output files and additional supporting information for the estimated emissions.

^a Includes emissions of landscape maintenance equipment and architectural coatings emissions

^b Includes emissions of natural gas consumption

^c Includes emissions of vehicle emissions and fugitive dust related to vehicular travel

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

- III c) **Less than Significant.** The Project area is designated as an extreme non-attainment area for ozone, and a non-attainment area for PM10 and PM2.5. Germane to this non-attainment status, the Project-specific evaluation of emissions demonstrates that the Project will not exceed any applicable thresholds which are designed to assist the region in attaining the applicable state and national ambient air quality standards. The Project will be required to comply with SCAQMD's Rule 403 (fugitive dust control) during construction, as well as all other adopted AQMP emissions control measures and the Air Quality dust control plan required as a mitigation measure. Per SCAQMD rule and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements would also be imposed on all projects Basin-wide, which would include all related projects. As such, cumulative impacts with respect to criteria pollutant emissions of the proposed project would be less than significant.

III d) **Less than Significant with Mitigation Incorporated.** The potential impact of Project-generated air pollutant emissions at sensitive receptor locations has also been considered in the Air Quality Analysis. Sensitive receptors can include uses such as long term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, child care centers, and athletic facilities can also be considered as sensitive receptors. Potential sensitive receptors in the Project vicinity include existing residences and schools that may be located in close proximity to the Project site. The nearest sensitive receptor to the project site is an outpatient surgery center, approximately 1,100 feet to the west of the site, on the south side of Lugonia Avenue.

The SCAQMD has developed Localized Significance Thresholds (LST) to account for ambient air quality conditions and potential effects on sensitive receptors in the local area. For conservative analysis purposes, the Air Quality Analysis assumes sensitive receptors placed at a distance of 50 meters (approximately 164 feet) from the Project boundary. Results of the LST analysis indicate that the proposed Project will not exceed the SCAQMD localized significance thresholds during construction activity, with mitigation incorporated, as illustrated in Table 3-5:

TABLE 3-5

LOCALIZED SIGNIFICANCE SUMMARY CONSTRUCTION (WITHOUT MITIGATION)

Activity	NO _x	CO	PM ₁₀	PM _{2.5}
2012	88.65	65.31	22.62	14.22
2013	52.57	61.48	10.02	3.42
Maximum Daily Emissions	88.65	65.31	22.62	14.22
SCAQMD Localized Threshold	268	2,497	35	10
Significant?	NO	NO	YES	YES

NOTE: PLEASE REFER TO ATTACHMENT "A" FOR CALFEEMOD™ OUTPUT FILES FOR THE ESTIMATED EMISSIONS.

TABLE 3-6

LOCALIZED SIGNIFICANCE SUMMARY CONSTRUCTION (WITH MITIGATION)

Activity	NO _x	CO	PM ₁₀	PM _{2.5}
2012	88.65	65.31	11.60	8.16
2013	52.57	61.48	10.02	3.42
Maximum Daily Emissions	88.65	65.31	11.60	8.16
SCAQMD Localized Threshold	268	2,497	35	10
Significant?	NO	NO	NO	NO

Urban Crossroads

CO emissions exceedances caused by idling vehicles, referred to as CO "hotspots" result from excessive idling at intersections attributable to the delay the project traffic causes at intersections impacted by project traffic. The traffic analysis of the proposed Project does not identify an intersection impact requiring a hotspot analysis. Therefore, with proposed mitigation, a less than significant impact to sensitive receptors is expected during operations.

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

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.

The project will be subject to air quality regulations implemented by the South Coast Air Quality Management District (SCAQMD), notably the nuisance and dust control regulations of SCAQMD Rules 402 and 403. In addition to these requirements, the following mitigation measures are recommended to reduce potential impacts of the project:

MM# Mitigation Measures

- III-1 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 three times each day during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.*
 - b) *The contractor shall ensure that traffic speeds on unpaved roads and the project site areas are reduced to 15 miles per hour or less to reduce PM10 and PM2.5 fugitive dust haul road emissions.*
 - c) *Any portion of the site to be graded shall be pre-watered to a depth of three feet prior to the onset of grading activities.*
 - d) *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.*
 - e) *Any area that will remain undeveloped for a period of more than 30 days shall be stabilized using either chemical stabilizers and/or a desert wildflower mix hydroseed on the affected portion of the site.*
 - f) *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.*
 - g) *Imported fill and exported excess cut shall be adequately watered prior to transport, covered during transport, and watered prior to unloading on the project site.*
 - h) *Storm water control systems shall be installed to prevent off-site mud deposition.*
 - i) *All trucks hauling dirt away from the site shall be covered.*
 - j) *Construction vehicle tires shall be washed, prior to leaving the project site.*
 - k) *Rumble plates shall be installed at construction exits from dirt driveways.*

- l) Paved access driveways and streets shall be washed and swept daily when there are visible signs of dirt track-out.*
 - m) Street sweeping shall be conducted daily when visible soil accumulations occur along site access roadways to remove dirt dropped or tracked-out by construction vehicles. Site access driveways and adjacent streets shall be washed daily, if there are visible signs of any dirt track-out at the conclusion of any workday and after street sweeping.*
- [Mitigation Measure III-1] Prior to Grading Permits/Planning*

<i>ISSUES</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorp.</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 checked="" type="checkbox"/>	<input 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):

The proposed project is not on the Biotic Resources Overlay Map of the County General Plan. The site was once occupied by a citrus orchard, although all citrus trees have been removed and the site is now vacant and contains moderate vegetation cover consisting of non-native grasses and weeds.

IV a) **Less than significant.** According to the CNDDDB, several State and/or Federally-listed Endangered or Threatened plant species are known to occur in the region; however, these species occur in chaparral or marsh habitats that are not present on the site. No habitat for sensitive species occurs on the project site, due to the continuous ground disturbance from previous agricultural use and the current/recent weed abatement activities. Impacts are considered less than significant.

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- IV 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. There is no blue line stream, nor any surface waters on the project site. The ruderal plant community that has established on site after removal of the citrus orchard is not a sensitive plant community.
- IV c) **No Impact.** This project will not 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, because there are no identified wetlands or streambeds on the project site.
- IV d) **No Impact.** This project will not 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, because there are no such corridors or nursery sites within or near the project site. Surrounding properties are substantially developed with commercial or industrial land uses. The few remaining vacant properties do not provide connectivity to open space that supports wildlife movement.
- IV e) **Less than significant.** There are no local policies or ordinances protecting biological resources that are applicable to the proposed project site. The site is not located within the Biotic Resources Overlay District of the County General Plan. Therefore, development of the proposed project would not conflict with local policies or ordinances protecting biotic resources.
- IV f) **No Impact.** The project area is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. There would be no take of critical habitat and, therefore, no land use conflict with existing management plans would occur.

