

SAN BERNARDINO COUNTY INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

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

PROJECT LABEL:

APN:	0292-054-06, 07, and 08
APPLICANT:	Alabama Venture 1, L.P.
COMMUNITY:	Redlands/3RD Supervisorial District
LOCATION:	Northwest corner of Almond Avenue and Alabama Street
PROJECT No:	P201300615
STAFF:	Jim Morrissey, Contract Planner
REP(S):	Urban Environs (Patrick J. Meyer)
PROPOSAL:	Conditional Use Permit to construct a warehouse/distribution building consisting of 313,470 square feet, on approximately 16.28 gross acres.

USGS Quad: Redlands, Calif
T, R, Section: T1S, R3W, Section: 20
Thomas Bros.: Page: 607, Grid: H5

Planning Area: East Valley Area PLAN
OLUD: EV/SD (Special Development)
Overlays: AR-3 (Airport Review)

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: Jim Morrissey, Contract Planner
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Fax No: (909) 387-3249

Project Sponsor: Alabama Ventures 1, L.P.
30212 Tomas, Suite 300
Rancho Santa Margarita, CA 92612
Phone No: (949) 709-8080
E-mail: ccorwin@stonecreekcompany.com

Fax No: (949) 709-8081

PROJECT DESCRIPTION:

A Conditional Use Permit to construct a warehouse/distribution building consisting of 313,470 square feet on approximately 16.28 acres. Warehouse/distribution facilities are used primarily for the storage and/or consolidation of manufactured goods prior to their distribution to retail locations or other warehouses.

On-site improvements include; street improvements on Alabama Street and Almond Avenue, parking lot, landscaping, detention basin, and an 8 foot high concrete block wall along the northern property line and a portion of the western property line. No off-site improvements are required.

The analysis in this Initial Study Checklist evaluates the physical environmental effects of implementing the project on Parcel 1 of Tentative Parcel Map 19488.

Alabama Venture 1, L.P.

Project No: P201300615

May, 2014 (REVISED SEPTEMBER 2014)

ENVIRONMENTAL/EXISTING SITE CONDITIONS:

The project site is vacant and has been highly disturbed by discing, The site is devoid of vegetation except for a tree located on the southeast corner of the site. The site is relatively flat with no significant topographical features. Almond Avenue adjacent to the southern boundary of the site is a paved roadway which is fully improved on the south side of the roadway but not fully improved adjacent to the project boundary. Alabama Street adjacent to the eastern boundary of the site is paved but not fully improved (i.e. curbs, gutter, sidewalk) on either side of the roadway.

The project site is approximately 1.7 miles southeast of the San Bernardino International Airport formerly known as Norton Air Force Base and is located within an Airport Safety Review Area 3 (AR3.). The surrounding land uses and zoning are shown in Table 1 below.

Table 1. Existing Land Use and Zoning Districts

AREA	EXISTING LAND USE	OFFICIAL LAND USE DISTRICT
Site	Vacant	EV/SD
North	Packinghouse Christian Academy School	EV/SD
South	Commercial Shopping Center	EV/SD
East	Vacant	EV/SD
West	Vacant and Citrus Grove	EV/SD

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

Federal: None; State of California: None. Board; County of San Bernardino: Land Use Services - Building and Safety and Code Enforcement Public Health-Environmental Health Services, Special Districts, Public Works. County Fire; and Local: City of Redlands for police, fire, water and sewer services.

EVALUATION FORMAT

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

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

1. **No Impact.** No impacts are identified or anticipated and no mitigation measures are required.
2. **Less Than Significant Impact.** No significant adverse impacts are identified or anticipated and no mitigation measures are required.
3. **Less Than Significant Impact With Mitigation Incorporated.** Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are: (List 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 (Listing the impacts requiring analysis within the EIR).

At the end of the Initial Study Checklist 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:

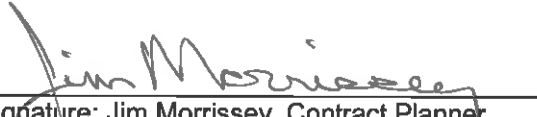
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <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:

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



Signature: Jim Morrissey, Contract Planner

11/6/14

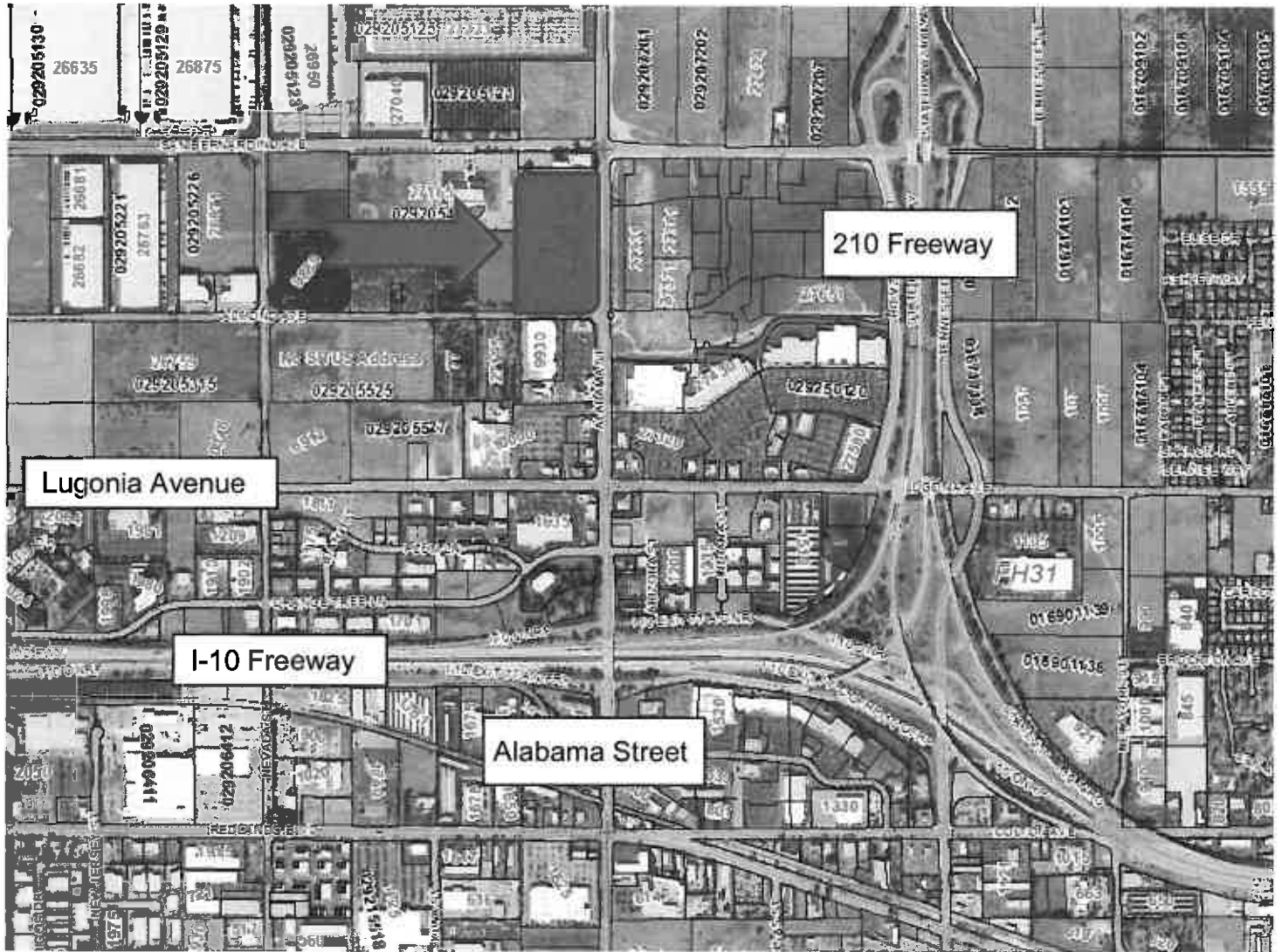


Signature: Heidi Duron, Supervising Planner

11/5/2014

APPENDICES (On Compact Disk)

