

**SAN BERNARDINO COUNTY
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
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:

APNs:	0292-055-03 and -04	USGS Quad:	Redlands 7.5
Applicant:	Xebec Realty Partners	T, R, Section:	T1S R3W Sec. 20
Location	77 and 27195 Almond Ave., Redlands, CA 92374	Thomas Bros	Page 605
Project No:	PROJ-2022-00117	Community Plan:	San Bernardino Countywide Plan
Rep	Daniel Ricks	LUC: Zone:	Limited Industrial (LI) East Valley / Special Development (EV/SD)
Proposal:	Approval of a Conditional Use Permit to allow for development a 208,000 SF warehouse building on approximately 9.54 acres	Overlays:	Burrowing Owl (SE), Zone X

PROJECT CONTACT INFORMATION:

Lead agency: San Bernardino County
Land Use Services Department
385 N. Arrowhead Avenue, 1st Floor
San Bernardino, CA 92415-0182

Contact person: Anthony DeLuca, Senior Planner
Phone No: (909) 387-4738 **Fax No:** (909) 387-3223
E-mail: Anthony.deluca@lus.sbcounty.gov

PROJECT DESCRIPTION:

Summary

Xebec Realty Partners (Applicant) is proposing the development of a warehouse facility in an unincorporated area of San Bernardino County (see Figure 1-Regional Map). The Project Site is a 9.54-acre property described as Assessor's Parcel Nos. 0292-055-03 and 04; it is located on the south side of Almond Avenue between Nevada Street and Alabama Street. The two parcel addresses are 77 and 27195 Almond Ave., Redlands (see Figure 2-Vicinity Map). Although the Project Site has an address in Redlands, it is within an unincorporated area, but within the City of Redlands Sphere of Influence.

The Proposed Project requires the County approval of a Conditional Use Permit (CUP). The Proposed Project is a 208,000 square-foot warehouse building with 24 dock doors and including 6,000 square-foot of office area. Access to the site would be via one 50-foot wide driveway and one 30-foot wide driveway at Almond Avenue (see Figure 3-Site Plan).

The Proposed Project is planned to operate 24 hours a day, seven days a week, and will require less than 10 office employees. The Proposed Project includes approximately 59.3% lot coverage, approximately 10.3% landscaping, and a maximum Floor Area Ratio of 0.5:1. The facility would include 154 standard car spaces and 6 handicap-accessible spaces. Parking on the east side of the building would be for truck drivers, warehouse employees, and office staff. Parking for tractors or trailers would be provided on the west side of the building within the secured truck yard. A stormwater capture and infiltration system would be constructed in the western portion of the Project Site.

Construction is anticipated to take 18 months and Opening Year is anticipated to be in 2024.

Surrounding Land Uses and Setting

The Project Site is within an unincorporated area of San Bernardino County. The site is currently being developed with an orange grove with a non-conforming residential use. It is adjacent to the ODW Logistics storage warehouse and the Redlands Town Center Retail shopping plaza. As shown on San Bernardino County Land Use Map, the Project Site is within the Limited Industrial (LI) land use category. The following table lists the existing adjacent land uses and zoning.

Existing Land Use and Land Use Category			
Location	Existing Land Use	Land Use Category	Zoning
Project Site	Non-Conforming Single-Family Use & Orange Grove	Limited Industrial (LI)	East Valley / Special Development (EV/SD)
North	Storage Warehouse	Limited Industrial (LI)	East Valley / Special Development (EV/SD)
South	Apartment Complex and Commercial Shopping Center	Medium Density Residential (MDR) and Commercial (C)	East Valley / Special Development (EV/SD)
East	Commercial Shopping Center	Commercial (C)	East Valley / Special Development (EV/SD)
West	Storage Warehouse	Limited Industrial (LI)	East Valley / Special Development (EV/SD)

Project Site Location, Existing Site Land Uses and Conditions

The Project Site is located approximately 0.64-mile west of State Route 210 (SR-210) and approximately 0.5-mile north of Interstate 10 (I-10). Project Site access to/from SR-210 would be at San Bernardino Avenue to the northeast and access to/from I-10 would be Alabama Street to the east. The site consists of two parcels of land totaling approximately 9.54 net acres. The parcels are occupied by a non-conforming residential use and an orange grove.

The Project Site slopes primarily east to west at an approximate grade of 0.5%. Elevation above mean sea level ranges from approximately 1214.38 feet to 1216.48 feet. Surrounding land uses include multi-living residential, commercial, and industrial uses.