Due to the disturbed condition of the site and its location in an urbanizing are, no significant adverse impacts are identified or anticipated. Therefore, no mitigation measures are required.

<i>ISSUES</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorp.</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):

The proposed project is not located in a Cultural or Paleontological Resources Overlay area, as determined in cooperation with the County Museum. A Cultural Resources Assessment was prepared for this area by LSA Associates, Inc. on June 25, 2004.

- V a) **Less Than Significant.** There are no known historic resources on the project site. The Cultural Resources Assessment prepared by LSA Associates, Inc. and the associated field survey conducted for the area identified two previously unrecorded historic resources: A 1922 Craftsman ranch house located at the northeast corner of Lugonia Ave. and Nevada Street, an historic structure near the northwest corner of Lugonia and Alabama, and a concrete standpipe irrigation system located on the adjacent property to the north. These resources do not appear to be historical resources under CEQA. The historic structure at the northwest corner of Lugonia and Alabama has been removed and displaced with the construction of the Town Center Retail Center. The historic house at the northwest corner of Lugonia and Nevada was removed sometime within the last 10 years. Due to the potential for buried historic deposits associated with the historic residence, LSA recommended monitoring of all earthmoving activities within 200 feet of the location of the historic house. The project site is approximately 600 feet from the former location of the historic house, so no monitoring is recommended during earthmoving activities. Therefore, development of the subject property is not expected to result in any adverse impacts to historical or archaeological resources.
- V b) **Less than Significant.** This project will not cause a substantial adverse change in the significance of an archeological resource, because no resources have been identified on the site. To further reduce the potential for impacts, a standard condition of approval will be applied to the project, which requires the developer to contact the County Museum for a determination of appropriate measures if any finds are made during project construction.
- V c) **Less than Significant.** This project is not expected to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, because no resources have been identified in the cultural resources survey of the site. Furthermore, the alluvial soils in the area provide a low potential for discovery of paleontological resources. The standard condition mentioned above in V b will further reduce the potential for impacts. if anything should be found during project construction.

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

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 Incorp.</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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 181-B of the California Building Code (2001) creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

A Geotechnical Engineering Investigation was prepared for this project by Krazan & Associates, Inc., February 27, 2012. This project is not located in a Geologic Hazard (GH) Overlay District, as defined in the County General Plan.

VI a) **i) Less than Significant.** A Geotechnical Investigation was prepared by Krazan & Landmark Consultants, Inc. in order to identify the site's geotechnical conditions. The study determined that the project site does not lie within a State of California Alquist-Priolo Earthquake Fault Zone. The potential for a surface fault rupture within the project boundary is considered unlikely since the USGS and CDMG fault lines are well delineated and do not intersect with the project site nor are they inferred by patterns of area faulting. The subject property is located in proximity to a number of faults and has the potential to be subject to severe ground shaking. The closest significant active fault is the San Jacinto-San Bernardino fault zone (Type B Fault), which is approximately 4 miles

away. The nearest Type A fault is the San Andreas-Southern fault zone, which is approximately 5.5 miles away. While the potential for onsite ground rupture cannot be totally discounted the likelihood of such an occurrence is considered low due to the absence of known faults within the site.

ii) Less than Significant. The subject site is within an area that is subject to strong earthquakes due to its location to the San Andres fault. The site is located within Seismic Zone IV. Structures within this zone must meet the minimum design standards to allow a structure to remain standing after a seismic event. Further the primary purpose for earthquake design standards is to safeguard against major structural failures and loss of life, not to limit damage or maintain function. Accordingly, significant damage to structures may be unavoidable during large earthquakes. However, the proposed structures will, be designed to resist structural collapse and thereby provide reasonable protection from serious injury, catastrophic property damage and loss of life. With compliance with the UBC, impacts are considered less than significant.

iii) Less than Significant. The project site is expected to experience earthquake activity that is typical of the Southern California area. The potential for liquefaction at this site is considered to be very low due to the regional depth of groundwater in excess of 50 feet. Additionally, the site is beyond the limits of the liquefaction zone for the aforementioned earthquake faults. Therefore, based on the geotechnical investigation, impacts from liquefaction are considered less than significant.

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

VI b) **Less Than Significant.** 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 Regional Water Quality Control Board (RWQCB) under its administration of the State's General Construction Permit, and the County of San Bernardino Public Works Department through its Storm Water Management Program. Implementation of requirements under SCAQMD Rule 403 and the project dust control mitigation plan 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. Typical BMPs include use of soil binders, mulch, silt fencing, gravel bag berming, fiber rolls and other similar techniques of soil stabilization and sediment control.

VI c) **Less Than Significant with Mitigation.** The subject property is not located in an area that is geologically unstable or would become unstable as a result of development. As mentioned above, it is unlikely that a landslide, lateral spreading, subsidence, liquefaction or collapse would occur onsite or in the project vicinity. The proposed project will include the development of manufactured slopes, which may be subject to lateral stresses in the event of a nearby earthquake. The geotechnical study prepared for the project by Krazan & Associates sets forth recommendations for grading and site engineering, to mitigate the potential for slope instability and excessive settlement due to collapsible soils. Implementation of the Krazan & Associates recommendations in the preparation and review of grading plans is recommended as a mitigation measure.

- VI d) **No Impact.** The project site is not located in an area that has been identified by the County Building and Safety Geologist as having the potential for expansive soils.
- VI 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.

The Geotechnical Engineering Investigation Report prepared for the project identifies potentially significant impacts related to stability of manufactured slopes. The following mitigation measure is required to reduce potential impacts to a level below significant.

MM# Mitigation Measures

- VI-1 Slope Stability Design Measures. The design and construction recommendations in the February 2012 Geotechnical Engineering Investigation Report prepared by Krazan & Associates shall be implemented in the preparation and review of grading plans and in shall be confirmed during inspection of grading and construction activities on the project site.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorp.</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 Greenhouse Gas Analysis and San Bernardino County Screening Table Evaluation was prepared for this project by Urban Crossroads, March 5, 2012.

VII a) **Less than Significant.** The County's Greenhouse Gas Emissions Reduction Plan (GHG Plan) was adopted on December 6, 2011 and became effective on January 6, 2012. The GHG Plan establishes a GHG emissions reduction target for the year 2020 that is 15 percent below 2007 emissions. The Plan is consistent with AB 32 and sets the County on a path to achieve a more substantial long-term reduction 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), which required 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 a project's GHG emissions and adopt feasible mitigation to reduce project emissions below a level of significance. A review standard of 3,000 metric tons of carbon dioxide equivalent (MTCO_{2e}) per year is used to identify and mitigate project emissions. Based on the CalEEMod statistical analysis, multi-family residential projects with more than 85 units typically generate more than 3,000 MTCO_{2e}. For projects exceeding 3,000 MTCO_{2e} per year of GHG emissions, the developer may use the GHG Plan Screening Tables as a tool to assist with calculating GHG reduction measures and the determination of a significance finding. Projects that garner 100 or more points on 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 has garnered 101 points on the Screening Tables through the application of Building Energy Reduction Measures by 1) exceeding energy efficiency standards in Title 24 of the Building Code by 20%, 2) utilizing high-efficiency lighting fixtures and appliances, 3) eliminating turf from the project landscaping, 4) providing pedestrian linkages to nearby commercial uses, 5) improving bicycle linkages between the site and other land uses, 6) recycling 10% of construction waste in lieu of the required 2%, and 6) providing composting bins for all residential units. The project design also provides solar ready roofs. The project is 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 are included in the project design, and will be included as conditions of approval.