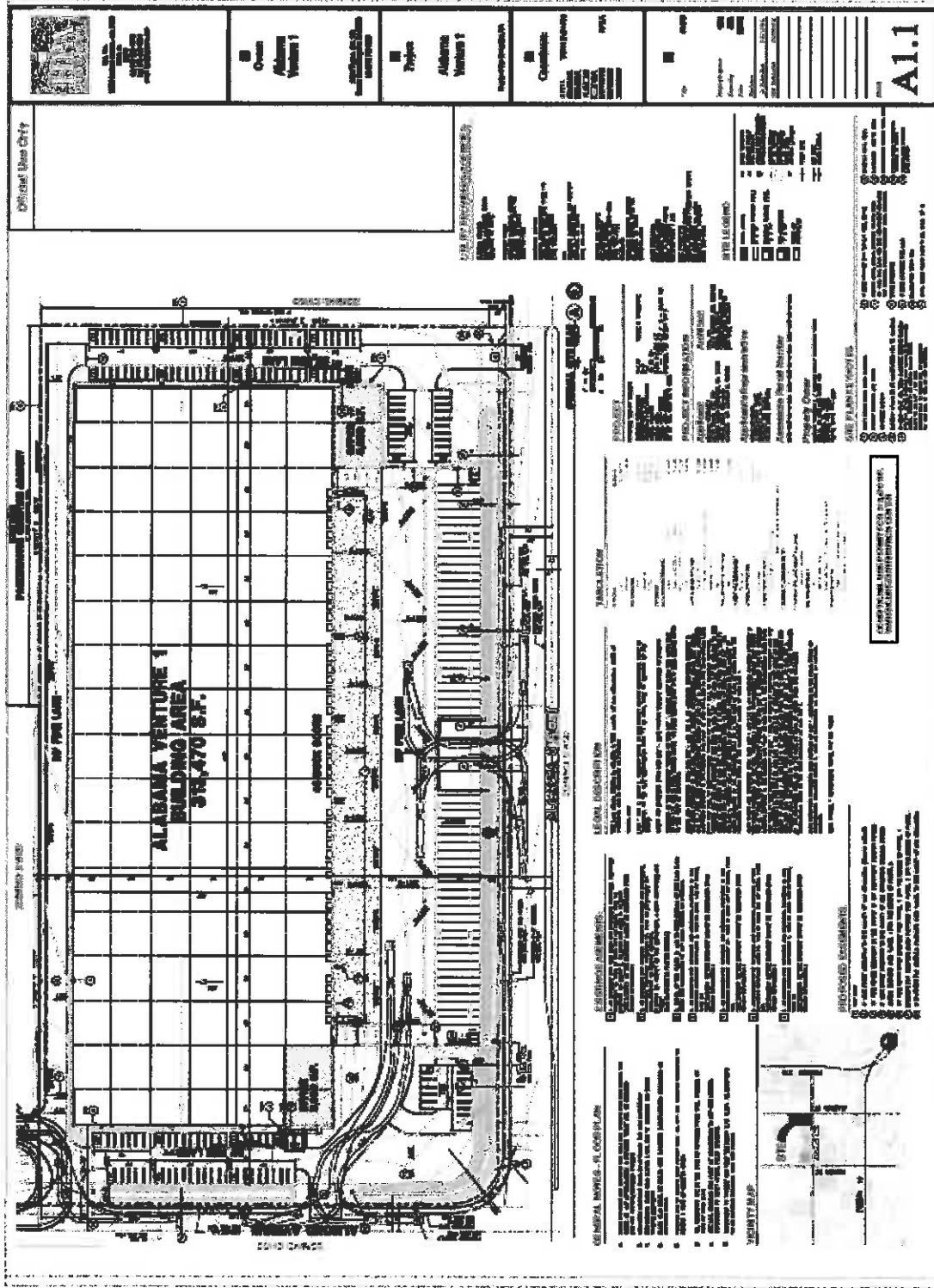
- A. Air Quality, Global Climate Change, and Health Risk Assessment.
- B. Noise Study
- C. Traffic Study



Alabama Venture 1 Industrial
Project
P201300615

Location Map

Exhibit 1



Alabama Venture 1 Industrial Project
 P201300615

Site Plan

Exhibit 2

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
I. AESTHETICS - Would the project				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 if project is located within the view-shed of any Scenic Route listed in the General Plan):

- I a) **No Impact.** The County General Plan Open Space Element, Policy OS 5.1 states that a feature or vista can be considered scenic if it:
- Provides a vista of undisturbed natural areas;
 - Includes a unique or unusual feature that comprises an important or dominant portion of the viewshed; or,
 - Offers a distant vista that provides relief from less attractive views of nearby features such as views of mountain backdrops from urban areas).

The project site is vacant and has been highly disturbed by discing, The site is devoid of vegetation except for a tree located on the southeast corner of the site. The site is relatively flat with no significant topographical features.

The project site is located in an area characterized by primarily developed industrial land. To the north and northwest is the Packinghouse Christian Fellowship facility. Further north are vacant land and industrial buildings. To the south is a commercial shopping center. To the west is a citrus grove planned for a future industrial building. Developing the site with an industrial building and related improvements will not impact any scenic vistas as none exist in the immediate area. Therefore, the project will have no impact on a scenic vista.

- I b) **Less than Significant Impact.** 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 trees, rock outcroppings, or historic buildings on the project site.

- I c) **Less than Significant Impact.** As stated in the response to Issue Ia above, the project site is located in an area characterized by primarily developed industrial land. The proposed project will not substantially degrade the existing visual character of the site and its surroundings. The proposed project is consistent with the planned visual character of the area and will incorporate the design guidelines/standards found in the *East Valley Area Plan*, including landscaping, buffering, and screening as appropriate. With these design features, impacts to visual character and quality to the site and surroundings are considered less than significant.
- I d) **Less than Significant Impact.** Lighting proposed onsite will be designed in accordance with the design standards of the County Development Code and *East Valley Area Plan*. Adherence to these standards will ensure that the project will not create a new source of substantial light or glare by requiring lighting to be shielded or hooded and to prohibit light trespass onto adjacent properties. Impacts are considered less than significant.

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

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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II. AGRICULTURE RESOURCES - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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

- II a) **Less than Significant Impact.** The project site is identified as Other Farmland by the Farmland Mapping and Monitoring Program (FMMP) prepared by the California Department of Conservation. Implementation of the project will entail the loss of soils that are associated with this designation. However, the County of San Bernardino General Plan contemplated the loss of designated farmland in the General Plan EIR. In the document, the County found that the loss of designated farmland would occur in the project area. The County General Plan adopted overriding considerations for the significant unmitigatable impact associated with loss of farmland. Because of this General Plan finding, the proposed project's impact to designated farmland is considered less than significant.
- II b) **No Impact.** The project site is designated EV/SD (East Valley/Special Development) which provides sites for a combination of residential, commercial, industrial, agricultural, open space and recreation uses, and similar and compatible uses. The site is not specifically zoned for agricultural use and non-agricultural uses are allowed in the EV/SD zone. According to the County Assessor's office, there is no Williamson Act Contract covering the site. Therefore, the proposed project does not conflict with any agricultural zoning or Williamson Act land conservation contract. No impact would occur.

- II c) **Less than Significant Impact.** The project site is not being used for agricultural purposes. As noted in the response to Issue IIa above, the site is identified as Farmland of Local Importance by the Farmland Mapping and Monitoring Program (FMMP) prepared by the California Department of Conservation. Implementation of the proposed project will result in the loss of approximately 16.28 gross acres of farmland. However, the County of San Bernardino General Plan contemplated the loss of designated farmland in the General Plan EIR. In it, the County found that the loss of designated farmland would occur in the project area. The County General Plan adopted overriding considerations for the significant unmitigatable impact associated with loss of farmland. Because of this General Plan finding, the proposed project's impact to designated farmland is considered less than significant.

Implementation of the project will not involve other changes in the existing environment which, due to their location or nature, could result in conversion of other farmland, to non-agricultural use because the site is located in an area which provides sites for a combination of residential, commercial, industrial, agricultural, open space and recreation uses, and similar and compatible uses. The site nor surrounding sites are not specifically zoned or planned for agricultural use and non-agricultural uses have developed to the north, west, and south of the site.

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION

The following responses are based in part on the project Air Quality Impact Analysis prepared by Kunzman Associates dated June 12, 2014. Please reference this document for further details (Appendix A).

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

1. The project would result in short-term construction and long-term pollutant emissions that are less than the CEQA significance emissions thresholds established by the SCAQMD, with mitigation incorporated, as demonstrated in Section IIIb of this Initial Study Checklist; therefore, the project would not result in an increase in the frequency or severity of any air quality standards violation and will not cause a new air quality standard violation.

2. The project includes construction of 313,470 SF of warehousing and office space on 16.28 gross acres. The proposed warehouse is consistent with the development and use standards for the *East Valley Area Plan*. The *East Valley Area Plan* was last revised in 2008 and has not been comprehensively updated since the 2012 AQMP was adopted, therefore, the land use projections used in the *East Valley Area Plan* are assumed to be equivalent to the growth projections utilized in the 2012 AQMP.

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

III b) **Less Than Significant Impact.**

Construction Emissions

Short-term criteria pollutant emissions will occur during grading, building construction, paving, and painting activities. Emissions will occur from use of equipment, worker, vendor, and hauling trips, and disturbance of onsite soils (fugitive dust). To determine if construction of the proposed warehouse could result in a significant air quality impact, the California Emissions Estimator Model (CalEEMod) has been utilized to determine if emissions would exceed South Coast Air Quality Management District (SCAQMD) Thresholds. The results of the CalEEMod outputs are summarized in Table 2 (Unmitigated Maximum Daily Construction Emissions). Based on the results of the model, without mitigation, maximum daily emissions from the construction of the warehouse will not exceed SCAQMD Regional Daily Thresholds.

Table 2. Unmitigated Maximum Daily Construction Emissions (lbs/day)

Phase	ROG	NO _x	CO	SO ₂	PM ¹⁰	PM ^{2.5}
Grading	7.03	81.56	54.01	0.06	12.83	7.25
Building Construction	6.00	42.65	47.77	0.08	5.40	3.09
Paving	2.39	25.18	16.13	0.02	1.58	1.35
Architectural Coatings	73.27	2.84	5.19	0.01	0.70	0.35
Total for Overlapping Phases	53.13	73.16	77.18	0.12	8.34	5.07
SCAQMD Daily Threshold	75	100	550	150	150	55
Exceeds Daily Threshold?	No	No	No	No	No	No

Source: Air Quality, Global Climate Change, and Health Risk Assessment Impact Analysis, Kunzman Associates, Inc. June 12, 2014, Table 7, Appendix B

Operational Emissions

Long-term criteria air pollutant emissions will result from the operation of the proposed warehouse. Long-term emissions are categorized as area source emissions, energy usage emissions, and operational emissions. Operational emissions will result from automobile, truck, and other vehicle sources associated with daily trips to and from the warehouse. The California Emissions Estimator Model (CalEEMod) was utilized to estimate mobile source emissions. The vehicle trips and vehicle mix used for the CalEEMod was based on the *Alabama Venture 1 Project Traffic Impact Analysis* prepared by Kunzman Associates, Inc. dated September 10, 2014.

The results of the CalEEMod outputs are summarized in Table 3 (Unmitigated Maximum Daily Operational Emissions). Based on the results of the model, without mitigation, maximum daily emissions from the construction of the warehouse will not exceed SCAQMD Regional Daily Thresholds.

