

SAN BERNARDINO COUNTY

INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

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

PROJECT LABEL:

| | |
|--------------------|--|
| APN: | 0292-072-04, 07, 10, 11 and 12 |
| APPLICANT: | Treh Partners, LLC |
| COMMUNITY: | Redlands/3 rd Supervisorial District |
| LOCATION: | North of San Bernardino Avenue, west of the 210 Freeway, south of East Pioneer Avenue, and east of Alabama Street |
| PROJECT NO: | P201300535 |
| STAFF: | Chris Warrick |
| REP(S): | MIG Hogle-Ireland Inc. (Pamela Steele) |
| PROPOSAL: | 1) A General Plan Amendment to change the official County land use district from East Valley/General Commercial (EV/CG) to East Valley/Special Development (EV/SD) for Parcels 0292-072-04, 10 and 11, and to assign a land use designation of EV/SD for Parcels 0292-072-07 and 12 currently within the City of Redlands. 2) Conditional Use Permit for the construction of a 777,620 square foot industrial building with 30,000 square feet of office area to be used as a high cube warehouse distribution facility, and the relocation of an existing telecommunications tower on 35.98 acres. 3) Tentative Parcel Map 19500 for a one lot subdivision. |

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

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

Overlays: AR-3

PROJECT CONTACT INFORMATION:

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

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

Fax No: (909) 387-3249

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

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

PROJECT DESCRIPTION:

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

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

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

ENVIRONMENTAL/EXISTING SITE CONDITIONS:

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

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

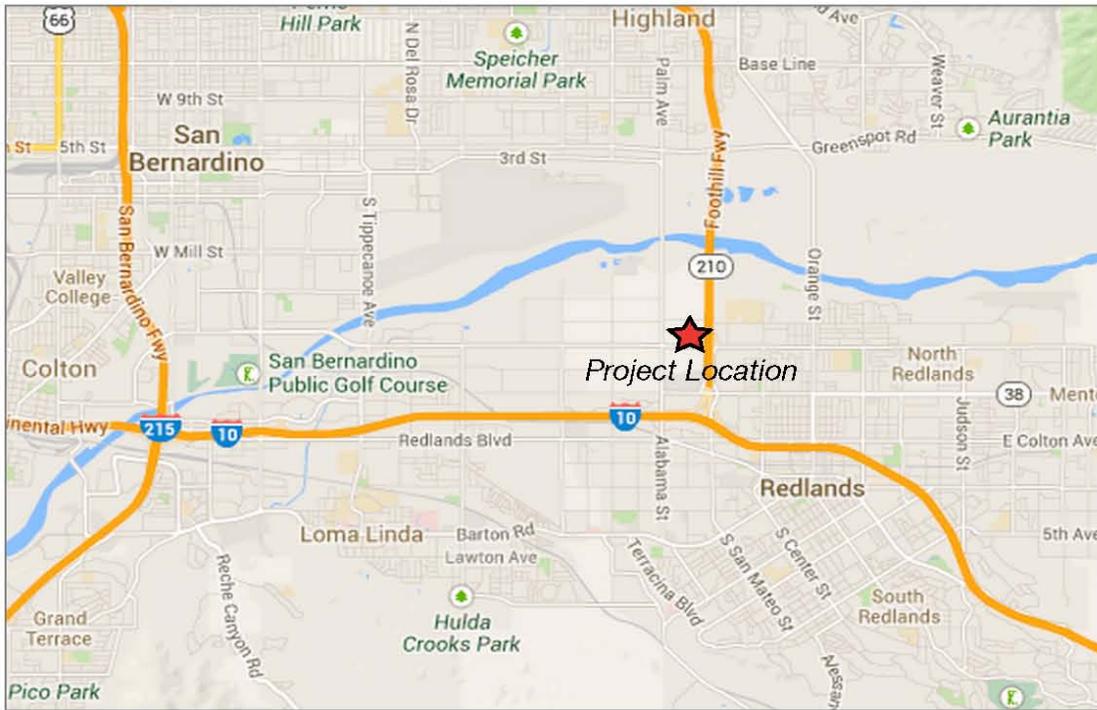
Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):