- VII b) **Less than Significant.** 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 and potential impacts are expected to be less than significant.

Project design features selected from the GHG Plan Screening Tables will ensure that impacts of the project related to Greenhouse Gas emissions will be less than significant. These project design elements will be documented in the conditions of approval. Therefore, no mitigation measures are required.

<i>ISSUES</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorp.</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 checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:

VII a) **Less Than Significant.** The planned land uses on the subject property are limited to open space and multi-family residential uses, neither of which generate hazardous or toxic materials that will require routine transport, use, or disposal. Onsite hazardous waste generation will be limited to household hazardous wastes (batteries, light bulbs, appliances).

- VIII b) **Less than Significant.** The project will not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, because any proposed use or construction activity that might use hazardous materials is subject to permit and inspection by the Hazardous Materials Division of the County Fire Department.
- VIII c) **Less than Significant.** The future occupants of the proposed facilities will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, because the project does not propose the use of hazardous materials. In addition, all existing and proposed schools are more than one-quarter mile from the project site.
- VIII d) **Less than Significant.** The project site is not located on a known site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. This has been confirmed by a query of the Envirostar on-line database. No features or elements of the proposed project would create a significant hazard to the public or the environment. No impacts related to hazardous materials can be anticipated as a result of implementing the proposed project and, therefore, no mitigation measures are required.
- VIII e) **Less than Significant with Mitigation Incorporated.** The project site is approximately 1.5 miles south of the San Bernardino International Airport (SBIA) (formerly Norton Air Force Base) which means the site is within the Airport Influence Area of the SBIA. For most civilian airports this distance equals 9,000 feet from the runway primary surface. Residents of 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. An Airport Comprehensive Land Use Plan (ACLUP) has not been adopted for the SBIA, but is in preparation. Pending adoption of the ACLUP, project plans are referred to SBIA staff for compatibility reviews utilizing the Airport Layout Plan. The proposed structure height of 40.5 feet does not conflict with any height restrictions required for safe airport operations. Mitigation measures are proposed to ensure compatibility with operations of SBIA.

Outside of the San Bernardino International Airport Influence Area the closest airstrip is Redlands Municipal Airport located approximately 3.5 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 of the County Development Code.

- VIII 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.
- VIII g) **Less than Significant.** 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 Lugonia Avenue, Alabama Street and Nevada Street.
- VIII h) **No Impact.** The project will not expose people or structures to a significant risk of loss, injury or death involving wildland fires, because there are no wildlands adjacent to this site. The project site is in an urban area and is not located in a fire safety overlay district. Therefore, it is not adjacent to wildlands or near the wildlands/urban interface, and will not expose people, structures or infrastructure to risks of wildland fires.

Possible significant adverse impacts related to airport compatibility 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. (to be confirmed prior to issuance of building permits)*
 - b) *Vegetation shall be maintained not to exceed the height limitations established in Federal Aviation Regulations (FAR) Part 77, unless otherwise provided by Form 7460-1)*
 - 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 Incorp.</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 off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including 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):

A Hydrology and Hydraulics Report and a preliminary Water Quality Management Plan (WQMP) were prepared for this project by Engineering Solutions, March 2012, and February 2012, respectively. The project is not located in a Flood Hazard Overlay District, as defined by the General Plan, or in a Flood Zone, as mapped by FEMA.

- IX a) **Less Than Significant.** The project will not violate any water quality standards or waste discharge requirements, because a Preliminary Water Quality Management Plan (WQMP) has been prepared and approved by the County Public Works Department. The site contains an existing detention/retention basin that accepts storm drainage flows from the adjacent development to the east. Flows from the existing basin are released into a storm drain pipe in Lugonia Avenue. The existing basin will be removed with the development of the project and all storm drain flows from the proposed project and the adjacent property to the east will be conveyed to the Lugonia Avenue storm drain pipe. Sections of this storm drain pipe, which will be constructed in Lugonia Avenue, extending in a westerly direction, downstream from the project, will be constructed by the project developer in order to provide a full drainage connection to the Mission Channel. The developer may receive a partial reimbursement of the storm drain cost on a fair share basis from future developers in the area.

This project will also include the construction of six water quality basins, of which, five of the basins are typical infiltration trenches of varying depths and are provided only for water quality and not for flood control purposes. The sixth water quality basin will be composed of underground chambers, in the form of large diameter pipe. All of these features have been incorporated in the project site design, including the site plan and preliminary landscape plan. The Final WQMP is required prior to issuance of a grading permit. County Public Works has reviewed the Preliminary Water Quality Management Plan and Hydrology Study for this project and has determined that all necessary drainage improvements, both on and off site, have been included in the project design or are required as conditions of project construction.

The project will be served by the City of Redlands, an established water and wastewater purveyor that is subject to independent regulation by local and state agencies that ensure compliance with both water quality and waste discharge requirements.

- IX b) **Less Than Significant.** 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. The site plan retains 35% of the site area as pervious surfaces, with several infiltration features that will maximize on-site infiltration and groundwater recharge. The project is served by an existing water purveyor, the City of Redlands that has indicated that there is currently sufficient capacity in the existing water system to serve the anticipated needs of this project, in conformance with the City's urban water management plan.
- IX c) **Less Than Significant.** 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. The project does not propose any substantial alteration to a drainage pattern. There is no stream or river on the site or in the vicinity that would be affected by construction of the project. The project is required to submit and implement an erosion control plan, and construction will be subject to a Storm Water Pollution Protection Plan (SWPPP) to ensure that no erosion or sedimentation will result from the project.
- IX d) **Less Than Significant.** The project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or

off-site, because the project does not propose any substantial alteration to a drainage pattern, stream or river. The site contains an existing detention/retention basin that accepts storm drainage flows from the adjacent development to the east. Flows from the existing basin are released into a storm drain pipe in Lugonia Avenue. The existing basin will be removed with the development of the project and all storm drain flows from the proposed project and the adjacent property to the east will be conveyed to the Lugonia Avenue storm drain pipe. Sections of this storm drain pipe downstream from the project will be constructed by the project developer in order to provide a full drainage connection to the Mission Channel. The developer may receive a partial reimbursement of the storm drain cost on a fair share basis from future developers in the area. County Public Works has reviewed the Preliminary Water Quality Management Plan and Hydrology Study for this project and has determined that all necessary drainage improvements, both on and off site, have been included in the project design, such that the quantity of runoff from the project site after development will not exceed the existing condition.