Table 3. Unmitigated Maximum Daily Operational Emissions (lbs/day)

Source	ROG	NO _x	CO	SO ₂	PM ¹⁰	PM ^{2.5}
Area Sources	15.63	0.00	0.06	0.00	0.00	0.00
Energy Usage	0.02	0.18	0.15	0.00	0.01	0.01
Mobile Sources	3.15	19.95	41.77	0.09	5.52	1.69
Total Emissions	18.81	20.13	41.77	0.09	5.53	1.70
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Source: Air Quality, Global Climate Change, and Health Risk Assessment Impact Analysis, Kunzman Associates, Inc. June 12, 2014, Table 11, Appendix B						

III c) **Less Than Significant Impact.** The project area is designated as a non-attainment area for ozone and a non-attainment area for PM_{2.5} and PM₁₀. The project would comply with the mandatory requirements of SCAQMD's Rule 403 (fugitive dust control) during construction, as well as all other adopted AQMP emissions control measures. The project also is required to comply with California Code of Regulations Title 13, Division 3, and specifically its Chapter 1, Article 4.5, Section 2025, "*Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants, from In- Use Heavy-Duty Diesel-Fueled Vehicles*" and its Chapter 10, Article 1, Section 2485, "*Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling.*" Per SCAQMD rules and mandates, and California Code of Regulation requirements, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements are imposed on all projects in the South Coast Air Basin.

In determining whether or not the project would 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), the non-attainment pollutants of concern for this impact are ozone, PM_{2.5} and PM₁₀. In developing the thresholds of significance for air pollutants disclosed above under Issue III (b), SCAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the

region's existing air quality conditions. As shown in Tables 2 and 3 above, the project does not exceed SCAQMD Regional Daily Thresholds for PM_{2.5} and PM₁₀. As such, emissions would not be cumulatively considerable.

IIId Less Than Significant Impact With Mitigation Incorporated. A sensitive receptor is a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant. The following are land uses (sensitive sites) where sensitive receptors are typically located:

- Schools, playgrounds and childcare centers
- Long-term health care facilities
- Rehabilitation centers
- Convalescent centers
- Hospitals
- Retirement homes.
- Residences

The nearest sensitive receptor to the project site is the Packinghouse Christian Fellowship facility located adjacent to the north side of the project site. The following provides an analysis of the project's potential to expose sensitive receptors to substantial pollutant concentrations during project construction and long-term operation. The analysis is based on the applicable localized significance thresholds established by the State of California and South Coast Air Quality Management District.

Localized Significance Thresholds (LST) Analysis

A Localized Significance Thresholds (LST) analysis was conducted pursuant to SCAQMD methodology. LSTs are only applicable to the following criteria pollutants: oxides of nitrogen (NOX), carbon monoxide (CO), particulate matter less than 10 microns in aerodynamic diameter (PM₁₀) and particulate matter less than 2.5 microns in aerodynamic diameter (PM_{2.5}).

LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

For this project, the appropriate Source Receptor Area for the LST analysis is the Central San Bernardino Valley Area. Because Mitigation Measure Air Quality-2 limits grading activities to less than five (5) acres per day, the SCAQMD *Mass Rate Look-Up Tables* for projects that disturb less than or equal to 5 acres in size was used in the analysis to determine impacts.

LST Construction Analysis

Table 4 below describes the results of the LST Construction Analysis.

Table 4. LST Construction Emissions

Phase	On-Site Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Grading	80.72	51.58	6.43	4.88
Building Construction	31.25	18.93	2.23	2.10
Paving	25.18	14.98	1.14	1.30
Architectural Coating	2.57	1.90	0.22	0.22
SCAQMD Threshold for 25 meters (82 feet) or less.	270	1,746	14¹	8¹
Exceeds Threshold?	NO	NO	NO	NO
Source: Air Quality, Global Climate Change, and Health Risk Assessment Impact Analysis, Kunzman Associates, Inc. June 12, 2014, Table 9				

¹ Different project phases are not to be considered as a cumulative calculation, since they occur at different times.

As shown in Table 4, the emission factor for each criteria pollutant would not exceed LST Significance Thresholds. As such, no mitigation is required.

AIR QUALITY-1. Limit on Disturbed Area. Prior to grading permit issuance, the Developer shall provide a signed letter agreeing to include in any construction contracts/ subcontracts a requirement that project contractors ensure that the site preparation and grading contractors limit the daily disturbed area to 5 acres or less.

AIR QUALITY-2 Compliance with SCAQMD Rule 403. Prior to grading permit issuance, the Developer shall provide a signed letter agreeing to include in any construction contracts/ subcontracts a requirement that during site preparation and grading activities, all contractors shall comply with applicable measures listed in SCAQMD Rule 403 to control fugitive dust, including the application of water to all exposed surfaces a minimum of three (3) times per day.

If grading on the adjacent parcel (Parcel 2 of Tentative Tract 19488) were to occur concurrently with grading on the 16.28 acre project site, this would result in a significant cumulative construction-related impact to the Packinghouse Christian Fellowship facility.

Therefore, Mitigation Measure Air Quality 3 is required to reduce impacts to less than significant.

Air Quality-3. Prohibit Concurrent Grading. Prior to grading permit issuance, the Developer shall provide a signed letter agreeing to include in any construction contracts/ subcontracts a requirement that the construction contractor shall coordinate the site preparation and grading activities timing with the site preparation and grading activities located on Parcel 2 of Tentative Parcel Map 19488, which is located adjacent to the western boundary of the project site, in order to ensure there are no days when earth moving activities occur concurrently for both projects.

LST Operational Analysis

Table 5. LST Operational Emissions

Activity	On-Site Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Area Source	0.00	0.06	0.00	0.00
Energy Usage	0.18	0.15	0.01	0.01
Vehicle Emissions	2.00	4.16	0.55	0.17
Total Emissions	2.18	4.37	0.56	0.18
SCAQMD Threshold for 25 meters (82 feet) or less.	270	1,746	4	2
Exceeds Threshold?	NO	NO	NO	NO
Source: Air Quality, Global Climate Change, and Health Risk Assessment Impact Analysis, Kunzman Associates, Inc. June 12, 2014, Table 12				

As shown in Table 5 above, the project does not exceed LST Significance Thresholds. Therefore, localized emissions would be less than significant.

Carbon Monoxide (CO) Hotspot Analysis

CO Hotspots typically occur at high volume street intersections with a Level of Service of 'E' or worse (*Air Quality Impact Analysis*, Kunzman Associates, Inc. September 10, 2014). The *Traffic Impact Analysis*, Kunzman Associates, Inc. September 10, 2014, prepared for the project found that no intersection would operate at Level of Service "E" or worse. As such, the project would not create or contribute to a CO Hotspot.

Toxic Air Pollutant Emissions

The project is designed to provide access onto the site from Almond Street and Alabama Avenue. All loading and unloading activities will take place on the eastern portion of the site adjacent to Alabama Avenue. In addition, there is only a fire access lane adjacent to the northern property line and a portion of the northwesterly property line which abuts the Packinghouse Christian Fellowship facility. No truck access is allowed on this fire lane.

A *Health Risk Assessment* (HRA) was prepared by Kunzman Associates, Inc. September 10, 2014, due to the close proximity of the Packinghouse Christian Fellowship facility located adjacent to the northern border of the project site that would be exposed to construction emissions and to warehouse operations and their diesel-powered delivery trucks, both potentially resulting in a significant exposure. In addition, other sensitive receptors evaluated in the HRA included the proposed multi-family housing project located on the north side of Lugonia Avenue approximately 700 feet south of the project site; industrial uses located approximately 80 feet west of the project site; and commercial uses located approximately 120 feet southeast of the project site. The HRA is included in Appendix A of this Initial Study Checklist.

An HRA is a process used to estimate the increased risk of health problems in people who are exposed to different amounts of toxic substances. An HRA combines results of studies on the health effects of human exposures to toxic air pollutants with results of studies that estimate the level of people's exposures at different distances from the sources of the pollutants.

Cancer risk and non-cancer health risks were analyzed using the AERMOD Version 8.2.0 Model and guidance provided by SCAQMD. The HRA estimated the health risks from diesel particulate matter with respect to both cancer risks and long term chronic exposure that affects the respiratory system. For toxic air contaminants (TAC), "substantial" is taken to mean that the individual cancer risk exceeds a threshold considered to be a prudent risk management level. If best available control technology for toxics (TBACT) has been applied, the individual cancer risk to the maximum exposed individual (MEI) must not exceed 10 in 1 million if an impact is to be considered less than significant.

Based on the HRA, the point of maximum impact for toxic air emissions is projected to be located at the northeast corner of the project site at the shared property line with the Packinghouse School with a cancer risk of 0.1 per million people. As such, the individual cancer risk to the maximum exposed individual (MEI) does not exceed 10 in 1 million and impacts are considered to be less than significant.

The non-cancer health risk threshold established by SCAQMD is a cumulative increase for any target organ system exceeding 1.0 at any receptor location. The HRA determined that the maximum risk of exposure would be 0.0004 which is less than the 1.0 threshold. As such, impacts are considered to be less than significant.

Ille **Less Than Significant Impact.** According to the CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). The proposed warehouses are not considered sensitive receptors and will not be substantially affected by potential odors from any surrounding operations that may potentially produce odors.

During construction, the various diesel-powered vehicles and equipment in use on the site would create odors. SCAQMD Rule 402 states that air discharged from any source shall not cause injury, nuisance, or annoyance to the health, safety, or comfort of the public. With the exception of short-term construction-related odors (e.g., equipment exhaust and asphalt odors), the proposed use does not include uses that are generally considered to generate offensive odors. While the application of architectural coatings and installation of asphalt may generate odors, these odors are temporary and not likely to be noticeable beyond the project boundaries. SCAQMD Rules 1108 and 1113 identify standards regarding the application of asphalt and architectural coatings, respectively.

Long-term objectionable odors are not expected to occur during the operation of the proposed project. There are no fueling stations associated with the proposed project; therefore, evaporative emissions from fuel storage tanks would not be emitted from the site. Solid waste generated by the proposed on-site uses would be collected by a contracted waste hauler, ensuring that any odors resulting from on-site operations would be adequately managed. Due to the distance to the trash enclosures to the nearest sensitive receptors, and because solid waste from the project would be managed and collected in manner to prevent the proliferation of odors, no significant odor impact would occur and no mitigation is required.