Federal: Federal Aviation Administration

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

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

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



Source: Google Maps

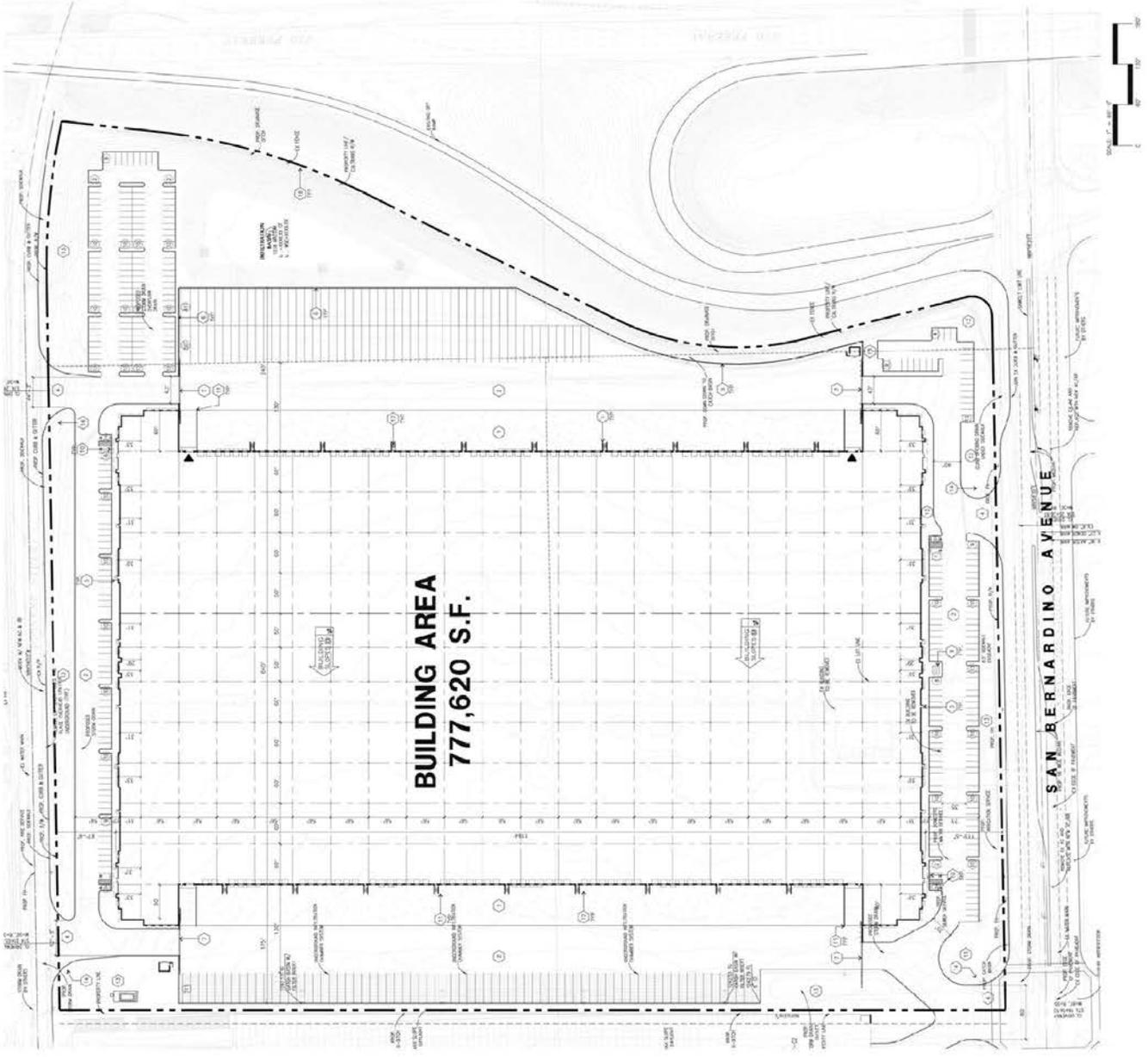
Regional



Source: Google Maps

Vicinity

Exhibit 1 Regional and Vicinity Map



PROJECT DATA

| | |
|--|------------------|
| TOTAL GROSS SITE AREA | 1,638,772 SF |
| in ac. | 37.46 |
| NET SITE AREA | 1,597,259 SF |
| in ac. | 35.84 |
| BUILDING AREA | 777,620 SF |
| Office | 36,000 SF |
| Warehouse | 741,620 SF |
| TOTAL BUILDING AREA | 777,620 SF |
| COVERAGE | 49.9% |
| PARKING REQUIRED | 120 (at 1:100) + |
| office @ 1,200 SF | 40 (at 1:100) |
| warehouse: 1st-4th @ 1,400 SF | 177 (at 1:100) |
| above 4th @ 1,400 SF | 337 (at 1:100) |
| TOTAL PARKING PROVIDED | 326 (at 1:100) |
| standard (P x 19) | 8 (at 1:100) |
| handicap (P x 19) | 338 (at 1:100) |
| TRAILER PARKING PROVIDED | 162 (at 1:100) |
| 55'x115' (12 x 55') | 15.9% |
| LANDSCAPE REQUIRED | 233,089 |
| 16.1% | |
| LANDSCAPE PROVIDED | 251,394 |
| SETBACKS | |
| FRONT-25' - Pioneer Avenue | |
| ONE BEING PROPOSED | |
| 25' - San Bernardino Avenue | |
| 5'-6' - 10' - Rear- 10' | |
| ZONING ORDINANCE FOR COUNTY | |
| ZONING DESCRIPTION - EAST VALLEY AREA PLAN/REGIONAL INDUSTRIAL | |