ADDITIONAL APPROVAL REQUIRED BY OTHER PUBLIC AGENCIES

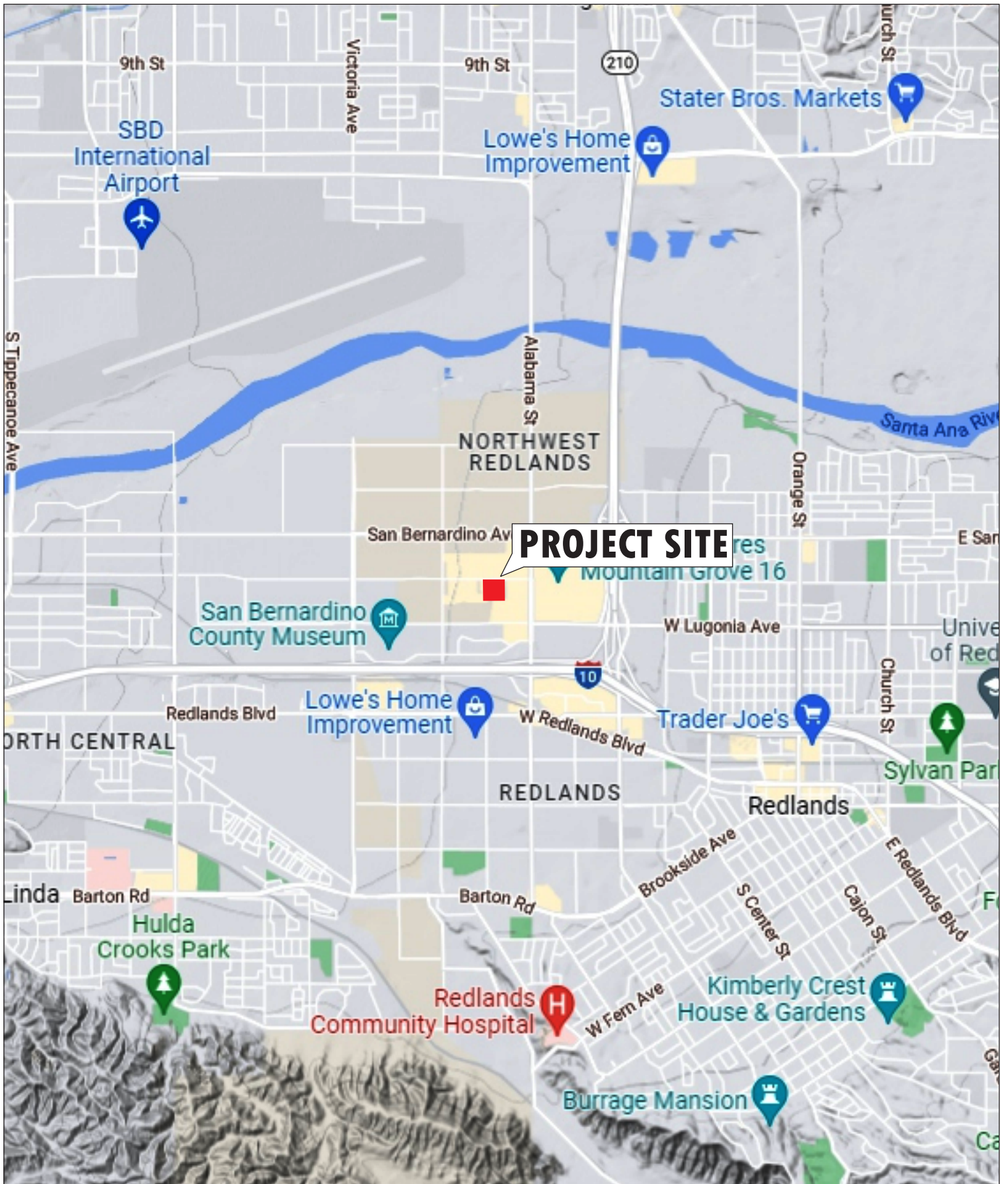
Federal: None.

State of California: Regional Water Quality Control Board, Santa Ana Region

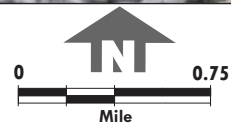
County of San Bernardino: Land Use Services Department-Building and Safety, Public Health-Environmental Health Services, Special Districts, and Public Works.

Regional: South Coast Air Quality Management District.

Local: None



PROJECT SITE



Source: Lilburn Corp., September, 2022.

LILBURN
CORPORATION

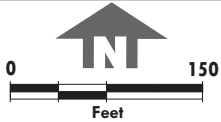
REGIONAL LOCATION
XEBEC Almond Avenue Warehouse Facility
City of Redlands, California

FIGURE 1



Almond Ave

PROJECT SITE

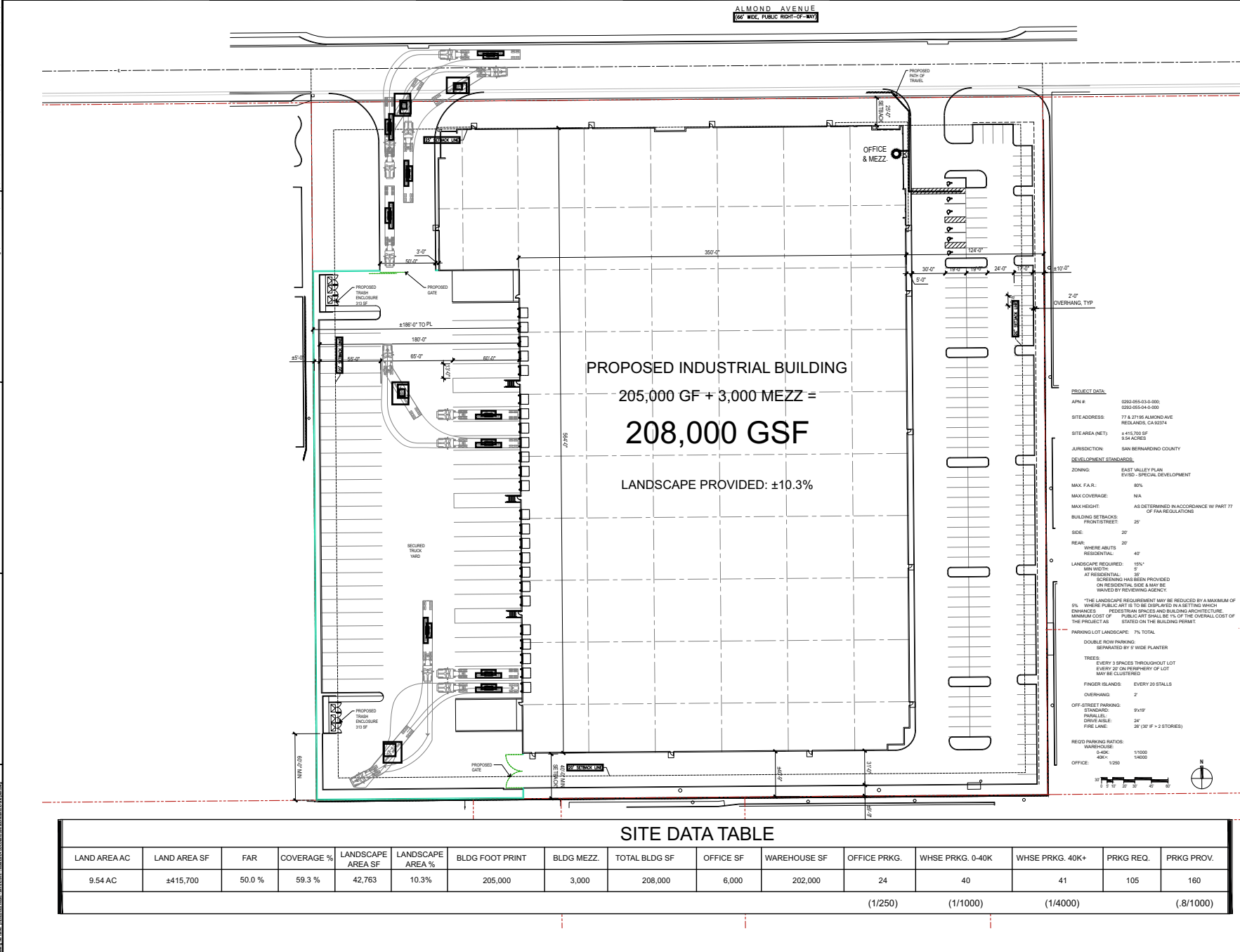


Source: Lilburn Corp., September, 2022.