Therefore, potential adverse impacts have been identified or anticipated and mitigation measures are proposed to reduce the project's effects to less than significant.

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

IV a) **No Impact.** The USFWS and the CDFW list species as Threatened or Endangered under the Federal and California Endangered Species Acts (FESA and CESA, respectively). An Endangered species is one that is in danger of extinction throughout all or a significant portion of its range. A Threatened species is one that is likely to become endangered in the

foreseeable future. The project site is not located within any USFWS designated Critical Habitat area. The 16.28 acre project site consists of vacant land that is regularly disturbed by discing activities. As such, the site does not support habitat for any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service

IV b) **No Impact.** The 16.28 acre project site consists of vacant land that is regularly disturbed by discing activities. As such, the site does not contain riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service

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

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

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

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

As noted in the responses to Issues III a-c above, the site does not have habitat or features that would support a wildlife corridor or a wildlife nursery site. In addition, the project site is surrounded by development to the north, south, and northwest and vacant to the east adjacent to Alabama Avenue which is a major thoroughfare, preventing the use of the project site and surrounding area as a wildlife corridor.

IV e) **Less Than Significant Impact With Mitigation Incorporated.** The project site contains an oak tree that is located at the southeast corner of the site which falls under the protection of the provisions of Chapter 88.01 (Plant Protection and Management) of the County of San Bernardino Development Code. If the oak tree is to be removed, a Native Tree and Plant Removal Permit shall be acquired from the County prior to construction

activities that may result in the removal of the oak tree as described in the following mitigation measure:

Biology-1. Native Tree and Plant Removal Permit. Prior to issuance of a grading permit or any tree removal, a Native Tree & Plant Removal Permit may be required from the County of San Bernardino. The following steps must be followed:

- ***The grading permit or any permit that will allow the removal of any trees for the proposed project shall consider and include a review of any proposed native tree. If no protected trees are to be removed, then this shall be indicated on the Grading Plan and no further action is required.***
- ***If protected tree(s) are to be removed, then a Tree or Plant Removal Permit shall be applied for and approved in compliance with Section 88.01.050 (Tree or Plant Removal Requirements).***

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

Therefore, potential adverse impacts have been identified or anticipated and mitigation measures are proposed to reduce the project's effects to less than significant.

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

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

- V a) **Less Than Significant Impact.** The project site is vacant and is routinely disturbed by discing activities. Minimal grading is proposed that would disturb the underlying soil that has potential for containing historical resources. In addition to the site's current condition, the site and surrounding area have in recent history (30 years and prior) been utilized for agricultural purposes that have previously disturbed the ground. The project will not cause a substantial adverse change in the significance of an historical resource, because no resources have been identified on the site. Further, should historical resources of significance be found during grading or excavation activities, the project is subject to the County's standard condition of approval regarding historical resources that requires the developer to contact the County Museum for determination of appropriate mitigation measures, such as isolation of the resource site, recovery of the item, and appropriate curation and documentation.
- V b) **Less Than Significant Impact.** The project site is vacant and is routinely disturbed by discing activities. Minimal grading is proposed that would disturb the underlying soil that has potential for containing archaeological resources. In addition to the site's current condition, the site and surrounding area have in recent history (30 years and prior) been utilized for agricultural purposes that have previously disturbed the ground. This project will not cause a substantial adverse change in the significance of an archaeological resource, because no resources have been identified on the site. Further, should archaeological resources of significance be found during grading or excavation activities, the project is subject to the County's standard condition of approval regarding historical and archaeological resources that requires the developer to contact the County Museum for determination of appropriate management measures, such as isolation of the resource site, recovery of the item, and appropriate curation and documentation.

- V c) **Less Than Significant Impact.** The project will not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature because the site and surrounding area surface is characterized as alluvial fan deposits of the Pliocene to Holocene era. Sediments from this more recent era of geologic activity do not typically contain fossil or other paleontological resources. While later aged sediments may exist beneath the surface deposits on the site, the minimal amount of grading proposed for the project is not anticipated to disturb any potential paleontological resources that may exist beneath the surface. To further reduce the potential for impacts, the project will be subject to the County's standard condition which requires the developer to contact the County Museum for determination of appropriate management measures if any finds are made during project construction. This project will not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, because no such resources have been identified on the site.
- V d) **Less than Significant Impact.** No formal cemeteries are located on the project site. Disturbance of subsurface soils has the potential to uncover buried remains. If buried remains are discovered, the project proponent is required to comply with Section 5097.98 of the California Public Resources Code and Section 7050.5-7055 of the California Health and Safety Code, requiring halting of construction activities until a County coroner can evaluate the find and notify a Native American Representative if the remains are of Native American origin. With compliance with these regulations, impacts would be less than significant.

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

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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VI. GEOLOGY AND SOILS - Would the project:

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

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

VI ai) **No Impact.** The project site does not lie within, or immediately adjacent to, an Alquist-Priolo Earthquake Fault Zone, and no active or potentially-active faults are shown on or in the immediate vicinity of the site on published geologic maps.

VI aii) **No Impact.** The project will not expose people or structures to potentially substantial adverse

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

- VI aiii) **No Impact.** The project site is not located within a suspected or generalized liquefaction susceptibility zone according to the *County of San Bernardino Geologic Hazards Map* (Map FH31C). Standard building code requirements would provide for less than significant impacts.
- VI aiv) **No Impact.** According to the *County of San Bernardino Geologic Hazards Overlay Map* (Map FH31C), the project is not located in an area susceptible to landslides. In addition, the project site is relatively flat and no new significant slopes will be created that would contribute to a landslide.
- VI b) **Less Than Significant Impact.** The project will not result in substantial soil erosion or the loss of topsoil, because the site will be paved and landscaped after it is developed. To control soil erosion during construction the project proponent is required to comply with the National Pollutant Discharge Elimination System permit applicable to the project area and prepare a Storm Water Pollution Prevention Plan. In addition, a Water Quality Management Plan is required which addresses post-construction soil erosion. Preparation and implementation of these plans is a mandatory requirement.
- VI c) **Less Than Significant Impact.** Lateral spreading is a term referring to landslides that commonly form on gentle slopes and that have rapid fluid-like flow movement, like water. As noted in the response to Issue VI (aiv) above, the site is not susceptible to landslides thus the impacts from lateral spreading are considered less than significant.

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

Adherence to standards and requirements contained in the California Building Code for the design of the proposed structure will ensure that there will be no impacts. Compliance with the California Building Code is a mandatory requirement.

- VI d) **No Impact.** With mandatory implementation of standard building requirements, including the requirements of the California Building Code and County Building Code, and the site-specific grading and construction recommendations contained within the Project's geotechnical reports, on-site soils would be adequately stabilized to accommodate proposed development. Accordingly, implementation of the proposed Project would not create a substantial risk to life or property and impacts associated with expansive soils would be less than significant and mitigation is not required.

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

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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 an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION *The following responses are based in part on the project Air Quality, Global Climate Change, and Health Risk Assessment Impact Analysis prepared by Kunzman Associates dated June 12, 2014. Please reference this document for further details (Appendix A).*

VII a) **Less Than Significant Impact.** In September 2011, the County of San Bernardino adopted the "Greenhouse Gas Emissions Reduction Plan" ("GHG Plan"). The purpose of the GHG Plan is to reduce the County's internal and external GHG emissions by 15 percent below current (2011) levels by year 2020 in consistency with State climate change goals pursuant to AB32. The GHG Plan has been designed in accordance with Section 15183.5 of the State CEQA Guidelines which provides for streamline review of climate change issues related to development projects when found consistent with an applicable greenhouse gas emissions reduction plan.

Section 5.6 of the GHG Plan identifies the procedures for reviewing development projects for consistency with the GHG Plan. The GHG Plan includes a two-tiered development review procedure to determine if a project could result in a significant impact related to greenhouse gas emissions or otherwise comply with the GHG Plan pursuant to Section 15183.5 of the State CEQA Guidelines. The initial screening procedure is to determine if a project will emit 3,000 metric tons of carbon dioxide equivalent (MTCO₂E) per year or more. Projects that do not exceed this threshold require no further climate change analysis but are required to implement mandatory reducing measures in the project's conditions of approval.

Projects exceeding this threshold must meet a minimum 31 percent emissions reduction in order to garner a less than significant determination. This can be met by either (1) achieving 100 points from a menu of mitigation options provided in the GHG Plan or (2) quantifying proposed reduction measures. Projects failing to meet the 31 percent reduction threshold would have a potentially significant impact related to climate change and greenhouse gas emissions.

Warehousing and distribution activities will result in continuous greenhouse gas emissions from mobile, area, and operational sources. Mobile sources including vehicle trips to and from the project site will result primarily in emissions of CO₂ with minor emissions of CH₄

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

A GHG emissions inventory was conducted for the project utilizing the California Emissions Estimator Model (CalEEMod). The results of the emissions inventory are shown in Table 6 below.

Table 6. Greenhouse Gas Emissions Prior to Mitigation

Source	GHG Emissions (MT/YR)					
	Bio- CO ₂	Non Bio- CO ₂	CO ₂	CH ₄	N ₂ O	CO ₂ e
Area Sources	0.00	0.01	0.01	0.00	0.00	0.01
Energy Usage	0.00	330.68	330.68	0.01	0.01	332.05
Mobile Sources	0.00	1,388.45	1,388.45	0.04	0.00	1,389.37
Solid Waste	59.81	0.00	59.81	3.53	0.00	134.05
Water/Wastewater	23.00	270.12	293.11	2.37	0.06	361.06
Construction	0.00	37.86	37.86	0.00	0.00	37.96
Total Emissions	82.81	2,027.11	2,109.92	5.97	0.06	2,254.50
County Threshold						3,000
Exceeds Threshold?						NO

According to the *County of San Bernardino Greenhouse Gas Emissions Plan*, projects that do not exceed 3,000 MTCO₂E/YR for GHG emissions, as shown in Table 6, are not required to identify additional measures to further reduce greenhouse gases and are considered consistent with the GHG Plan and have a less than significant individual or cumulative impact for GHG.