- IXI e) **Less Than Significant.** The project will not create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff, because County Public Works has reviewed the proposed project hydrology and hydraulic study and has determined that the proposed systems are adequate to handle the anticipated flows. All necessary drainage improvements both on and off site will be required as conditions of the construction of the project, and will be subject to the same dust control measures, Best Management Practices for water quality and other standards and requirements that apply to on-site construction. There will be adequate capacity in the local and regional drainage systems so that downstream properties are not negatively impacted by any increases or changes in volume, velocity or direction of storm water flows originating from or altered by the project.
- IX f) **Less Than Significant.** The proposed project would not otherwise substantially degrade water quality because appropriate measures relating to water quality protection, including erosion control measures have been required.
- IX g) **No Impact.** The project will not place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, because The subject property is not mapped as occurring within a flood hazard zone.
- IX h) **No Impact.** The project will not place within a 100-year flood hazard area structures which would impede or redirect flood flows, because the site is not located within a 100-year flood hazard area and any area identified as being potentially affected by a 100-year storm the structures will be subject to a flood hazard review and will be required to be elevated a minimum of one foot above the base flood elevation.
- IX i) **No Impact.** The project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, because the project site is not within any identified path of a potential inundation flow that might result in the event of a dam or levee failure or that might occur from a river, stream, lake or sheet flow situation. This project is not located in the inundation area of the Seven Oaks dam.
- IX j) **No Impact.** The project will not be impacted by inundation by seiche, tsunami, or mudflow, because the project is not adjacent to any body of water that has the potential of seiche or tsunami nor is the project site in the path of any potential mudflow.

No significant adverse impacts related to hydrology and water quality are identified or anticipated. Therefore, no mitigation measures are required.

<i>ISSUES</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorp.</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

X a) **No Impact.** The proposed project will not physically divide an established community, because the proposed multi-family residential project is located in an urbanizing area planned for a mix of commercial, industrial and residential land uses. The project is located in the Special Development (SD) land use zoning district of the East Valley Area Plan (EVAP), which is intended to allow a mix of residential, commercial, and/or manufacturing activities that maximize the utilization of natural as well as man-made resources. Multi-family residential projects are permitted in the SD District subject to approval of a Planned Development providing adequate buffering from existing commercial and warehouse projects in the area, and ensuring that the project is provided with adequate amenities and infrastructure improvements.

In addition, the project provides greater connectivity between the existing community and uses by placing residential uses within walking and biking distance of local retail uses and employers. This also helps to reduce vehicle trips and vehicle miles traveled. The project site is located adjacent to a regional retail shopping district, and approximately 2 miles from ESRI, a major employer in the area. The proposed project is sited and designed to enhance and be integrated with an established community.

X b) **Less Than Significant.** The project will not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect, because the project is consistent with all applicable land use policies and regulations of the County Development Code, General Plan and the East Valley Area Plan. The project will comply with all hazard protection, resource preservation and land use modifying Overlay District regulations. The project site is designated as EV/SD (East Valley Area Plan/Special Development) and the proposed use is consistent with that designation, subject to the preparation and approval of a Planned Development application, as proposed.

X-c) **No Impact.** The proposed project does not conflict with any applicable habitat conservation plans or natural community conservation plans. No such plan exists in the area.

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

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

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

XI a) **No Impact.** The project will not result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state, because there are no identified important mineral resources on the project site and the site is not within a Mineral Resource Zone Overlay. Additionally, mineral extraction would be incompatible with existing and planned land uses in the area.

XI b) **No 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 there are no identified locally important mineral resources on the project site. The underlying soils in the area could be recovered, but the surrounding area has already been developed with primarily commercial and industrial uses and it is impractical to recover those resources. As such the area has not been identified as a locally important mineral 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 Incorp.</i>	<i>Less than Significant</i>	<i>No Impact</i>
XII. NOISE - Would the project:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, 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 a Noise Hazard (NH) Overlay District and is not subject to severe noise levels according to the County General Plan Noise Element. A Noise Impact Analysis was prepared for this project by Urban Crossroads, March 9, 2012.

XII a) **Less Than Significant with Mitigation Incorporated.** A noise impact analysis was prepared by Urban Crossroads to determine the noise exposure that may impact the proposed University Crossings Project. The purpose of the on-site noise impact analysis is to demonstrate compliance with the County of San Bernardino's criteria for residential development. In addition, this analysis provides specific noise mitigation measures to ensure that the noise levels achieve the required County standards.

Table 9-1 below presents a summary of future exterior noise level impacts at the building façade for the University Crossing Project. The estimated noise levels at the building façade represent the worst-case combined noise level impacts from Lugonia Avenue and the I-10 Freeway. The on-site traffic noise level impacts indicate that the apartment units will experience long-range Year 2035 unmitigated exterior noise levels approaching 70 dBA CNEL. The on-site exterior noise analysis calculations are provided in Appendix 9.1. of the noise impact analysis.

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

**Table 9-1
 On-Site Traffic Noise Level Impacts (dBA CNEL)¹**

Roadway	Distance from Noise Source (ft.)	Noise Level at façade	Interior Noise Level for Windows		Required Interior Noise Reduction
			Open ²	Closed ³	
Lugonia Ave.	60	68.9	56.9	43.9	23.9
I-10 Freeway	1420	63.7	51.7	38.7	18.7
Combined Exterior Level		70.0	58.0	45.0	25.0

¹ Estimated exterior noise level impacts at building façade.

² A minimum of 12 dBA noise reduction is assumed with a windows open condition

³ A minimum of 25 dBA noise reduction is assumed with a windows closed condition and standard dual-glazed windows with a minimum STC (Sound Transmission Class) rating of 26.

To comply with performance standards of the County Development Code, the exterior noise levels from Lugonia Avenue and I-10 shall be reduced from 70 dBA to 65 dBA with the application of exterior walls, landscaping, landscape berms, or building placement that restricts the noise levels produced from these roadways. Prior to the issuance of building permits, the applicant shall be required to submit a project specific acoustical analysis that shows how the noise levels of the exterior public areas throughout the project have been reduced to a maximum of 65 dBA. In order reduce the impacts of noise associated with the proposed adjacent warehouse project, an 8-foot high block wall and an enhanced landscape buffer are proposed to be constructed on the northerly property line, subject to confirmation by project-specific acoustic analyses of both projects.