LILBURN
CORPORATION

PROJECT VICINITY
XEBEC Almond Avenue Warehouse Facility
City of Redlands, California

FIGURE 2



PROPOSED INDUSTRIAL BUILDING
205,000 GF + 3,000 MEZZ =
208,000 GSF
LANDSCAPE PROVIDED: ±10.3%

PROJECT DATA:
APN #: 0292465-03-0-000
0292465-04-0-000
SITE ADDRESS: 77 & 27195 ALMOND AVE
REDLANDS, CA 92374
SITE AREA (NET): ± 415.76 SF
9.54 ACRES
JURISDICTION: SAN BERNARDINO COUNTY

DEVELOPMENT STANDARDS:
ZONING: EAST VALLEY PLAN
ENTR: SPECIAL DEVELOPMENT
MAX. F.A.R.: 80%
MAX COVERAGE: N/A
MAX HEIGHT: AS DETERMINED IN ACCORDANCE W/ PART 77
BUILDING SETBACKS:
FRONT/STREET: 20'
SIDE: 20'
REAR: 20'
WHERE ABUTS:
RESIDENTIAL: 40'
LANDSCAPE REQUIRED: 15%
MIN HEIGHT:
AT RESIDENTIAL: 5'
SCHEMING HAS BEEN PROVIDED
ON RESIDENTIAL SIDE & MAY BE
VARY BY RECEIVING AGENCY.

*THE LANDSCAPE REQUIREMENT MAY BE REDUCED BY A MAXIMUM OF
5% WHERE PUBLIC ART IS TO BE DISPLAYED IN A SETTING WHICH
ENHANCES THE PEDESTRIAN EXPERIENCE AND BUILDING ARCHITECTURE.
MINIMUM COST OF PUBLIC ART SHALL BE 1% OF THE OVERALL COST OF
THE PROJECT AS STATED ON THE BUILDING PERMIT.

PARKING LOT LANDSCAPE: 7% TOTAL
DOUBLE ROW PARKING:
SEPARATED BY 9' WIDE PLANTER
TREES:
EVERY 3 SPACES THROUGHOUT LOT
& EVERY 20' ON PERIMETRY OF LOT
MAY BE CLUSTERED
FINGER ISLANDS: EVERY 20 STALLS
OVERHANG: 2'
OFF-STREET PARKING:
STANDARD: 9'x19'
PARALLEL DRIVE AISLE: 24'
FIRE LANE: 28' (30' IF > 2 STORES)

REGD PARKING RATIOS:
WAREHOUSE:
0-40K: 1/1000
40K+: 1/400
OFFICE: 1/250

SITE DATA TABLE

LAND AREA AC	LAND AREA SF	FAR	COVERAGE %	LANDSCAPE AREA SF	LANDSCAPE AREA %	BLDG FOOT PRINT	BLDG MEZZ.	TOTAL BLDG SF	OFFICE SF	WAREHOUSE SF	OFFICE PRKG.	WHSE PRKG. 0-40K	WHSE PRKG. 40K+	PRKG REQ.	PRKG PROV.
9.54 AC	±415,700	50.0 %	59.3 %	42,763	10.3%	205,000	3,000	208,000	6,000	202,000	24	40	41	105	160
											(1/250)	(1/1000)	(1/4000)		(.8/1000)

DATE: 01/11/2022 11:15 AM
DRAWN BY: JAY
CHECKED BY: JAY
SCALE: AS SHOWN

CONSULTATION WITH CALIFORNIA NATIVE AMERICAN TRIBES

On September 2, 2022, the County of San Bernardino mailed notification pursuant to AB52 to the following tribes: Twenty-Nine Palms Band of Mission Indians, Colorado River Indian Tribes, Fort Mojave Indian Tribe, Gabrieleno Band of Mission Indians-Kizh Nation, Morongo Band of Mission Indians, San Gabriel Band of Mission Indians, Yuhaaviatam of San Manuel Nation, formerly known as (San Manuel Band of Mission Indians), Soboba Band of Luiseno Indians.

Requests for consultations were due to the County by October 2, 2022. The table below shows a summary of comments and responses.

AB 52 Consultation

Tribe	Comment Letter Received	Summary of Response	Conclusion
Twenty-Nine Palms Band of Mission Indians	-	-	-
Colorado River Indian Tribes	-	-	-
Fort Mojave Indian Tribe	-	-	-
Gabrieleno Band of Mission Indians-Kizh Nation	9/12/2022	Consultation requested and scheduled on November 3, 2022	Consultation took place 11/3/22. Mitigation/monitoring measures provided and incorporated into this document
Morongo Band of Mission Indians	-	-	-
San Gabriel Band of Mission Indians	-	-	-
Yuhaaviatam of San Manuel Nation	9/28/2022	No consultation requested	Standard mitigation provided and incorporated into this document
Soboba Band of Luiseño Indians	-	-	-

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

EVALUATION FORMAT

This Initial Study is prepared in compliance with the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21000, et seq. and the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.). Specifically, the preparation of an Initial Study is guided by Section 15063 of the State CEQA Guidelines. This format of the study is presented as follows. The project is evaluated based on its effect on 20 major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

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

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

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: Based on 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.