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

- Reduce emissions from activities over which the County has jurisdictional and operational control consistent with the target reductions of Assembly Bill (AB) 32 Scoping Plan;
- Provide estimated GHG reductions associated with the County's existing sustainability efforts and integrate the County's sustainability efforts into the discrete actions of this Plan;
- Provide a list of discrete actions that will reduce GHG emissions; and Approve a GHG Plan that satisfies the requirements of Section 15183.5 of the California Environmental Quality Act (CEQA) Guidelines, so that compliance with the GHG Plan can be used in appropriate situations to determine the significance of a project's effects relating to GHG emissions, thus providing streamlined CEQA analysis of future projects that are consistent with the approved GHG Plan.

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

Projects exceeding this threshold must meet a minimum 31 percent emissions reduction in order to garner a less than significant determination. This can be met by either (1) achieving 100 points from a menu of mitigation options provided in the GHG Plan or (2) quantifying proposed reduction measures. Projects failing to meet the 31 percent reduction threshold would have a potentially significant impact related to climate change and greenhouse gas emissions.

As analyzed and discussed in Issue VIIa, the project will not exceed the 3,000 MTC2OE/YR screening threshold identified in the GHG Plan and, as such, not be required to identify or utilize reduction measures that exceed 100 points of mitigation that are consistent with the Screening Tables shown in the GHG Plan. Therefore, the project is not in conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases.

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

VIII. HAZARDS AND HAZARDOUS MATERIALS -
 Would the project:

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| 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 type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

SUBSTANTIATION

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

If hazardous materials are proposed on-site in the future, they will be subject to permit and inspection by the Hazardous Materials Division of the County Fire Department.

VIII b) **Less Than Significant Impact.** The project will not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, because any use or construction activity that might use hazardous materials will be subject to permit and inspection by the Hazardous Materials Division of the County Fire Department.

VIII c) **Less Than Significant Impact.** The proposed project is adjacent to the Packinghouse Christian School. The proposed project is a "high cube" warehouse used for the storage of manufactured goods prior to their distribution locally or regionally. As such, it is not considered a "hazardous waste generator" (e.g. chemical manufacturer; electronic manufacturer; furniture/wood manufacturing) or a use that involves a significant amount of hazardous substances. A high cube warehouse also does not emit hazardous emissions (i.e. outdoor air toxics that are emitted from stationary sources such as factories, refineries, power plants, dry cleaners, painting, and agricultural production).

While the warehouse facility itself is not expected to utilize hazardous materials, the possibility exists that such materials could be stored or transported to and from the project site. The handling of hazardous materials or emission of hazardous substances is regulated by the County of San Bernardino Fire Department, Hazardous Materials Division. Prior to occupancy of the site, the applicant is required to submit a Business Emergency/Contingency Plan for emergency release or threatened release of hazardous materials and waste or a letter of exemption to the Hazardous Materials Division of County Fire. If such uses are proposed on-site in the future, the applicant will be subject to permit and inspection by the Hazardous Materials Division of the County Fire Department and in some instances additional land use review. This is a mandatory requirement and not considered mitigation.

VIII d) **No Impact.** The project site is not included on the list of hazardous materials sites compiled in accordance with Government Code No. 65962.5.

VIII e) **Less than Significant with Mitigation Incorporated.** The project site is approximately 1.7 miles southeast of the San Bernardino International Airport (SBIA) formerly known as Norton Air Force Base and is located within an Airport Safety Review Area 3 (AR3). The

project site is not within the landing or takeoff zones of the airport runways. The following mitigation measures are proposed to ensure compatibility with operations of SBIA:

Hazards-1. AR3 Operational Requirements. The following standards and criteria shall apply to all operations, structures, and land uses:

a) All structures and land uses shall be designed and operated so that they shall not reflect glare, emit electronic interference, produce smoke, or store or dispense hazardous materials in such a manner that would endanger aircraft operations or public safety in the event of an aircraft accident. (to be confirmed prior to issuance of building permits)

b) Vegetation shall be maintained not to exceed the height limitations established in Federal Aviation Regulations (FAR) Part 77, unless otherwise provided by Form 7460-1)

Hazards-2. AR3 Design Requirements. The developer shall grant an Avigation and Noise Easement to the San Bernardino International Airport. The developer shall submit copies of the proposed Avigation & Noise Easement to both County Planning and the San Bernardino International Airport for review and approval. Also, notice shall be provided to any renters, lessees or buyers of the subject property that the site is subject to this Avigation and Noise Easement and that there will be aircraft over-flight with potential noise problems associated with aircraft operations. This information shall be incorporated into the CC & R's, if any, and in all lease and rental agreements.

- VIII f) **No Impact.** The project site is not within the vicinity or approach/departure flight path of a private airstrip.
- VIII g) **Less Than Significant Impact.** The project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The project will not result in any substantial alteration to road design or capacity that would affect implementation of evacuation procedures nor result in any substantial increase in natural or man-made hazards that would increase the potential for evacuation. In addition, the project has adequate emergency access via Alabama Avenue and Almond 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 the site is not adjacent to dense brush or other features typically associated with wildfires. The site is not identified as being in a high fire hazard area by the County's Hazard Overlay Maps.

Therefore, potential adverse impacts have been identified or anticipated and mitigation measures are proposed to reduce the project's effects to less than significant.

	Potentially Significant Impact	Less than Significant with Mitigation Incorpor.	Less than Significant	No Impact
IX. HYDROLOGY AND WATER QUALITY - Would the project:				
IX a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
IX 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"/>
IX 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 which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
IX d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
IX 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"/>
IX f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
IX 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"/>
IX h) Place within a 100-year flood hazard area structure, which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IX 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?

IX j) Inundation by seiche, tsunami, or mudflow?

SUBSTANTIATION

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

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

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

IX b) **Less Than Significant Impact.** The project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level, because the project is served by an existing water purveyor that has indicated that there is currently sufficient capacity in the existing water system to serve the anticipated needs of this project. The project will change the majority of the project site to an impervious surface due to paving and building construction. The project will have a detention basin located off-site on Parcel 2, adjacent to the east side of Nevada Street. This detention basin will serve to capture the excess runoff created by the additional on-site impervious surfaces, and thus minimize impacts the project has on local groundwater recharge. Impacts will be less than significant.

IX c) **Less Than Significant Impact.** The project will not substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river in a manner that would result in substantial erosion or siltation on- or off-site, because

the project does not propose any substantial alteration to a drainage pattern, stream or river and the project is required to submit and implement an erosion control plan.

- IX d) **Less Than Significant Impact.** The proposed project utilizes a drainage collection system that will collect the incremental increase in stormwater runoff within the truck parking area and convey it in the same historical pattern to the west through an underground pipe and designated drainage easement across parcel 2 to the west into the proposed retention basin near Nevada Street. The drainage basin has been designed and sized to accept stormwater flows generated by improvements from both the project site (parcel 1) and the adjoining parcel (parcel 2). By collecting the incremental increase in stormwater runoff caused by improvements the project will minimize the amount of off-site flows and allow downstream facilities to accept the remaining discharge. Flows into the basin will be retained and stormwater will percolate into the groundwater basin, thus the drainage design of the project will ensure that on- or off-site impacts are minimized. County Land Development has reviewed the proposed project drainage and all necessary drainage improvements both on- and off- site have been required as conditions of the construction of the project. Impacts will be less than significant.
- IX e) **Less Than Significant Impact.** The project will not create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff because County Land Development has reviewed the proposed project drainage and has determined that the proposed systems are adequate to handle anticipated flows. All necessary drainage improvements both on- and off-site will be required as conditions of the construction of the project. There will be adequate capacity in the local and regional drainage systems so that downstream properties are not negatively impacted by any increases or changes in volume, velocity or direction of storm water flows originating from or altered by the project.
- IX f) **Less Than Significant Impact.** The project will not otherwise substantially degrade water quality because appropriate measures relating to water quality protection, including erosion control measures have been required. A *Water Quality Management Plan (WQMP)*, dated November, 2013, was prepared by Thienes Engineering, Inc. to describe the project's compliance with the requirements of the County of San Bernardino's NPDES Stormwater Program. Impacts are less than significant.
- IX g) **No Impact.** The project will not place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, because the project does not propose housing and is not within identified FEMA designated flood hazard areas as shown on *San Bernardino County's General Plan Hazard Overlays Map*. (Map FH31C),
- IX h) **No Impact.** The project will not place within a 100-year flood hazard area structures which would impede or redirect flood flows, because the site is not within an identified FEMA designated flood hazard area as shown on *San Bernardino County's General Plan Hazard Overlays Map*. (Map FH31C),
- IX i) **No Impact.** According to the *County of San Bernardino Hazards Overlay Map* (Map FH31C), the project site and surrounding area is not located within a designated dam

inundation area. The project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, as no levee or dam are located in the vicinity of the project.

- IX j) **No Impact.** The project will not be impacted by inundation by seiche, tsunami, or mudflow, because the project is not adjacent to any body of water that has the potential of seiche or tsunami. Based on the responses to Issues VI (a) and VI (c) of this Initial Study Checklist, the project site is not located in an area prone to landslides, soil slips, or slumps. Therefore, the proposed project would have no impacts from mudflows.

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

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

SUBSTANTIATION

X a) **No Impact.** The project site is vacant. Surrounding land uses include the Packinghouse Christian Church/School to the north, a commercial shopping center to the south, vacant land proposed for a warehouse to the west, and vacant land across Alabama Avenue to the east which is proposed for a shopping center. The project will not physically divide an established community, because the project is a logical and orderly extension of the planned land uses and development that are established within the surrounding area.