As shown on Table 9-1, an interior noise level reduction of approximately 25.0 dBA CNEL is required to satisfy the County of San Bernardino 45 dBA CNEL interior noise standard. The interior noise level is the difference between the predicted exterior noise level at the building facade and the noise reduction of the structure. Typical building construction will provide a noise reduction of approximately 12 dBA with "windows open" and a minimum 25 dBA noise reduction with "windows closed". The expected exterior noise levels will trigger a windows closed condition requiring each unit to include a means of mechanical ventilation (e.g. air conditioning), in combination with standard building construction that includes dual-glazed windows. In addition, units facing Lugonia Avenue and the adjacent (proposed) warehouse project to the north will require upgraded dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26. Prior to the issuance of building permits, the applicant shall be required to submit a project specific acoustical analysis that shows how the interior noise levels have been reduced to 45 dBA for all units facing Lugonia Avenue and the adjacent warehouse project to the north.

- XII b) **Less Than Significant with Mitigation Incorporated.** Construction activities may result in short term impacts to the noise environment including groundbourne vibration and noise. Potential impacts to noise will be short term during construction and will end once the project is operational. At buildout the project is not expected to generate groundbourne vibration or noise that is excessive. Short-term impacts associated with construction will be limited to the greatest extent practicable with the implementation of the mitigation measures outlined below.

- XII c) **Less Than Significant.** A noise impact analysis was prepared by Urban Crossroads, which acknowledged that the traffic associated with future operations of the proposed Project could potentially cause off-site noise impacts to surrounding off-site noise-sensitive uses. The surrounding off-site land uses consist of a mixture of commercial, warehouses and undeveloped open land. To assess the off-site traffic-related noise level impacts associated with the Project, the CNEL levels at a distance of 100 feet from the traffic study area roadway segments were developed for existing, Year 2014 and Year 2035 conditions.

Based on the traffic noise analysis significance threshold of 3.0 dBA for all project-related traffic noise level increases where the resulting noise levels would be in excess of 60 dBA, as described in Section 5.0 of the noise impact analysis, no significant off-site traffic noise impacts would be created by the Project. Actual maximum noise level increases are projected at 0.4 dBA CNEL.

Consequently, the Project's traffic noise impacts on the surrounding communities will be less than significant. This analysis shows that the Project will not create a substantial permanent increase in traffic-related noise levels or expose persons to noise levels in excess of the exterior noise level standards established by the County of San Bernardino.

- XII d) **Less Than Significant with Mitigation Incorporated.** Construction of the proposed project will result in a temporary increase to the noise environment on site and immediately adjacent to the project. The San Bernardino County Development Code Section 83.01(g) allows construction related noise between 7:00 am and 6:00 pm Monday through Saturday excluding holidays. Existing ambient exterior noise levels on the project site, adjacent to Lugonia Avenue and adjacent to the commercial property to the east range from 64.5 to 69.8 CNEL, daily. Short-term impacts associated with construction will be limited to the greatest extent practicable with the implementation of the mitigation measures outlined below. Mitigation measures are also proposed to protect future residents from ambient noise. The project has also been conditioned to comply with the noise performance standards of the County Development Code, which requires a maximum interior noise level of 45 dBA .
- XII e) **Less than Significant.** The project is located within the airport land use plan area of the San Bernardino International Airport (SBIA), formerly Norton Air Force Base. The airport is used minimally for cargo planes, the fire department, and small private planes. The proposed project is approximately 1.8 miles from the airport runway, outside the 65 CNEL noise contour mapped for SBIA. Therefore, considering the project's proximity to this airport it is not expected that persons residing and working at the project will be exposed to excessive noise levels.
- XII f) **No Impact.** The proposed project area is not located within the vicinity of a private airstrip.

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

MM# Mitigation Measures

- XII-1 Construction Noise. *The "developer" shall submit and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce noise impacts during construction, which shall include the following vehicle and equipment emissions and other impacts to air quality by implementing the following measures and submitting documentation of compliance: The developer/construction contractors shall do the following:*
- a. *During the project site excavation and grading, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers,*

consistent with the manufactures standards.

- b. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.*
- c. The construction contractor shall limit all construction-related activities that would result in high noise levels between the hours of 7:00 a.m. and 6:00 p.m., Monday through Saturday excluding holidays.*
- d. The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site during all project construction.*
- e. The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings. [Mitigation Measure XII-1] - Prior to Grading Permit/Planning*

XII-2 Interior Noise Level Reduction. An interior noise level reduction of approximately 25.0 dBA CNEL is required to satisfy the County of San Bernardino 45 dBA CNEL interior noise standard. All units facing Lugonia Avenue and the adjacent (proposed) warehouse project to the north will require upgraded dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26. A project specific acoustical analysis shall be submitted for review and approval to the Department of Environmental Health Services (DEHS) prior to the issuance of building permits to demonstrate that the proposed project maintains noise levels at or below San Bernardino County Noise Standard(s), San Bernardino Development Code Section 83.01.080. For information and acoustical checklist, contact DEHS at (909) 387-4666. The Acoustic Analysis shall specifically address Lugonia Avenue, the Interstate 10 Freeway and the adjacent (proposed) warehouse project to the north. [Mitigation Measure XII-2] - Prior to Building Permit/Planning/DEHS

XII-3 Exterior Noise Level Reduction. The exterior noise levels produced by Lugonia Avenue and I-10 shall be reduced to a maximum of 65 dBA through the application of exterior walls, landscaping, landscape berms, or building placement which restrict the noise levels produced by these roadways. Prior to the issuance of building permits, the applicant shall be required to submit a project specific acoustical analysis showing that the noise levels of the exterior public areas throughout the project have been reduced to a maximum of 65 dBA. A project specific acoustical analysis shall be submitted for review and approval to the Department of Environmental Health Services (DEHS) prior to the issuance of building permits to demonstrate that the proposed project maintains noise levels at or below San Bernardino County Noise Standard(s), San Bernardino Development Code Section 83.01.080. For information and acoustical checklist, contact DEHS at (909) 387-4666. [Mitigation Measure XII-3] - Prior to Building Permit/Planning/DEHS

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

SUBSTANTIATION

XIII a) **Less than Significant.** The proposed project is not expected to induce substantial population growth in the area, either directly or indirectly, because the projected Maximum Population Density Average (MPDA) of this project is below the MPDA limits of the Special Development (SD) District of the County General Plan.

The MPDA of the SD District is 43,187 persons per square mile in the Valley Region of San Bernardino County. This equates to 67.5 persons per acre. The proposed project is 12.35 acres, which would allow for a maximum population of 833 persons in the SD District. Based on the 2010 Census for San Bernardino County, the average household size of renter occupied housing units is 3.4 persons per unit. This is a Countywide average that does not take into consideration either lower or higher averages of specific geographic areas in the County. The proposed project is located in the East Valley Area Plan, and although the City of Redlands does not have land use authority over this area, the East Valley Area Plan is located within the Corporate boundaries of the City of Redlands. Based on the 2010 Census for the City of Redlands, the average household size of renter occupied units is 2.61 persons per unit, which is obviously more specific to this region than the Countywide average of 3.4 units per acre.