ADeLuca Jr
 Signature: (Anthony DeLuca, Planner)

12/6/2022
 Date

 Signature: (Chris Warrick, Supervising Planner)

 Date

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
I. AESTHETICS – Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which will adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

San Bernardino Countywide Plan 2020, approved October 27, 2020, adopted November 27, 2020; San Bernardino Countywide Plan Draft EIR; San Bernardino County Development Code

a) *Have a substantial adverse effect on a scenic vista?*

The Project Site is located within the City of Redlands Sphere of influence, in an unincorporated area of San Bernardino County. It is surrounded by commercial properties to the north and east, an apartment complex and commercial shopping center to the south, and a warehouse to the west. The Countywide Plan (adopted November 27, 2020) does not identify a scenic vista within the vicinity of the Project Site.¹ The Project Site is within the land use category of Limited Industrial (LI) and is zoned East Valley / Special Development (EV/SD). With approval of the CUP the Proposed Project

¹ San Bernardino Countywide Plan. Adopted November 27, 2020. http://countywideplan.com/wp-content/uploads/2020/08/CWP_PolicyPlan_PubHrngDraft_HardCopy_2020_July.pdf. Accessed August 22, 2022.

would be an allowable use. The Proposed Project would be required to maintain the maximum height limit of 35 feet, as is allowed within the EV/SD Zone.² Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

- b) *Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?*

The Project Site is adjacent to Almond Avenue and located between Alabama Street and Nevada Street. These three roads are neither designated State scenic routes nor County Scenic Routes.³ The closest Scenic Highway is State Route 210, located approximately 0.59 miles east of the Project Site. The Proposed Project would be required to maintain the maximum height limit of 35 feet, as is allowed within the EV/SD Zone. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

- c) *In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

The Project Site is within an urbanized area and is zoned East Valley/Special Development (EV/SD). With approval of the CUP the Proposed Project would be an allowable use under the County land use plan. Under the EV/SD Zone, structures of the Proposed Project cannot exceed 35 feet. Compliance with this height limit will minimize potential obstruction of views of the surrounding mountains and other public views. Moreover, the Project Site is currently developed as an orange grove with a non-conforming residential use. The Project Applicant will be required to provide a minimum landscape area of 15% of the lot area⁴, which will enhance the development of the Project Site. A majority of the landscaped surface would cover the frontage of the Project Site. Development of the Proposed Project would remain consistent with the EV/SD zoning development standards. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

²San Bernardino County. East Valley Area Plan, April 12, 2007.

<http://www.sbcounty.gov/Uploads/lus/SpecificPlans/EVAP.pdf> Accessed August 22, 2022

³ San Bernardino County. San Bernardino Countywide Plan Draft EIR. Figure 5.1-1. Accessed August 22, 2022.

⁴ San Bernardino County. East Valley Area Plan, April 12, 2007.

<http://www.sbcounty.gov/Uploads/lus/SpecificPlans/EVAP.pdf> page EV-38 Accessed August 22, 2022

- d) Create a new source of substantial light or glare, which will adversely affect day or nighttime views in the area?

The nearest sensitive receptors to the Project Site are the residences in the apartment buildings to the south. According to the San Bernardino County Development Code, Section 83.07.030(a) Glare and Outdoor Lighting, outdoor lighting must be fully shielded to preclude light pollution or light trespass on an abutting residential land use zoning district, a residential parcel or public right-of-way. Currently, there are streetlights along Almond Avenue adjacent to the Project Site and outdoor security lighting on the adjacent shopping center and storage warehouses. The Proposed Project will be designed to adhere to County lighting standards, and demonstration of compliance will be required prior to issuance of a building permit. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

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

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))?

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

Countywide Plan 2020; California Department of Conservation Farmland Mapping and Monitoring Program; San Bernardino County Agricultural Resources GIS Map; Submitted Project Materials; Land Evaluation and Site Assessment (LESA), September 2022

- 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?*

The soils present on site are classified as Prime Farmland. As such, a Land Evaluation and Site Assessment (LESA) was completed. The LESA was prepared in accordance with the California Department of Conservation Office of Land Conservation (1997). LESA is a term used to define an approach for rating the relative quality of land resources based upon specific measurable features. The LESA system is a point-based approach composed of six factors. Two Land Evaluation factors are based upon soil resource quality. Four Site Assessment factors rate the value of the land for agricultural purposes based on the size of the site, water resource availability, surrounding agricultural lands and surrounding protected resource lands. Each factor is separately rated on a 100-point scale and then weighted relative to one another and combined, resulting in a single numeric score with a maximum attainable score of 100 points. It is this project score that becomes the basis for a determination of a project's potential significance, based upon a range of established scoring thresholds⁵.

According to the United States Department of Agriculture (USDA) survey, Hanford sandy loam (HbA) (0-2% slopes) is the only soil type that occurs on the 9.55-acre site. This soil is a Capability Class I soil with a Storie Index rating of 95. According to the Natural Resources Conservation Service (NRCS), Class I soils have few limitations that restrict

⁵ California Department of Conservation, Land Evaluation and Site Assessment Model, 1997

their use. There are no capability subclasses⁶ associated with this soil type and thus no notable limitations.

The LESA Model assigns ratings to each land capability class and multiplies that number by the proportion of the project area that contains each soil class to find the Land Capability Classification score. A Storie Index score is calculated by multiplying the proportion of the project within each soil type by the soil type's Storie Index rating. Table 1 provides a summary of the Land Evaluation (LE) scores.⁷ In this case, Class I soils have a LCC Rating of 100. The project site is composed of only one capability class and one corresponding Storie Index.

**Table 1
 Final LESA Score Sheet Summary**

	Factor Rating (0-100 Points)	Factor Weighing (Total = 100)	Weighted Factor Rating
Land Evaluation (LE)			
1. Land Capability Classification (LCC Rating)	100	0.25	25
2. Storie Index Rating	95	0.25	23.75
LE Sub-score			48.75
Site Assessment (SA)			
1. Project Site Rating	0	0.15	0
2. Water Resource Availability Rating	100	0.15	15
3. Surrounding Agricultural Land Rating	0	0.15	0
4. Surrounding Protected Resource Lands Rating	0	0.05	0
SA Sub-score			15
TOTAL			63.75

The LESA Model is weighted so that one-half of the total score is derived from the LE and one-half from the SA. As shown in Table 1, the LE sub-score is 48.75, while the SA sub-score is 15. The final LESA score is 63.75. As discussed in Section IV of the LESA Instruction Manual, a final LESA score between 60 and 79 is considered significant unless either the LE sub-score or the SA sub-score is less than 20 points. In this case, the LE sub-score is greater than 20 points (48.75); however, the SA sub-score

⁶ Soil groups within a class as noted within a small letter to the class numeral (e.g., Class II-e) The letter e shows that the main limitation is risk of erosion.