X b) **Less Than Significant Impact.** The project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect, because the project is consistent with all applicable land use policies and regulations of the County Code and General Plan. In all instances where significant impacts have been identified, mitigation is provided to reduce each impact to less-than-significant levels.

X c) **No Impact.** The project site is not located within any habitat conservation plan or natural community conservation plan, therefore no conflict will occur.

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

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

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

XI a) **Less Than Significant Impact.** The project site is vacant and contains no mines, oil or gas wells, or other resource extraction activity. According to mapping conducted by the California Geological Survey (CGS), which maps areas known as Mineral Resources Zones (MRZs), the proposed Project site is mapped within MRZ-2, which is defined as "areas with no known significant mineral deposits."

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

XI b) **No Impact.** The County's General Plan does not identify any locally important mineral resource recovery sites on-site or within close proximity to the project site, nor are any mineral resource recovery operations located on-site or in the immediate surrounding area. As such, no impact would occur.

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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 ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION (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 following responses are based in part on the project's Noise Impact Analysis prepared by Kunzman Associates dated June 12, 2014. Please reference this document for further details (Appendix B).

XII a) **Less Than Significant Impact With Mitigation Incorporated.** There are no known unusual or loud noises that occur on the property on a regular basis. Development of the project site as a warehouse use has the potential to expose persons to or result in elevated noise levels during both near-term construction activities and under long-term conditions.

Construction Noise

Construction noise will result from site grading and building construction. Construction noise levels will result in a substantial temporary increase in noise levels during the day. The following mitigation measures are required to reduce impacts to less than significant:

Noise-1. Prior to grading permit issuance, the Developer shall provide a signed letter agreeing to include in any construction contracts/ subcontracts a requirement that:

- a) **Construction Equipment Controls. During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.**
- b) **Noise Ordinance. To minimize potential impacts to adjacent sensitive receptors, project construction shall only be performed during the hours construction activities are exempt from the County of San Bernardino's noise ordinance: Temporary construction, maintenance, repair, and demolition activities between 7:00 AM and 7:00 PM, except Sundays and Federal holidays are exempt from Section 83.01.080(g)(3) the San Bernardino Development Code."**
- c) **Truck Haul Limits. 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."**
- d) **Equipment Staging. 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 proposed 8 foot high barrier wall along the northern and western property lines shall be constructed and verified before grading and other construction activities begin."**
- f) **To minimize any impacts to students, construction within 250 feet of classrooms and outdoor play areas shall be avoided during school hours whenever possible."**

Operational Noise

Operational noise will result from vehicle traffic generated by the project as well as on-site operational noise from loading and unloading activities, landscape maintenance, and human activity. maintenance. The project is designed to provide access onto the site from Alabama Street and Almond Avenue. All loading and unloading activities will take place on the eastern portion of the site adjacent to Alabama Avenue. Truck traffic entering and exiting the site from Alabama Street will use a driveway located adjacent to the northeast corner of the site adjacent to the Packinghouse School. Truck traffic will not be allowed to travel further along the northern driveway than approximately 175 feet as the driveway

turns into a "fire lane only." In addition, the loading docks are located to the south of the driveway so trucks will be directed to the south in they enter the site from the northern driveway.

Unmitigated traffic noise levels along project area roadways are projected to increase from 0.0 to 2.2 dBA with the completion of the proposed project. A 3 dBA change in sound is the beginning at which humans generally notice a barely perceptible change in sound and a 5 dBA change is generally readily perceptible. Therefore, an increase of more than 5 dBA is considered significant. The largest increase (2.2 dBA) will occur at Almond Avenue at the project entrance. This increase is less than the 5 dBA threshold and is considered less than significant.

On-site operational noise from the loading docks at the nearest sensitive receptor (Packinghouse Christian Fellowship) may result in noise levels ranging of up to 61.1 dBA Leq during the day and 60.3 dBA CNEL over a 24 hour period. The 61.1 dBA Leq (highest) does not exceed the 65 dBA CNEL exposure threshold for churches and schools. As such, impacts are less than significant.

Although operational noise will not exceed significance thresholds, the following mitigation measure is required to reduce impacts to the maximum extent feasible:

Noise 2: Operational Noise Controls. Prior to occupancy, the Developer shall provide a signed letter, which shall be provided to any future tenants, agreeing to comply with the following:

- a) All operational equipment, fixed or mobile, shall be fitted with properly operating and maintained mufflers, consistent with manufacturers' standards.***
- b) All available noise suppression devices and techniques should be utilized whenever possible to reduce exterior operational equipment noise to acceptable levels that are compatible with adjacent land uses.***
- c) The building occupant shall place all stationary noise generating equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.***
- d) Truck idling near the northerly project entrance from Alabama Street shall not occur other than when awaiting access into the gated loading area.***
- e) Signage shall be prominently displayed to alert truck drivers that truck access through the northerly vehicle parking area is not permitted.***

XII b) **Less Than Significant Impact.** Construction equipment may result in vibration levels that are considered annoying at nearby sensitive receptors when the most vibration causing equipment is within 100 feet. As a standard condition of approval, the project will be conditioned to comply with the vibration standards of the County Development Code.

- XII c) **Less Than Significant Impact With Mitigation Incorporated.** As noted in the response to Issue XII (a) above, the increased level of noise from the project will be less than significant with implementation of Mitigation Measures NOISE-1 and NOISE-2. Therefore, the project will not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project
- XII d) **Less Than Significant Impact With Mitigation Incorporated.** Construction noise, including grading activities, would represent a substantial increase in noise levels and could adversely affect the adjoining Packinghouse Christian Academy school. Existing noise levels on the subject property were measured at 56.7 dBA Leq. The Noise Study noted construction noise levels could reach 91 dBA Leq at 25 feet from the property line. The existing school buildings vary in distance from the property line between approximately 20 and 35 feet. In an effort to reduce noise levels the Analysis recommended an eight (8) foot high block wall be constructed prior to grading and construction along the northerly and a portion of the westerly property lines. Since the wall needed to be constructed to reduce operational noise levels its placement prior to construction activities would also have a beneficial effect of reducing construction noise levels. However, due to the close proximity of the school buildings noise levels would still remain substantial and could adversely affect school operations. Several options are available to provide compatibility between the two operations. One option is to undertake construction grading during that portion of the school year when the classrooms are not occupied. The other option would be to erect a temporary noise barrier consisting of either ½" plywood or sound absorption/attenuating blankets on chain link. The height and thickness of the wall would depend upon the level of noise attenuation, which is recommended to be less than 61.7 dBA, which is within the 5 dBA range above the existing ambient level and within the level of substantial consistent with County standards for exterior areas of schools. As noted in the response to Issue XII (a) above, the increased level of noise from the project will be less than significant with implementation of Mitigation Measures NOISE-1, NOISE-2, and NOISE-3. Therefore, construction and operational activities will not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

Noise 3: Additional Construction Noise Controls. To ensure construction noise levels do not adversely affect the operation of the adjoining Packinghouse Christian Academy the options and/or actions listed below are to be implemented prior to grading permit issuance:

- a) ***Avoid grading activities during that part of the school year when school is in session. If this cannot be attained then one or more of the following actions are required.***
- b) ***Install an eight (8) foot high block wall along the northerly and northwesterly property lines prior to grading or other construction activities. If the applicant cannot demonstrate through the completion of an acoustical analysis acceptable to the County of San Bernardino Planning Division that the eight (8) foot high wall will reduce grading and construction noise levels to 61.7 dBA during school hours at the exterior of the adjoining school buildings and on the adjoining playground, then item c) below will also be required.***

c) Install a temporary noise attenuation wall along the northerly and northwesterly property lines to reduce levels to 61.7 dBA at the exterior of the adjoining school buildings and on the adjoining school playground. The selection of the type of barrier, such as ½" plywood or sound absorption/attenuating blankets, and the height and thickness of the barrier is to be determined through the completion of an acoustical analysis acceptable to the County of San Bernardino Planning Division.

- XII e) **Less Than Significant Impact.** The project site is approximately 1.7 miles southeast of the San Bernardino International Airport (SBIA) (formerly Norton Air Force Base). The project is located outside of the 65 dBA CNEL noise contours of the former Norton Air Force Base. Therefore, the project would not expose people residing or working in the project area to excessive noise levels from the airport.
- XII f) **No Impact.** The project is not within the vicinity of a private airstrip. Therefore, the project would not expose people residing or working in the project area to excessive noise levels from a private airstrip.

Therefore, potential significant adverse impacts have been identified or anticipated and mitigation measures are proposed to reduce the project's potential noise impacts.

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

XII a) **Less Than Significant Impact.** The project site will be developed with an industrial distribution warehouse facility and will not require the extension of any new roads or infrastructure to serve the project because the site can be considered an in-fill parcel within an area with commercial and industrial development. The project site is zoned "Special Development" which allows an industrial warehouse use. Residential development is only allowed for single family dwelling units on parcels of twenty (20) acres or more.

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

Based on the above, the project will not substantially increase population in the area.

XII b) **No Impact.** The proposed use will not displace substantial numbers of existing housing units, necessitating the construction of replacement housing, because the site is vacant and does not contain housing units.

XII c) **No Impact.** The proposed use will not displace substantial numbers of people necessitating the construction of replacement housing elsewhere, because the site is vacant and does not contain housing.

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

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

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

Fire Protection: The City of Redlands will provide fire services per an existing agreement between the County and the City. Development of the proposed project would impact fire protection services by placing an additional demand on existing fire services should resources not be augmented. To offset the increased demand for fire protection services, the proposed project would be conditioned by the County to provide a minimum of fire safety and support fire suppression activities, including compliance with State and local fire codes, fire sprinklers, a fire hydrant system, paved access, and secondary access routes.

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

Schools: The project is located in the Redlands Unified School District (District). The District requires payment of school fees at the applicable rate, in accordance with the Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50). Pursuant to Senate Bill 50, payment of school impact fees constitutes complete mitigation for project-related impacts to school services. Therefore, mandatory payment of school impact fees would reduce the project's

impacts to school facilities to a level below significant, and no mitigation would be required.