Using the City of Redlands Census data of 2.61 persons per unit, the maximum anticipated number of residents would be 799, which is less than the maximum population density of 833 persons. Although the Countywide average of 3.4 persons per unit is not a realistic indicator of the anticipated population density for this area, if it was applied to this project, it would yield a maximum population of 1,041, which is slightly higher than the allowed maximum population density. However, the fact that the surrounding properties in the SD district are substantially developed with commercial and industrial land uses, development of the project for an occupancy of 1,041 persons would not exceed the MPDA for the overall SD district, keeping the population of the area well under the average contemplated in the General Plan.

Growth induced by a project could be considered a significant impact if it directly or indirectly affects the ability of public agencies to provide services. Public services for this project will be provided by a number of public agencies, including the County of San Bernardino and the City of Redlands. No service provider has indicated inability to serve the project. Therefore, the population growth associated with the proposed project is less than significant.

- XIII b) **No Impact.** The proposed project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere because the project site is currently undeveloped. No significant adverse impacts are anticipated and, therefore, no mitigation measures are required.
- XIII c) **No Impact.** The proposed project would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere because the project site is currently undeveloped. No significant adverse impacts are anticipated and, therefore, no mitigation measures are required.

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

<i>ISSUES</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorp.</i>	<i>Less than Significant</i>	<i>No Impact</i>
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 full range of urban public services is available to serve the project site.

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

Fire Protection. Fire protection services for the proposed project will be provided by the City of Redlands Fire Department. There are three City of Redlands fire stations within a 10 minute response time of the project site. The closest fire station is located at 1270 Park Street, which is 1.7 miles from the project with a 5 minute response time. The proposed project will generate additional need for fire protection, but is not expected to require additional services beyond those currently available and planned.

Police Protection. Police services for the proposed project will be provided by the City of Redlands Police Department. The proposed project will generate additional need for police protection, but is not expected to require additional services beyond those currently available. Standard lighting and crime prevention through environmental design will be integrated into landscaping plans and other project design features, which will serve as a safety feature and as a crime deterrent. In addition, the project is proposed as gated community, which will further deter crime.

Schools. School services for the project site are provided by the Redlands Unified School District, including bus services to elementary and middle schools. According to the Redlands School District there are no elementary schools within the district close enough or with capacity to serve the proposed project. The average multi-family student generation rate of 0.15 elementary school students per unit would yield 46 elementary school students from the proposed project, who would attend Victoria Elementary School located at 1505 Richardson Street in San Bernardino. Victoria Elementary is approximately 2.25 miles from the project. Middle school multi-family student generation at 0.06 students per unit will contribute 19 middle school students from the project site to attend Beattie Middle School, which is in the Redlands School District. Beattie Middle School is located at 7800 Orange Street in the City of Highland, approximately 3 miles north of the project site. High school students from the project site may attend Citrus Valley High School or Redlands High School, both in the Redlands School District. Citrus Valley High is located at 800 West Pioneer Avenue in Redlands and is approximately 1.5 miles northeast of the project. Redlands High is located at 840 Citrus Avenue in Redlands and is approximately 2.5 miles east of the project. The multi-family student generation rate of 0.08 high school students per unit would result in 25 high school students from the project site. The School District will receive School Fees to offset the cost of providing school facilities for these students of all levels.

Parks. This project will be provided with an abundance of recreational facilities on site that includes a 10,534 square foot recreation center with a pool, spa, exercise room, and common area. The project also includes on-site open space and outdoor recreation areas consisting of landscaped courtyards, tot lots with play equipment, picnic and barbeque areas, sand volleyball courts, water features and several outdoor dining areas. The Santa Ana River Trail, a regional recreation trail, is located approximately 1 mi. from the project site. Therefore, no impacts to recreational amenities are expected.

Other Public Facilities: The County Department of Public Works maintains most roads, drainage easements and regional flood control facilities in the general project vicinity. The City of Redlands will provide water and sewer service to the project site per an existing agreement between the County and the City.

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

<i>ISSUES</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorp.</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

XV a) **Less than Significant.** The proposed 306 unit multi-family residential project is not expected to result in an increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The proposed project will include on site recreational facilities that includes a 10,534 square foot recreation center with a pool, spa, exercise room, restrooms, and a leasing office. The project will also include open space and recreation areas consisting of landscape courtyards, tot lots with play equipment, picnic and barbeque areas, sand volleyball courts, water features and several outdoor dining areas. These recreational facilities will meet neighborhood park needs of future residents. It is anticipated that the project's residential units will be predominantly occupied by young and mature adults without children and therefore will have limited impacts on community parks. Community parks are available throughout the City of Redlands. Existing regional parks are adequate to handle regional park needs of future residents in the 306 apartment units. However, since future residents are likely use the Santa Ana Regional Trail in the vicinity of the project site, the project has been conditioned to pay an impact fee in the amount of \$1,435 per acre that will contribute toward the construction costs of completing this regional trail.

XV b) **Less than Significant.** The proposed project will include on site recreational facilities that includes a 10,534 square foot recreation center with a pool, spa, exercise room, restrooms, and a leasing office. The project will also include open space and recreation areas consisting of landscape courtyards, tot lots with play equipment, picnic and barbeque areas, sand volleyball courts, water features and several outdoor dining areas. These recreational facilities will not have an adverse physical effect on the environment. The project does not require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

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

<i>ISSUES</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorp.</i>	<i>Less than Significant</i>	<i>No Impact</i>
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, freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION

A Traffic Impact Analysis was prepared for this project by Urban Crossroads, March 1, 2012, and revised May 3, 2012.

XVI a/b) **Less Than Significant with Mitigation Incorporated.** The Urban Crossroads Traffic Impact Analysis evaluated the potential traffic and circulation impacts associated with the proposed project on the surrounding roadway system, and recommended improvements required to mitigate impacts and maintain satisfactory levels of service. The project is estimated to generate a total of approximately 2,135 trip-ends per day on a typical weekday, with approximately 164 a.m. peak hour trips and 199 p.m. peak hour trips. The analysis provides baseline information for the existing year (2012), opening year (2014) analysis of conditions, including ambient growth and cumulative development, with and without project traffic, and a cumulative analysis of traffic with and without the project in the horizon year (2035). The study area for the analysis, including 8 existing and future intersections, was determined in cooperation with the County, the City of Redlands and Caltrans. Impacts on each intersection were analyzed based on the analysis methodology and level of service criteria of the agency with jurisdiction over the subject intersection. The traffic analysis identifies off-site improvements required to mitigate impacts on the study area intersection

attributable to the project, and assigns a fair-share contribution to the cost of the improvements, proportional to the project's contribution to projected traffic in each intersection. A regional transportation system fee program is in place to fund certain improvements in the study area. This project will be subject to the regional fee, which will mitigate project impacts on the fee program facilities. Non-program improvements required to mitigate impacts of the project are detailed in the traffic analysis, and the project's fair share contributions toward the cost of the improvements are listed in the study and also presented herein as mitigation measures required to mitigate project impacts to a level less than significant.