⁷ The final LE and Site Assessment (SA) scores are entered into the Final LESA Score Sheet as shown in Table 5, later in this report.

is less than 20 (15). Thus, the project would have a less than significant impact on agricultural resources. Therefore, no mitigation for agricultural impacts would be required should the project be developed as proposed.

No Impact

- b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*

The Surrounding Protected Resource Land Rating is an extension of the Surrounding Agricultural Land Rating and is scored in a similar manner. Protected resource lands are those lands with long-term use restrictions that are compatible with or supportive of agricultural uses of land. Included among them are the following:

- Williamson Act contracted land;
- Publicly owned lands maintained as park, forest, or watershed resources; and
- Lands with agricultural, wildlife habitat, open space, or other natural resource easements that restrict the conversion of such land to urban or industrial uses.

No land within 0.25 miles of the project site occurs within a protected land resource (i.e., under Williamson Act Contract). Per the LESA Instruction Guide, since less than 40 percent of the surrounding land is protected, the Surrounding Protected Resource Land Rating score is zero.

No Impact

- 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))?*

The Project Site is currently zoned East Valley/Special Development EV/SD. Implementation of the Proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned for Timberland Production. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

- d) *Result in the loss of forest land or conversion of forest land to non-forest use?*

The Project Site is currently an orange grove and does not support forest land. Implementation of the Proposed Project would not result in loss of forest land or conversion of forest land to non-forest use. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.

No Impact

- 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?*

As noted above, the Proposed Project will be within an area designated as Prime Farmland. Therefore, the LESA Model was completed and the final LESA score is 63.75. As discussed in Section IV of the LESA Instruction Manual, a final LESA score between 60 and 79 is considered significant unless either the LE sub-score or the SA sub-score is less than 20 points. In this case, the LE sub-score is greater than 20 points (48.75); however, the SA sub-score is less than 20 (15). Thus, the project would have a less than significant impact on agricultural resources. Therefore, no mitigation for agricultural impacts would be required should the project be developed as proposed.

No Impact

No 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>
III. AIR QUALITY - Where available, the significance criteria established by the applicable air quality management district 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) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>SUBSTANTIATION:</i> <i>(Discuss conformity with the Mojave Desert Air Quality Management Plan, if applicable):</i>				
Countywide Plan 2020; Submitted Project Materials; CalEEMod Output				

a) *Conflict with or obstruct implementation of the applicable air quality plan?*

The Project Site is located in the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) has jurisdiction over air quality issues and regulations within the SCAB. The Air Quality Management Plan (AQMP) for the SCAB establishes a program of rules and regulations administered by the SCAQMD to obtain attainment of the state and federal ambient air quality standards. The most recent AQMP (AQMP 2016) was adopted by the SCAQMD on March 3, 2017. The 2016 AQMP incorporates the latest scientific and technological information and planning assumptions, including transportation control measures developed by the Southern California Association of Governments (SCAG) from the 2016 Regional Transportation Plan/Sustainable Communities Strategy, and updated emission inventory methodologies for various source categories. Consistency with the AQMP 2016 for general development projects is determined by demonstrating compliance with local land use plans and/or employment projections.

The Project Site is located within an unincorporated area of Redlands, San Bernardino County and is designated Limited Industrial by the Countywide Plan with a zoning designation of East Valley/ Special Development (EV/SD). The Proposed Project does not include a General Plan Amendment nor a Zone Change and is therefore, consistent with the AQMP. The emissions associated with the Proposed Project would not result in a conflict or obstruction to the implementation of the AQMP. Therefore, project emissions are within those accounted for in the AQMP and no significant inconsistency with the AQMP would occur. The impact would be less than significant, and no mitigation measures are required.

Less Than Significant Impact

b) *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?*

The Proposed Project's construction and operational emissions were estimated using CalEEMod version 2022.1 (see Appendix A). The criteria pollutants estimated for include: reactive organic gases (ROG), nitrogen oxides (NO_x), carbon monoxide (CO), sulfur dioxide (SO₂), and fugitive particulates (PM₁₀ and PM_{2.5}). Two of the analyzed pollutants, ROG and NO_x, are ozone precursors. Both summer and winter season emission levels were estimated.

Construction Emissions

Construction emissions are considered short-term, temporary emissions and were modeled with the following construction parameters: demolition (20-days), site preparation (10-days), site grading (fine and mass grading, 20-days), building construction (230-days), paving (20-days), and architectural coating (30-days). Construction is anticipated to begin in the begin in 2023 and be completed in early 2024. The resulting emissions generated by construction of the Proposed Project are shown in Table 2 and Table 3, which represent summer and winter construction emissions, respectively.

Table 2
Maximum Summer Construction Emissions
(Pounds per Day)

Source/Phase	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Construction	66.0	13.6	22.0	0.0	2.0	0.9
SCAQMD Threshold	75	100	550	150	150	55
Significant	No	No	No	No	No	No

Source: CalEEMod.2022.1 Summer Emissions

Table 3
Maximum Winter Construction Emissions
(Pounds per Day)

Source/Phase	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Construction	66.0	39.9	36.7	0.0	7.9	5.7
SCAQMD Threshold	75	100	550	150	150	55
Significant	No	No	No	No	No	No

Source: CalEEMod.2022.1 Winter Emissions.

As shown in Table 2 and Table 3, construction emissions during either summer or winter seasonal conditions would not exceed the SCAQMD thresholds. Although the Proposed Project does not exceed SCAQMD thresholds for construction emissions, the Project Proponent would be required to comply with all applicable SCAQMD rules and regulations as the SCAB is in non-attainment status for ozone and suspended particulates (PM₁₀ and PM_{2.5}).

Operational Emissions

The operational mobile emissions were calculated using CalEEMod with the vehicle trip generation estimates from the Transportation Study Screening Assessment, July 2022, prepared by Ganddini Group. The Screening determined that the Proposed Project would generate approximately 377 total daily trips per day. The Proposed Project's long-term operational emissions have been calculated and are summarized below in Table 4 and Table 5.

Table 4
Summer Operational Emissions Summary
(Pounds per Day)

Source	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Mobile	0.8	2.1	9.1	0.0	1.0	0.2
Area	6.5	0.0	9.0	0.0	0.0	0.0
Energy	0.0	1.0	0.9	0.0	0.0	0.0
Totals	7.3	3.2	19.0	0.0	1.0	0.2
SCAQMD Threshold	55	55	550	150	150	55
Significant	No	No	No	No	No	No

Source: CalEEMod.2022.1 Summer Emissions.
 Emissions represent the daily maximum emissions.