EVALUATION FORMAT

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

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

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

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

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

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

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

 Signature: prepared by Chris Warrick, Senior Planner

 Date

 Signature: Dave Prusch, Supervising Planner
 Planning Division

 Date

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Table 1
Maximum Daily Construction Emissions (lbs/day)

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

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

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

Table 2
Operational Daily Emissions (lbs/day)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MM# Mitigation Measures

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

| <i>Issues</i> | <i>Potentially Significant Impact</i> | <i>Less than Significant with Mitigation Incorporated</i> | <i>Less than Significant</i> | <i>No Impact</i> |
|--|---------------------------------------|---|-------------------------------------|-------------------------------------|
| VI. GEOLOGY AND SOILS - Would the project: | | | | |
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ii. Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iii. Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iv. Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Be located on expansive soil, as defined in Table 181-B of the California Building Code (2001) creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

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

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

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

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

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

b) **Less Than Significant Impact.** The project will not result in substantial soil erosion or the loss of topsoil, because the site will be paved and landscaped. Erosion control plans will be required to be submitted, approved, and implemented. Measures to reduce and control erosion of soil during construction and long term operation are required by SCAQMD through its Rule 403 for control of fugitive dust, the Santa Ana Regional Water Quality Control Board (RWQCB) under administration of the State's General Construction Permit, and the County of San Bernardino Public Works Department through its Storm Water Management Program. Implementation of requirements under SCAQMD Rule 403 for control of fugitive dust would reduce or eliminate the potential for soil erosion due to wind. Implementation of Best Management Practices (BMPs) that would be included in the applicant's Storm Water Pollution Prevention Plan (SWPPP) would reduce soil erosion due to storm water or water associated with construction.

c) **Less Than Significant Impact.** The project is not located on a geologic unit or soil identified as being unstable or having the potential to result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse as determined by the Geotechnical Engineering Investigation prepared by NorCal Engineering dated October 14, 2013. Groundwater levels within the vicinity are expected to be in excess of fifty feet. Standard building code requirements were determined to diminish any potential impact to less than significant levels.

d) **No Impact.** The project site is not located in an area that has been identified by Geotechnical Engineering Investigation as having the potential for expansive soils. Locally, the project site is underlain by a thick sequence of young alluvial deposits consisting primarily of silty sand.

e) **No Impact.** The project will be served by the City of Redlands Sewer System. No septic systems will be utilized as part of this project.

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

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

SUBSTANTIATION:

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

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

Implementation of the County's GHG Plan is achieved through the Development Review Process by applying appropriate reduction requirements to projects, which reduce GHG emissions. All new development is required to quantify the project's GHG emissions and adopt feasible mitigation to reduce project emissions below a level of significance. A review standard of 3,000 metric tons of carbon dioxide equivalent (MTCO_{2e}) per year is used to identify and mitigate project emissions. Based on a CalEEMod statistical analysis, warehouse projects that exceed 53,000 square feet typically generate more than 3,000 MTCO_{2e}. For projects exceeding 3,000 MTCO_{2e} per year of GHG emissions, the developer may use the GHG Plan Screening Tables as a tool to assist with calculating GHG reduction measures and the determination of a significance finding. Projects that garner 100 or more points in the Screening Tables do not require quantification of project-specific GHG emissions. The point system was devised to ensure project compliance with the reduction measures in the GHG Plan such that the GHG emissions from new development, when considered together with those from existing development, will allow the County to meet its 2020 target and support longer-term reductions in GHG emissions beyond 2020. Consistent with the CEQA Guidelines, such projects are consistent with the Plan and therefore will be determined to have a less than significant individual and cumulative impact for GHG emissions.

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

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

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

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

SUBSTANTIATION:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

No Impact will occur.

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

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

MM# Mitigation Measures

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

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

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

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

[Mitigation Measure VIII-1] General Requirement/Planning

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

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

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

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

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

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

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

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

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

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

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

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

SUBSTANTIATION:

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

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

- b) **Less Than Significant Impact.** The project site is located in both the unincorporated portion of San Bernardino County and within the City of Redlands. The portion of the site located within the City of Redlands will be detached from the City and revert back to the County. The portion of the site located in the County is part of the East Valley Area Plan and the current land use zoning district is East Valley/General Commercial. The applicant is proposing to change the land use zoning designation to East Valley/Special Development (EV/SD), which would allow warehouses and distribution centers subject to a Conditional Use Permit. The project will comply with all hazard protection, resource preservation, and land use regulations.