- XVI c) **No Impact.** The project site is approximately 1.5 miles south 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.
- XVI 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.
- XVI e) **Less than Significant Impact.** The project will not result in inadequate emergency access, because there is a minimum of two access points to the site. An emergency access plan has been prepared for this project and reviewed by the County Fire Department, and the project complies with all local and state Fire Code regulations with respect to access.
- XVI f) **Less than Significant.** The project will not conflict with adopted policies, plans, or programs regarding public transit and alternative or non-motorized transportation (e.g., transit amenities) because all alternative transportation improvements have been included in the project design or will be addressed through standard conditions of approval regarding pedestrian access improvements.

MM# Mitigation Measures

XVI -1 Regional Transportation Mitigation Fees. This project is subject to the Regional Transportation Development Mitigation Plan for the Redlands Donut Hole subarea. The required fee for this project shall be paid by cashier's check to the Department of Public Works Business Office. The Regional Transportation Development Mitigation 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 Contributions to Intersection Improvements. This project is required to contribute a proportionate fair share of the cost of improvements to the following intersections, as detailed in the May 3, 2012 Traffic Impact Analysis by Urban Crossroads:

California Street/Lugonia Avenue – Project Contribution: 7.2%

Alabama Street/Lugonia Avenue – Project Contribution: 6.2%

Alabama Street/I-10 Westbound Ramps – Project Contribution: 2.6%

Alabama Street/I-10 Eastbound Ramps – Project Contribution: 2.9%

Alabama Street/Redlands Avenue – Project Contribution: 1.3%

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

<i>ISSUES</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorp.</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

- XVII a) **Less than Significant.** Wastewater sewer service for the project will be provided by the City of Redlands Municipal Utilities Department. As such, the proposed project does not exceed wastewater treatment requirements of the Regional Water Quality Control Board, Santa Ana Region, as determined by County Public Health – Environmental Health Services. The project will comply with all regulation and requirements established by the Regional Water Quality Control Board.
- XVII b) **Less than Significant.** The proposed project will not require or result in a need for new water or wastewater treatment facilities or expansion of existing facilities. There is sufficient capacity in the existing system for the proposed use. The proposed project will be served by existing sewer and water lines in proximity to the project, provided by the City of Redlands Municipal Utilities Department. The City of Redlands has a baseline water consumption level of 360 gallons per capita per day (GPCD), and has established a conservation target consumption of 290 GPCD. The proposed project, including its water-efficient design features, is estimated to require only 160 GPCD, well under the City's target rate. The reduced water consumption has a proportional effect on sewage disposal.

XVII c) **Less than Significant.** The site contains an existing detention/retention basin that accepts storm drainage flows from the adjacent development to the east. Flows from the existing basin are released into a storm drain pipe in Lugonia Avenue. The existing basin will be removed with the development of the project and all storm drain flows from the proposed project and the adjacent property to the east will be conveyed to the Lugonia Avenue storm drain pipe. Sections of this storm drain pipe downstream from the project will be constructed by the project developer in order to provide a full drainage connection to the Mission Channel. The developer may receive a partial reimbursement of the storm drain cost on a fair share basis from future developers in the area. County Public Works has reviewed the Preliminary Water Quality Management Plan and Hydrology Study for this project and has determined that all necessary drainage improvements, both on and off site, have been included in the project design or are required as conditions of project construction.

This project will also include the construction of six water quality basins, of which, five of the basins are typical infiltration trenches or varying depths and are provided only for water quality and not for flood control purposes. The sixth water quality basin will be composed of underground chambers, in the form of large diameter pipe. The Final WQMP is required prior to issuance of a grading permit.

The project is not expected to significantly alter drainage patterns off-site and no expansion or new storm drain facilities beyond what is already planned for area-wide drainage will be required.

XVII d) **Less than Significant.** The proposed project will have sufficient water supplies available to serve the project from existing entitlements and resources. The local water purveyor (City of Redlands Municipal Utilities Department) has given assurance that it has adequate water service capacity to serve the projected demand for the project, in addition to the provider's existing commitments. According to the Regional Urban Water Management Plan, the average multi-family residence in the City of Redlands service area uses 2.66 acre ft. per year, making the demand of the proposed project 814 acre-ft. per year. The commitment by the City of Redlands indicates that the impact of the project on water supplies will be less than significant.

XVII e) **Less than Significant.** The City of Redlands Municipal Utilities Department has notified the project proponent and the County that the City will provide water and sewer service to the project. The City of Redlands Municipal Utilities Department has made the determination that it has adequate capacity to serve the projected wastewater treatment demand for the project, in addition to the provider's existing commitments.

XVII f) **Less than Significant.** The proposed project site is in the solid waste collection service area of the City of Redlands, and the City also operates the local landfill. Waste stream from the project area is hauled to the Redlands and San Timoteo landfill(s). Based on average waste generation rates published by CalRecycle for multi-family units (4 lbs. per unit per day), the project site would generate approximately 223 tons of solid waste per year. Existing landfills serving the project area have sufficient permitted capacity to accommodate the project's solid waste disposal needs.

XVII g) **Less than Significant.** 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 significant long-term solid waste generation. Solid waste produced during the construction phase of this project would be disposed of in accordance with all applicable regulations, including the County construction and demolition debris reduction ordinance. Therefore, no significant impacts related to landfill capacity are anticipated from the proposed project.

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

ISSUES	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorp.</i>	<i>Less than Significant</i>	<i>No Impact</i>
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 will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION

- XVIII a) **Less than Significant.** The project does not appear to 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. No potential impact on rare or endangered species or other species of plants or animals or habitat identified by the California Natural Diversity Database (CNDDDB) has been identified in the analysis of the proposed project, based on the disturbed condition of the project site. There are no identified historic or prehistoric resources identified on this site.
- XVIII b) **Less than Significant.** The project does not have impacts that are individually limited, but cumulatively considerable. Special studies prepared to analyze impacts of the proposed project consider and evaluate existing and planned conditions of the surrounding area and the region. Existing and planned infrastructure in the surrounding area has been planned to accommodate planned build out of the area, including the project site..
- XVIII c) **Less than Significant.** The design of the project, with application of County policies, standards, and design guidelines ensure that there would be no substantial adverse effects on human beings, either directly or indirectly. Impacts of the proposed project would be less than significant.