Table 5
Winter Operational Emissions Summary
(Pounds per Day)

Source	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Mobile	0.8	2.1	9.1	0.0	1.0	0.2
Area	6.5	0.0	9.0	0.0	0.0	0.0
Energy	0.0	1.1	0.9	0.0	0.0	0.0
Totals	7.3	3.2	19.0	0.0	1.0	0.2
SCAQMD Threshold	55	55	550	150	150	55
Significant	No	No	No	No	No	No

Source: CalEEMod.2022.1 Winter Emissions.
 Emissions represent the daily maximum emissions.

As shown, both summer and winter season operational emissions are below SCAQMD thresholds. The Proposed Project does not exceed applicable SCAQMD regional thresholds either during construction or operational activities. The Proposed Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less Than Significant Impact

c) *Expose sensitive receptors to substantial pollutant concentrations?*

A Health Risk Assessment Analysis (HRA) dated October 5, 2022 was prepared for the Proposed Project by Ganddini Group Inc. The HRA was performed to address the possibility of cancer and non-cancer risk for nearby sensitive receptors from project-related diesel emissions.

The on-going operation of the Proposed Project would generate toxic air contaminant emissions from diesel trucks utilizing the site. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk which is the likelihood that a person exposed to concentrations of toxic air contaminants over a 30-year lifetime will contract cancer. The risk assessment methodology used is developed by the California Office of Environmental Health Hazard Assessment (OEHHA) as updated in February 2015 and utilized by SCAQMD.

Sensitive receptors include residential land uses, schools, day care centers, and other places where people reside, including prisons. The nearest sensitive receptors to the Proposed Project (measured at the property lines) are shown in Figure 3 of the HRA. These include the existing multi-family residential uses located adjacent to the south and approximately 865 feet to the northeast of the project site. A receptor was also placed at the sports field for the Packinghouse Christian Academy located approximately 700 feet northwest of the project site.

According to the HRA, the highest cancer risk corresponds to Receptor 1, with a maximum risk of 0.151 in one million for infants (0-2 years). The maximum 3rd trimester (0.25-year) cancer risk is at Receptor 1; with a maximum cancer risk of 0.011 in a million. The highest child (2-16 years) cancer risk is at Receptor 1; with a maximum risk of 0.141 in one million

and the highest adult (16-30 years) cancer risk is at Receptor 1; with a maximum risk of 0.014 in one million. Therefore, no children or infants are exposed to cancer risks in excess of the OEHHA threshold of 10 in one million. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

- d) *Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?)*

The Proposed Project does not contain land uses typically associated with the emission of objectionable odors. Potential odor sources associated with the Proposed Project may result from construction equipment exhaust, the application of asphalt and architectural coatings during construction activities, and the temporary storage of domestic solid waste (refuse) associated with the Proposed Project’s long-term operational uses. Standard construction requirements would minimize odor impacts resulting from construction activity. It should be noted that any construction odor emissions generated would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction activity. In accordance with the County’s Development Code, the Project-generated refuse would be stored in covered containers (to be shown on final site plans for approval) and removed at regular intervals in compliance with the County of San Bernardino’s solid waste regulations. The Proposed Project would be also required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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>
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 Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Department of Fish and Wildlife or US Fish and Wildlife Service?

- | | | | | | |
|----|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| c) | Have a substantial adverse effect on state or federally protected wetlands (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 checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) | Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f) | Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

Countywide Plan 2020; Submitted Project Materials; General Biological Assessment, Jennings Environmental, LLC, August 2022

- a) *Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

A General Biological Resources Assessment (BRA), dated August 2022, was prepared for the Proposed Project by Jennings Environmental, LLC (Jennings) and is available for review at County offices. Prior to performing the field survey, existing documentation relevant to the Project Site was reviewed. The most recent records of the California Natural Diversity Database (CNDDDB) managed by CDFW (CDFW 2022), the USFWS Critical Habitat Mapper (USFWS 2022), and the California Native Plant Society's Electronic Inventory (CNPSEI 2022) of Rare and Endangered Vascular Plants of California (CNPS 2022) were reviewed for the following quadrangles containing and surrounding the Project Site: *Redlands*, USGS 7.5-minute quadrangle. These databases contain records of reported occurrences of federal- or state-listed endangered or threatened species, California Species of Concern (SSC), or otherwise special status species or habitats that may occur within or in the immediate vicinity of the Project site.

The habitat on-site consists of an active orange grove (*Citrus sinensis*) and bare ground with patchy ruderal vegetation. The site also contains a residential development with ornamental landscaping. The site has been subject to historic human disturbances such as weed abatement and agricultural uses. Surrounding land uses include residential developments and commercial developments.

The project site is located within a developed area in an unincorporated area of San Bernardino referred to as the "Donut Hole" that includes commercial shopping centers, distribution warehouses, and apartment complexes. No State and/or federally listed threatened or endangered species or other sensitive species were observed on-site during surveys. The site is located within 1.34 miles of critical habitat for the federally listed San Bernardin kangaroo rat. However, the site is cut off from this critical habitat by large developments and there is no suitable habitat for this species on site.

The Project site and immediate surrounding area do contain habitat suitable for nesting birds. The area does have mature trees and various non-natural refugia (such as, water well infrastructure, lamp posts, telephone posts and adjacent commercial building) in which birds can nest. As such the Project is subject to the following nesting bird regulations.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act of 1918. This Act implements four international conservation treaties that the U.S. entered into with Canada in 1916, Mexico in 1936, Japan in 1972, and Russia in 1976. It is intended to ensure the sustainability of populations of all protected migratory bird species. The Act has been amended with the signing of each treaty, as well as when any of the treaties were amended, such as with Mexico in 1976 and Canada in 1995. The Act prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service.

California Fish and Game Code

The Project site is also subject to Sections 3503 and 3503.5 of the Fish and Game Code. Section 3503 states, "It is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto". And Section 3503.5 states, "It is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto".

Since there is some habitat within the project site and adjacent area that is suitable for nesting birds in general, the following mitigation measure will be implemented.