Parks: The project will not create a demand for additional park service in that the project is an industrial development (no housing is proposed). Accordingly, implementation of the project would not adversely affect any park facility and impacts are regarded as less than significant.

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

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

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

SUBSTANTIATION

- XIV a) **No Impact.** The proposed project will not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur, primarily because the project will not generate new residential units and/or the impacts generated by the employees of this project will be minimal.
- XIV b) **No Impact.** The project is an industrial warehouse and does not include recreational facilities open to the public or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
XV. TRANSPORTATION/TRAFFIC - Would the project:				
a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION *The following summaries are based in part on the project Traffic Impact Analysis prepared by Kunzman Associates dated September 10, 2014. Please reference this document for further details (Appendix C).*

XV a) Less Than Significant Impact. The project will result in the addition of approximately 689 daily vehicle trips in Passenger Car Equivalents, 43 Passenger Car Equivalents of which will occur during the morning peak hour and 51 Passenger Car Equivalents of which will occur during the evening peak hour, on roadways in the project vicinity. The *Traffic Impact Analysis* prepared by Kunzman Associates included traffic projections based on the following scenarios: *Existing Plus Project, Opening Year (2015) With Ambient, Opening Year (2015) With Ambient and Project, Opening Year (2015) with Ambient and Cumulative and Project, Buildout Year (2035) With Ambient, Buildout Year (2035) With Ambient and Project, and Buildout Year (2035) With Ambient and Cumulative and Project.*

For *Existing Plus Project*, all study area intersections are projected to operate within acceptable Levels of service except Alabama Street (NS) at Lugonia Avenue (EW) during the evening peak hours.

For *Opening Year (2015) With Ambient*, the following study area intersection is projected to operate at an unacceptable Level of Service during the evening peak hour:

- Alabama Street (NS) at:
Lugonia Avenue (EW)

For *Opening Year (2015) With Ambient and Project*, the following study area intersection is projected to operate at an unacceptable Level of Service during the evening peak hour:

- Alabama Street (NS) at:
Lugonia Avenue (EW)

For *Opening Year (2015) With Ambient and Cumulative and Project*, the following study area intersections are projected to operate at an unacceptable Level of Service during the evening peak hour:

- Nevada Street (NS) at
Lugonia Avenue (EW)
- Alabama Street (NS) at:
Lugonia Avenue (EW)
- SR-210 Freeway SB Ramps (NS) at:
San Bernardino Avenue (EW)
- SR-210 Freeway NB Ramps (NS) at:
San Bernardino Avenue (EW)

For *Buildout Year (2035) With Ambient*, the following study area intersections are projected to operate at an unacceptable Level of Service during the evening peak hour:

- Alabama Street (NS) at:
Lugonia Avenue (EW)
- California Street (NS) at:
I-10 Freeway WB Ramps (EW)
I-10 Freeway EB Ramps (EW)
- Nevada Street (NS) at:
Lugonia Avenue (EW)
- SR-210 Freeway NB Ramps (NS) at:
San Bernardino Avenue (EW)

For *Buildout Year (2035) with Ambient and Project*, the following study area intersections are projected to operate at an unacceptable Level of Service during the evening peak hour:

- California Street (NS) at:
 - I-10 Freeway WB Ramps (EW)
 - I-10 Freeway EB Ramps (EW)
- Nevada Street (NS) at:
 - Lugonia Avenue (EW)
- Alabama Street (NS) at:
 - Lugonia Avenue (EW)
- SR-210 Freeway NB Ramps (NS) at:
 - San Bernardino Avenue (EW)

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

For *Buildout Year (2035) with Ambient and Cumulative and Project*, the following study area intersections are projected to operate at an unacceptable Level of Service during the evening peak hour:

- California Street (NS) at:
 - I-10 Freeway WB Ramps (EW)
 - I-10 Freeway EB Ramps (EW)
- Nevada Street (NS) at:
 - Lugonia Avenue (EW)
- Alabama Street (NS) at:
 - San Bernardino Avenue (EW)
 - Lugonia Avenue (EW)
 - I-10 Freeway WB Ramps (EW)
 - I-10 Freeway EB Ramps (EW)
- SR-210 Freeway SB Ramps (NS) at:
 - San Bernardino Avenue (EW)
- SR-210 Freeway SB Ramps (NS) at:
 - San Bernardino Avenue (EW)

On-Site Improvements:

- On-site improvements and improvements adjacent to the site will be required in conjunction with the proposed development to ensure adequate circulation within the project itself.
- Construct Alabama Street from the north project boundary to Almond Avenue at its

ultimate half-section width including landscaping and parkway improvements in conjunction with development, as necessary.

- Construct Almond Avenue from the west project boundary to Alabama Street at its ultimate half-section width including landscaping and parkway improvements in conjunction with development, as necessary.
- Sight distance at each project access should be reviewed with respect to California Department of Transportation/County of San Bernardino standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.
- On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.
- The site should provide sufficient parking spaces to meet County of San Bernardino parking code requirements in order to service on-site parking demand.

Off-Site Improvements

Off-site improvements are detailed in the *Traffic Impact Analysis*, prepared by Kunzman Associates dated September 10, 2014. Included with these items is the periodic review of traffic operations in the vicinity of the project once it is constructed to assure such operations are satisfactory and provide an interconnect of the traffic signal to function as a coordinated system. The project is required to pay its fair share cost towards the construction of these improvements, all of which are identified in the SANBAG Nexus Fee Program. (See Table 12 of *Traffic Impact Analysis*). In addition, the project is required to participate in the construction of off-site traffic signals through the payment of traffic signal mitigation fees.

The above are deemed standard development requirements and are not considered mitigation. Based on the above, incorporation of recommended improvements and payment of impact fees will reduce potential impacts to a less than significant level.

- XV b) **Less Than Significant Impact.** The project will not exceed, either individually or cumulatively, a Level of Service (LOS) standard established by the County Congestion Management Agency for designated roads or highways. The traffic study prepared by Kunzman Associates, dated September 10, 2014, determined that the project would not contribute traffic greater than the freeway threshold of 100 two-way peak trips or arterial link threshold of 50-two way peak trips in the morning and evening peak hours as defined by the County's Congestion Management Plan to the respective surrounding roads.
- XV c) **No Impact.** The project site is approximately 1.7 miles southeast of the San Bernardino International Airport (formerly Norton Air Force Base). The proposed project is located approximately 0.94 miles southeast of the San Bernardino International Airport (formerly Norton Air Force Base). The project site would not alter air traffic patterns and would therefore not result in substantial safety risks.

- XV 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 established roads that are accessed at points with good site distance and will be conditioned to provide the appropriate traffic control devices at the intersections. In addition, the project is a warehouse use located in an area that permits warehouses, so it will not create a hazard with incompatible uses (e.g., farm equipment).
- XV e) **Less Than Significant Impact.** The proposed project will be accessible via Alabama Street and Almond Street. The project site plan identifies adequate fire department access and turning radii entering the site and within the site, which are adequate to serve the site in case of an emergency. Therefore, the project would have less than significant impacts on the provision of adequate emergency access.
- XV f) **Less Than Significant Impact.** The project is located adjacent to Alabama Street and Almond Street which are paved roadways and will be further improved by the project. Therefore, access for alternative transportation (i.e., public transit, pedestrian, bicycle) can be accommodated and the project will not decrease the performance of existing alternative transportation facilities or be in conflict with policies, plans, or programs supporting alternative transportation

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

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

SUBSTANTIATION

XVI a) **Less Than Significant Impact.** Wastewater treatment and collection services would be provided to the project site by the City of Redlands Utilities Department. The City of Redlands Utilities Department is required to operate all of its treatment facilities in accordance with the waste treatment and discharge standards and requirements set forth by the Regional Water Quality Control Board (RWQCB). The proposed project would not install or utilize septic systems or alternative wastewater treatment systems; therefore, the project would have no potential to exceed the applicable wastewater treatment requirements established by the RWQCB. Accordingly, impacts would be less than significant.

XVI b) **Less Than Significant Impact.** The proposed project would construct an on-site network of water and sewer pipes that would connect to existing facilities in Alabama Street and/or Almond Avenue. The installation of water and sewer lines as proposed by the project would result in physical impacts to the surface and subsurface of infrastructure alignments. These impacts are considered to be part of the project's construction phase and are evaluated throughout this Initial Study Checklist accordingly. In instances where significant impacts have been identified for the project's construction phase, mitigation measures are recommended in each applicable subsection of this Initial Study Checklist to reduce impacts to less-than-significant levels. The construction of water and sewer lines as necessary to serve the proposed project would not result in any significant physical effects on the environment that are not already identified and disclosed as part of this Initial Study Checklist. Accordingly, additional mitigation measures beyond those identified throughout this Initial Study would not be required.

XVI c) **Less Than Significant Impact.** The proposed project would construct an on-site network of storm drains, infiltration devices, and an off-site water quality/detention basin to collect storm water flows. As previously noted in the response to Issue IX(e) under Hydrology and Water Quality, implementation of the project would not increase peak runoff flows on the property above existing levels; therefore, the proposed project would not require the expansion of any offsite existing storm water drainage facilities.

The construction of storm drain facilities as proposed by the project would result in physical impacts to the surface and subsurface of the project site. These impacts are considered to be part of the project's construction phase and are evaluated throughout this Initial Study Checklist accordingly. In instances where significant impacts may have been identified for the project's construction phase, mitigation measures are recommended in each applicable subsection of this Initial Study Checklist to reduce impacts to less-than-significant levels. The construction of storm drain infrastructure on-site as necessary to serve the proposed project would not result in any significant physical effects on the environment that are not already identified and disclosed as part of this Initial Study Checklist. Accordingly, additional mitigation measures beyond those identified throughout this Initial Study Checklist would not be required.