- c) **No Impact.** The project will not conflict with any applicable habitat conservation plan or natural community conservation plan, because there is no habitat conservation plan or natural community conservation plan within the area surrounding the project site and no habitat conservation lands are required to be purchased as mitigation for the proposed project.

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

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

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

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

The MR Overlay shall be applied on the following areas:

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

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

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

The MR Overlay shall be applied on the following areas:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SUBSTANTIATION:

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

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

| <i>Issues</i> | <i>Potentially Significant Impact</i> | <i>Less than Significant with Mitigation Incorporated</i> | <i>Less than Significant</i> | <i>No Impact</i> |
|---------------|---------------------------------------|---|------------------------------|------------------|
|---------------|---------------------------------------|---|------------------------------|------------------|

XIV. PUBLIC SERVICES

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

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

SUBSTANTIATION:

a) **Less than Significant Impact.** The proposed project will not result substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services, including fire and police protection, schools, parks or other public facilities. Construction of the project will increase property tax revenues to provide a source of funding that is sufficient to offset any increases in the anticipated demands for public services generated by this project.

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

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

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

SUBSTANTIATION:

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

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

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

SUBSTANTIATION:

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

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

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

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

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

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

Recommended improvements are proposed to the above listed intersections to mitigate project impacts and restore the level of delay established prior to project traffic being added for buildout year 2035. A fair share contribution for this project is required and will be based on the fair share percentages calculated in the revised RK Engineering Group traffic study dated February 10, 2014. The necessary improvements at the intersections of SR-210 SB Ramp/Citrus Plaza Drive at San Bernardino Avenue and SR-210 NB Ramp at San Bernardino Avenue were identified in the June 27, 2005 Donut Hole Projects traffic study by Kunzman and Associates. The estimated improvement cost for each intersection was approximately \$1,120,000.

The total fair share contribution shall be paid to the Department of Public Works - Traffic Division per Mitigation Measure XVI-1, below. At the present time, the total estimated fair share contribution is \$84,480. When an application for a building permit is filed, this amount will be adjusted to reflect actual construction costs incurred, if available, or will be adjusted to account for future construction costs using the Caltrans Construction Cost Index.

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

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

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

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

MM# Mitigation Measures

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

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

Prior to the issuance of a building permit the total fair share contribution shall be paid to the Department of Public Works - Traffic Division. At the present time, the total estimated fair share contribution is \$84,480 as detailed in the table below. When an application for a building permit is filed, this amount will be adjusted to reflect actual construction costs incurred, if available, or will be adjusted to account for future construction costs using the Caltrans Construction Cost Index.

| INTERSECTION | ESTIMATED COST | FAIR SHARE PERCENTAGE | ESTIMATED CONTRIBUTION |
|--|----------------|-----------------------|------------------------|
| SR-210 SB Ramp/ Citrus Plaza Drive <ul style="list-style-type: none"> • Widen the existing • Construct an eastbound through lane • Construct a westbound through lane • Construct retaining wall | \$1,120,000 | 5.6% | \$62,720 |
| SR-210 NB Ramp <ul style="list-style-type: none"> • Widen the existing • Construct an eastbound through lane • Construct a westbound through lane • Construct retaining wall | \$1,120,000 | 2.3% | \$25,760 |
| Total | | | \$84,480 |

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

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

SUBSTANTIATION:

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

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

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

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

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

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

SUBSTANTIATION:

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

identified by review of other sources or by other agencies.

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

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

XIX. MITIGATION MEASURES

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

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

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

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

[Mitigation Measure III-1] General Requirements/Planning

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

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

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

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

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

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

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

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

[Mitigation Measure VIII-1] General Requirement/Planning

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

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

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

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

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

Prior to the issuance of a building permit the total fair share contribution shall be paid to the Department of Public Works - Traffic Division. At the present time, the total estimated fair share contribution is \$84,480 as detailed in the table below. When an application for a building permit is filed, this amount will be adjusted to reflect actual construction costs incurred, if available, or will be adjusted to account for future construction costs using the Caltrans Construction Cost Index.

| INTERSECTION | ESTIMATED COST | FAIR SHARE PERCENTAGE | ESTIMATED CONTRIBUTION |
|--|----------------|-----------------------|------------------------|
| SR-210 SB Ramp/ Citrus Plaza Drive <ul style="list-style-type: none"> • Widen the existing • Construct an eastbound through lane • Construct a westbound through lane • Construct retaining wall | \$1,120,000 | 5.6% | \$62,720 |
| SR-210 NB Ramp <ul style="list-style-type: none"> • Widen the existing • Construct an eastbound through lane • Construct a westbound through lane • Construct retaining wall | \$1,120,000 | 2.3% | \$25,760 |
| Total | | | \$84,480 |

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

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