Mitigation Measure BIO-1:

Nesting bird nesting season generally extends from February 1 through September 15 in southern California and specifically, March 15 through August 31 for migratory passerine birds. To avoid impacts to nesting birds (common and special status) during the nesting season, a qualified Avian Biologist will conduct pre-construction Nesting Bird Surveys (NBS) prior to project-related disturbance

to nestable vegetation to identify any active nests. If no active nests are found, no further action will be required. If an active nest is found, the biologist will set appropriate no-work buffers around the nest which will be based upon the nesting species, its sensitivity to disturbance, nesting stage, and expected types, intensity, and duration of the disturbance. The nests and buffer zones shall be field-checked weekly by a qualified biological monitor. The approved no-work buffer zone shall be clearly marked in the field, within which no disturbance activity shall commence until the qualified biologist has determined the young birds have successfully fledged and the nest is inactive.

With implementation of Mitigation Measures BIO-1, the Proposed Project would not have a substantial adverse effects on any species identified as a candidate, sensitive or special status species.

Less than Significant with Mitigation

- b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?*

Waters of the United States and Waters of the State

The USACE has the authority to permit the discharge of dredged or fill material in Waters of the U.S. under Section 404 CWA. While the Regional Water Quality Board has authority over the discharge of dredged or fill material in Waters of the State under Section 401 CWA as well as the Porter-Cologne Water Quality Control Act. The Project area was surveyed with 100 percent visual coverage and no drainage features were present on site. As such, the subject parcel does not contain any wetlands, waters of the U.S., or Waters of the State.

Fish and Game Code Section 1602 - State Lake and/or Streambed

The CDFW asserts jurisdiction over any drainage feature that contains a definable bed and bank or associated riparian vegetation. The Project area was surveyed with 100 percent visual coverage and no definable bed or bank features exist on the project site. As such, the subject parcel does not contain any areas under CDFW jurisdiction.

Jennings concluded that the Project Site does not have any drainages or areas that support riparian habitat. Implementation of the Proposed Project would not result in impacts to riparian habitat. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less Than Significant Impact

- c) *Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means*

The ACOE regulates discharge of dredge or fill materials into waters of the United States. These watersheds include wetlands and non-wetland bodies of water that meet

specific criteria. CDFW regulates wetland areas only if those wetlands are part of a river, stream or lake as defined by CDFW. The site is located approximately 1.34 miles from the Santa Ana River. However, the Proposed Project does not propose any impacts to this water course. Additionally, the Project Site does not have any drainages or areas that support wetland, as stated in the BRA. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less Than Significant Impact

- 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?*

Wildlife movement and the fragmentation of wildlife habitat are recognized as critical issues that must be considered in assessing impacts to wildlife. Habitat fragmentation is the division or breaking up of larger habitat areas into smaller areas that may or may not be capable of independently sustaining wildlife and plant populations. Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. The Project Site is surrounded by commercial and residential uses. Additionally, according to the California Essential Habitat Connectivity Project, the Project site is not mapped within a permeable area for wildlife movement.

San Bernardino County has identified habitat linkages and wildlife corridors in the Valley Region of the County.⁸ The Project Site is located within a developed area over 5 miles away from the foothills, the nearest habitat linkage.⁹ The nearest wildlife corridor is the Santa Ana River, which is 1.4 miles north of the Project site. Therefore, the Project Site would not impact any area designated a habitat linkage or wildlife corridor. No significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

- e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

The Project Site is currently developed as an orange grove with a non-conforming residential use. Additionally, the site is adjacent to the City of Redlands which has the East Valley Area Plan (EV.0320 (h) Special Landscape Requirements for Other Streets), which would require the preservation or relocation of any *Washington robusta* and *Washington filifera* palm trees located on-site. However, the site only contains two canary island date palms (*Phoenix canariensis*). There are no prominent geologic features occurring on or near the Project Site. The plant community on site is orange grove (*Citrus sinensis*) and bare ground with patchy ruderal vegetation. The Project Site does contain habitat suitable for nesting birds. Implementation of Mitigation Measure **BIO-1** would reduce potential impacts on nesting birds to less than significant level.

⁸ San Bernardino Countywide Plan Draft EIR. Biological Resources.

⁹ <https://countywideplan.com/resources/document-download/> Countywide Plan, Section 5.4. Accessed August 27, 2022.

Less than Significant with Mitigation

- 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?*

The Project Site is not located within the planning area of an adopted Habitat Conservation Plan, Natural Community Plan, or other approved local, regional, or state habitat conservation plan as identified in the California Department of Fish and Wildlife's California Natural Community Conservation Plans Map (April 2019).¹⁰ No impacts are identified or are anticipated, and no mitigation measures are required.

No Impact

Therefore, no significant adverse impacts are identified or anticipated with the implementation of mitigation measures.

<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 pursuant to §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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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):

Cultural Resources Investigation, September 14, 2022; South Central Coast Information Center, California State University Fullerton, Department of Anthropology-MH 426

- a) *Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*

Cultural Resources Study for the XEBEC Almond Ave Warehouse Project, dated September 14, 2022, was prepared for the Proposed Project by Brian F. Smith &

¹⁰ <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>. Accessed May 5, 2020.

Associates (BFSA) and is available for review at County offices. Research confirmed 11 previously recorded resources within a half-mile radius of the Project Site, one of which, Site P-36-024296 (Historic Irrigation System), is located within the subject property.

Brian F. Smith & Associates reviewed historic maps and aerial photographs. These sources confirmed the property was in agricultural use from the 1930's to 1980's. A residence was constructed as early as 1912 in the Vernacular Types and American Colonial Revival architectural styles as a bungalow. The detached garage and the shed structure were constructed in the same architectural style as the residence. The detached garage also carries stylistic influences from the Craftsman architectural style.

While the entire project was accessible, access to the portion of the property where the residence and the sheds were located was limited due to the existence of a fence surrounding the residence. Ground surface visibility was excellent across the remainder of the property and 90 percent of the ground was visible (Plates 3.2-1 and 3.2-2). The majority of the property is developed as an orange grove with a non-conforming residential use. Structures observed on the property include one historic residence with one detached garage and an associated shed structure, two rows of historic concrete standpipes running through the center of the property along a north-south axis, two historic standpipes located along the northern perimeter, two historic standpipes located along the southern perimeter, and a historic windmill on the western portion of the property. A pile of brick and mortar debris was located near the residence, but age of the material could not be discerned. No prehistoric resources were observed during the survey.