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: (Compliance monitoring will be verified by existing procedures for condition compliance)

III-1 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 three times each day during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.*
- b) The contractor shall ensure that traffic speeds on unpaved roads and the project site areas are reduced to 15 miles per hour or less to reduce PM10 and PM2.5 fugitive dust haul road emissions.*
- c) Any portion of the site to be graded shall be pre-watered to a depth of three feet prior to the onset of grading activities.*
- d) 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.*
- e) Any area that will remain undeveloped for a period of more than 30 days shall be stabilized using either chemical stabilizers and/or a desert wildflower mix hydroseed on the affected portion of the site.*
- f) 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.*
- g) Imported fill and exported excess cut shall be adequately watered prior to transport, covered during transport, and watered prior to unloading on the project site.*
- h) Storm water control systems shall be installed to prevent off-site mud deposition.*
- i) All trucks hauling dirt away from the site shall be covered.*
- j) Construction vehicle tires shall be washed, prior to leaving the project site.*
- k) Rumble plates shall be installed at construction exits from dirt driveways.*
- l) Paved access driveways and streets shall be washed and swept daily when there are visible signs of dirt track-out.*
- m) Street sweeping shall be conducted daily when visible soil accumulations occur along site access roadways to remove dirt dropped or tracked-out by construction vehicles. Site access driveways and adjacent streets shall be washed daily, if there are visible signs of any dirt track-out at the conclusion of any workday and after street sweeping.*

[Mitigation Measure III-1] Prior to Grading Permits/Planning

VI-1 Slope Stability Design Measures. The design and construction recommendations in the February 2012 Geotechnical Engineering Investigation Report prepared by Krazan & Associates shall be implemented in the preparation and review of grading plans and in shall be confirmed during inspection of grading and construction activities on the project site.

- VII-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*
- VII-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*
- XII-1 Construction Noise. *The “developer” shall submit and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce noise impacts during construction, which shall include the following vehicle and equipment emissions and other impacts to air quality by implementing the following measures and submitting documentation of compliance: The developer/construction contractors shall do the following:*
- a. *During the project site excavation and grading, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with the manufactures standards.*
 - b. *The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.*
 - c. *The construction contractor shall limit all construction-related activities that would result in high noise levels between the hours of 7:00 a.m. and 6:00 p.m., Monday through Saturday excluding holidays.*
 - d. *The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site during all project construction.*
 - e. *The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings. [Mitigation Measure XII-1] - Prior to Grading Permit/Planning*
- XII-2 Interior Noise Level Reduction. *An interior noise level reduction of approximately 25.0 dBA CNEL is required to satisfy the County of San Bernardino 45 dBA CNEL interior noise standard. All units facing Lugonia Avenue and the adjacent (proposed) warehouse project to the north will require*

upgraded dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26. A project specific acoustical analysis shall be submitted for review and approval to the Department of Environmental Health Services (DEHS) prior to the issuance of building permits to demonstrate that the proposed project maintains noise levels at or below San Bernardino County Noise Standard(s), San Bernardino Development Code Section 83.01.080. For information and acoustical checklist, contact DEHS at (909) 387-4666. The Acoustic Analysis shall specifically address Lugonia Avenue, the Interstate 10 Freeway and the adjacent (proposed) warehouse project to the north. [Mitigation Measure XII-2] - Prior to Building Permit/Planning/DEHS

XII-3 *Exterior Noise Level Reduction.* *The exterior noise levels produced by Lugonia Avenue and I-10 shall be reduced to a maximum of 65 dBA through the application of exterior walls, landscaping, landscape berms, or building placement which restrict the noise levels produced by these roadways. Prior to the issuance of building permits, the applicant shall be required to submit a project specific acoustical analysis showing that the noise levels of the exterior public areas throughout the project have been reduced to a maximum of 65 dBA. A project specific acoustical analysis shall be submitted for review and approval to the Department of Environmental Health Services (DEHS) prior to the issuance of building permits to demonstrate that the proposed project maintains noise levels at or below San Bernardino County Noise Standard(s), San Bernardino Development Code Section 83.01.080. For information and acoustical checklist, contact DEHS at (909) 387-4666. [Mitigation Measure XII-3] - Prior to Building Permit/Planning/DEHS*

XVI-1 *Regional Transportation Mitigation Fees.* *This project is subject to the Regional Transportation Development Mitigation Plan for the Redlands Donut Hole subarea. The required fee for this project shall be paid by cashier's check to the Department of Public Works Business Office. The Regional Transportation Development Mitigation 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 Contributions to Intersection Improvements.* *This project is required to contribute a proportionate fair share of the cost of improvements to the following intersections, as detailed in the May 3, 2012 Traffic Impact Analysis by Urban Crossroads:*

California Street/Lugonia Avenue – Project Contribution: 7.2%

Alabama Street/Lugonia Avenue – Project Contribution: 6.2%

Alabama Street/I-10 Westbound Ramps – Project Contribution: 2.6%

Alabama Street/I-10 Eastbound Ramps – Project Contribution: 2.9%

Alabama Street/Redlands Avenue – Project Contribution: 1.3%

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

GENERAL REFERENCES

Alquist-Priolo Special Studies Zone Act Map Series (PRC 27500)

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

CEQA Guidelines, Appendix G

California Standard Specifications, July 1992

County Museum Archaeological Information Center

County of San Bernardino Development Code, 2007

County of San Bernardino General Plan, adopted 2007

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

County of San Bernardino, Countywide Integrated Waste Management Plan.

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

County of San Bernardino Road Planning and Design Standards

Environmental Impact Report, San Bernardino County General Plan, 2007

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

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

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

PROJECT SPECIFIC STUDIES:

Stanley R. Hoffman Associates, March 7, 2012, University Crossings Fiscal Analysis, County of San Bernardino.

Urban Crossroads, March 5, 2012, University Crossings Apartments, Greenhouse Gas Analysis, County of San Bernardino, California.

Urban Crossroads, March 9, 2012, University Crossings Apartments, Noise Impact Analysis, County of San Bernardino, California.

Urban Crossroads, March 5, 2012, University Crossings Apartments, Air Quality Impact Analysis, County of San Bernardino, California.

Urban Crossroads, March 1, 2012, University Crossings Apartments, Traffic Impact Analysis, County of San Bernardino, California.

Krazan & Associates, Inc., February 27, 2012, Update to Geotechnical Engineering Investigation Report, University Crossings, Redlands, California.

Engineering Solutions, March, 2012, Preliminary Hydrology and Hydraulics Report, and Preliminary Water Quality Management Plan; University Crossings Multi-Family Residential Project, Redlands, California.

Engineering Solutions, February 29, 2012, Preliminary Water Quality Management Plan for University Crossings Redlands, California.

LSA Associates, Inc. June 25, 2004, Cultural Resources Assessment for the House Land Development Parcels, APN's: 0292-055-01 and 0292-055-05 through 10, Redlands, San Bernardino County, CA

Apt Market Research, May 30, 2012, Supplemental Parking Analysis, University Crossings, Redlands, CA