XVI d) **Less Than Significant Impact.** Water service would be provided to the project site by the City of Redlands. For water planning purposes, the City of Redlands supply and demand for water is assessed in the *2010 San Bernardino Valley Regional Urban Water Management Plan* (UWMP). According to the UWMP, the City of Redlands relies upon a blend of local groundwater, local surface water, and imported water from the State Water Project to supply water to its service area. The UWMP considered the project site under its current land use designation of "Special Development" in planning for future water demand and supplies. Based on the UWMP, Redlands' reliability is expected to be 100 percent through 2030. Therefore, the project will have sufficient water supplies available to serve the project from existing entitlements and resources, and no new or expanded entitlements are needed.

XVI e) **Less Than Significant Impact.** According to the City of Redlands Municipal Utilities and Engineering Department website accessed on May 15, 2014, the Redlands Wastewater Treatment Facility has the ability to process 9.5 million gallons of wastewater per day, and

is currently processing about 6 million gallons per day. Although the project would increase the demand for wastewater treatment services, there is adequate wastewater treatment capacity to serve the project.

- XVI f) **Less Than Significant Impact.** The two closest landfills to the project site are the California Street Landfill and the San Timoteo Landfill.. According to the CalRecycle website accessed on May 15, 2014, the California Street Sanitary Landfill had a remaining capacity of 6,800,000 cubic yards and is planned not to close until 2042. The San Timoteo Landfill has a remaining capacity of 20,400,000 cubic yards and is planned not to close until 2043. Therefore, there is sufficient permitted capacity to accommodate the project's solid waste disposal needs for the foreseeable future.
- XVI g) **No Impact.** The project is required to comply with mandatory federal, state, and local statutes and regulations related to solid waste.

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

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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XVII. 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects, which will cause Substantial adverse effects on human beings, either directly Or indirectly? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

SUBSTANTIATION

- XVII a) **Less Than Significant Impact with Mitigation Incorporated.** All impacts to the environment, including impacts to habitat for fish and wildlife species, fish and wildlife populations, plant and animal communities, rare and endangered plants and animals, and historical and pre-historical resources were evaluated as part of this Initial Study Checklist. Throughout this Initial Study Checklist, where impacts were determined to be potentially significant, mitigation measures have been imposed to reduce those impacts to less-than-significant levels. Accordingly, with incorporation of the mitigation measures imposed throughout this Initial Study Checklist, the project would not substantially degrade the quality of the environment and impacts would be less than significant.
- XVII b) **Less Than Significant Impact with Mitigation Incorporated.** As discussed in this Initial Study Checklist, construction of the proposed project has the potential to result in effects to the environment that are individually limited, but cumulatively considerable with respect to Localized Air Quality impacts on sensitive receptors during site preparation and grading activities if such activities were to occur concurrently with site preparation and grading activities on the parcel located adjacent to the western boundary of the project site. With incorporation of the Mitigation Measure Air Quality-3, impacts would be less than significant for Localized Air Quality impacts on sensitive receptors.

In all other instances where the project has the potential to contribute to a cumulatively considerable impact to the environment, mitigation measures have been imposed to reduce potential effects to less-than significant levels. As such, with incorporation of the mitigation measures imposed throughout this Initial Study Checklist, the project would not contribute to environmental effects that are individually limited, but cumulatively considerable, and impacts would be less than significant.

- XVII c) **Less Than Significant Impact with Mitigation Incorporated.** The project's potential to result in environmental effects that could adversely affect human beings, either directly or indirectly, has been discussed throughout this Initial Study Checklist. In instances where the project has potential to result in direct or indirect adverse effects to human beings, including impacts to Localized Air Quality, Hazards and Hazardous Materials, and Noise, mitigation measures have been applied to reduce the impact to below a level of significance. With required implementation of mitigation measures identified in this Initial Study Checklist, construction and operation of the proposed project would not involve any activities that would result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly.

XVIII. 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)

AIR QUALITY-1. Limit on Disturbed Area. *Prior to grading permit issuance, the Developer shall provide a signed letter agreeing to include in any construction contracts/ subcontracts a requirement that project contractors ensure that the site preparation and grading contractors limit the daily disturbed area to 5 acres or less.*

AIR QUALITY-2 Compliance with SCAQMD Rule 403. *Prior to grading permit issuance, the Developer shall provide a signed letter agreeing to include in any construction contracts/ subcontracts a requirement that during site preparation and grading activities, all contractors shall comply with applicable measures listed in SCAQMD Rule 403 to control fugitive dust, including the application of water to all exposed surfaces a minimum of three (3) times per day.*

Air Quality-3. Prohibit Concurrent Grading. *Prior to grading permit issuance, the Developer shall provide a signed letter agreeing to include in any construction contracts/ subcontracts a requirement that the construction contractor shall coordinate the site preparation and grading activities timing with the site preparation and grading activities located on Parcel 2 of Tentative Parcel Map 19488, which is located adjacent to the western boundary of the project site, in order to ensure there are no days when earth moving activities occur concurrently for both projects.*

Biology-1. Native Tree and Plant Removal Permit. *Prior to issuance of a grading permit or any tree removal, a Native Tree & Plant Removal Permit may be required from the County of San Bernardino. The following steps must be followed:*

- *The grading permit or any permit that will allow the removal of any trees for the proposed project shall consider and include a review of any proposed native tree. If no protected trees are to be removed, then this shall indicated be on the Grading Plan and no further action is required.*
- *If protected tree(s) are to be removed, then a Tree or Plant Removal Permit shall be applied for and approved in compliance with Section 88.01.050 (Tree or Plant Removal Requirements).*

Hazards-1. AR3 Operational Requirements. *The following standards and criteria shall apply to all operations, structures, and land uses:*

- a) *All structures and land uses shall be designed and operated so that they shall not reflect glare, emit electronic interference, produce smoke, or store or dispense hazardous materials in such a manner that would endanger aircraft operations or public safety in the event of an aircraft accident. (to be confirmed prior to issuance of building permits)*

- b) Vegetation shall be maintained not to exceed the height limitations established in Federal Aviation Regulations (FAR) Part 77, unless otherwise provided by Form 7460-1)***

Hazards-2. AR3 Design Requirements. The developer shall grant an Avigation and Noise Easement to the San Bernardino International Airport. The developer shall submit copies of the proposed Avigation & Noise Easement to both County Planning and the San Bernardino International Airport for review and approval. Also, notice shall be provided to any renters, lessees or buyers of the subject property that the site is subject to this Avigation and Noise Easement and that there will be aircraft over-flight with potential noise problems associated with aircraft operations. This information shall be incorporated into the CC & R's, if any, and in all lease and rental agreements.

Noise-1. Prior to grading permit issuance, the Developer shall provide a signed letter agreeing to include in any construction contracts/ subcontracts a requirement that:

- a) Construction Equipment Controls. During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.***
- b) Noise Ordinance. To minimize potential impacts to adjacent sensitive receptors, project construction shall only be performed during the hours construction activities are exempt from the County of San Bernardino's noise ordinance: Temporary construction, maintenance, repair, and demolition activities between 7:00 AM and 7:00 PM, except Sundays and Federal holidays are exempt from Section 83.01.080(g)(3) the San Bernardino Development Code."***
- c) Truck Haul Limits. 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."***
- d) Equipment Staging. 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 proposed 8 foot high barrier wall along the northern and western property lines shall be constructed and verified before grading and other construction activities begin."***
- f) To minimize any impacts to students, construction within 250 feet of classrooms and outdoor play areas shall be avoided during school hours whenever possible."***

Noise 2: Operational Noise Controls. Prior to occupancy, the Developer shall provide a signed letter, which shall be provided to any future tenants, agreeing to comply with the following:

- a) **All operational equipment, fixed or mobile, shall be fitted with properly operating and maintained mufflers, consistent with manufacturers' standards.**
- b) **All available noise suppression devices and techniques should be utilized whenever possible to reduce exterior operational equipment noise to acceptable levels that are compatible with adjacent land uses.**
- c) **The building occupant shall place all stationary noise generating equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.**
- d) **Truck idling near the northerly project entrance from Alabama Street shall not occur other than when awaiting access into the gated loading area.**
- e) **Signage shall be prominently displayed to alert truck drivers that truck access through the northerly vehicle parking area is not permitted.**

Noise-3: Additional Construction Noise Controls. To ensure construction noise levels do not adversely affect the operation of the adjoining Packinghouse Christian Academy the options and/or actions listed below are to be implemented prior to grading permit issuance:

- a) **Avoid grading activities during that part of the school year when school is not in session. If this cannot be attained then one or more of the following actions are required.**
- b) **Install an eight (8) foot high block wall along the northerly and northwesterly property lines prior to grading or other construction activities. If the applicant cannot demonstrate through the completion of an acoustical analysis acceptable to the County of San Bernardino Planning Division that the eight (8) foot high wall will reduce grading and construction noise levels to 61.7 dBA during school hours at the exterior of the adjoining school buildings and on the adjoining playground, then item c) below will also be required.**
- c) **Install a temporary noise attenuation wall along the northerly and northwesterly property lines to reduce levels to 61.7 dBA at the exterior of the adjoin school buildings and on the adjoining school playground. The selection of the type of barrier, such as ½" plywood or sound absorption/attenuating blankets, and the height and thickness of the barrier is to be determined through the completion of a noise acoustical analysis acceptable to the County of San Bernardino Planning Division.**

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

Alquist-Priolo Special Studies Zone Act Map Series

California Department of Water Resources

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, 2007

County of San Bernardino Hazard Overlay Map FH31

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

County 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, September 1992

PROJECT SPECIFIC REFERENCES

Air Quality, Global Climate Change, and Health Risk Assessment Impact Analysis, Alabama Venture 1, L.P. prepared by Kunzman Associates, Inc., June 12, 2014.

Noise Impact Analysis, Alabama Venture 1, L.P., prepared by Kunzman Associates, Inc. June 12, 2014.

Traffic Impact Analysis, Alabama Venture 1, L.P., prepared by Kunzman & Associates, Inc., September 10, 2014.