The southern standpipes were previously recorded as Site P-36-024296 by LSA Associates, Inc. (LSA) in 2004 and were identified as parts of a larger linear gravity-flow concrete standpipe irrigation system extending off of the property that dates to before 1959 (Goodwin 2004; Plates 3.2-3 and 3.2-4). LSA indicated that Site P-36-024296 was an example of a common resource type associated with citrus ranching in the area and was in poor condition; therefore, it was concluded that the resource "did not appear to be eligible for the California Register of Historic Places due to its lack of integrity" (Goodwin and Marvin 2004). The main factor that caused their lack of integrity is related to development, which caused the removal of major parts of the irrigation system outside of the subject property. In 2014, the resource was updated by Jeanette McKenna as part of the larger Gist Irrigation System (P-36-024596; McKenna 2014). The site record, however, does not include the standpipes located along the northern perimeter of the property, the windmill, or the rows of standpipes running north-to-south through the property. The existence of pipes around the windmill and the location and appearance of these features indicate that they were the part of the larger irrigation system that was recorded by LSA in 2004 (Goodwin 2004; Goodwin and Marvin 2004) and updated by McKenna in 2014. As part of the current study, Site P-36-024296 was updated to include these additional features (see Appendix B). The windmill and standpipes are in poor condition and no longer retain their integrity. The recording of these additional features does not change the significance evaluation conducted of the site and the site is still ineligible for listing on the CRHR.

The residence, detached garage, and associated shed structure have been recorded as Site Temp-1. According to aerial photographs, the subject property was utilized as an

orchard since before the 1930s. County Assessor's record indicate that in 1912, the residence was constructed as a 1,232-square-foot, standard frame building consisting of one bathroom and three bedrooms. The trees existing on the property block the view of the garage structure and the shed in the early historic aerial images; however, the building materials used in their construction suggest that they were built in the early 1910s. Therefore, it is likely that the detached garage and shed structure were constructed contemporaneously with the residence. The garage building can be seen in the aerial images beginning in 1959 and the shed structure can be seen in the aerial images beginning in 2005. In terms of the surrounding area, while the lots around the 27195 Almond Avenue property were entirely developed for commercial and residential uses, the subject property remained as an orchard and preserved its agricultural character.

Even though the existing buildings on-site were determined to be constructed in the 1910s, the 77 and 27195 Almond Avenue buildings are evaluated as not historically or architecturally significant under any CEQA criteria due to a lack of association with any significant persons or events. Additionally, although they retain some level of integrity, they were never representative or significant examples of the Vernacular Types, American Colonial Revival, or Craftsman styles or bungalow typology. Because the buildings are not eligible for listing on the CRHR, no mitigation measures are required for any future alterations or planned demolition of the buildings. Impacts would be less than significant.

Less Than Significant Impact

- b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

The purpose of the September 14, 2022 assessment was to identify and document any cultural resources that may potentially occur within the Project Site. The investigation was completed for compliance with the California Environmental Quality Act (CEQA), as amended and San Bernardino County policies and guidelines. Historic land use data was compiled through research conducted at the Bureau of Land Management General Land Office records (on-line); the San Bernardino County Archives, the San Bernardino County Assessor's Office and Recorder's offices, the San Bernardino County Surveyor's Office, and local historic data BFSA's in-house library.

An archaeological records search was completed for this investigation at the California State University, Fullerton, South Central Coastal Information Center (May 11, 2022). Additionally, the records search results also indicated that a total of 11 cultural resource studies have been conducted within one-half mile of the Project, none of which include the subject property.

On June 6, 2022, the field survey was conducted, utilizing an intensive reconnaissance consisting of a series of transects across the Project. No prehistoric resources were observed during the survey. However, resources could be uncovered during site excavation activities and therefore Mitigation Measure CR-1 will be implemented.

Mitigation Measure CR-1:

For adequate coverage and the protection of possibly significant buried resources and tribal cultural resources, a qualified archaeologist shall be retained by the applicant to monitor all ground-disturbing construction activities, included but not limited to site preparation, grading and excavation. The applicant and archaeologist will agree on a monitoring schedule based on the necessary days of ground-disturbance. In the event that Native American cultural resources are discovered during project development/construction, all work in the immediate vicinity of the find shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the overall project may continue during this assessment period. If significant Native American cultural resources are discovered, for which a Treatment Plan must be prepared, the developer or his archaeologist shall contact any tribes claiming cultural affiliation to the area. If requested by the Tribe(s), the developer or the project archaeologist shall, in good faith, consult on the discovery and its disposition (e.g., avoidance, preservation, return of artifacts to tribe, etc.). If avoidance is not possible, an avoidance plan will be prepared and implemented based on consultation between the archaeologist and tribes. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed within TCR-1, regarding any pre-contact and/or historic-era finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

Mitigation Measure CR-2:

If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to YSMN for review and comment, as detailed within TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

Less Than Significant Impact

c) *Disturb any human remains, including those outside of formal cemeteries?*

Construction activities, particularly grading, could potentially disturb human remains interred outside of a formal cemetery. Field surveys conducted as part of the Cultural Resource Investigation did not encounter any evidence of human remains. The Project Site is not located on or near a known cemetery. However, to insure adequate and compliant management of any buried remains that may be identified during project development, the following mitigation measure is required as a condition of project approval to reduce any potential impacts to a less than significant level.

With implementation of Mitigation Measure CR-3, the Proposed Project would not have a significant impact on human remains.

Mitigation Measure CR-3:

If evidence of human remains is identified, the County Coroner will be contacted immediately and permitted to inspect the remains. San Bernardino County and the Project Applicant shall also be informed of the discovery. The Coroner will determine if the bones are historic/archaeological or a modern legal case. The Coroner will immediately contact the Native American Heritage Commission (NAHC) in the event that remains are determined to be human and of Native American origin, in accordance with California Public Resources Code Section § 5097.98. If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project. All discovered human remains shall be treated with respect and dignity. California state law (California Health & Safety Code § 7050.5) and federal law and regulations ([Archaeological Resources Protection Act (ARPA) 16 USC 470 & 43 CFR 7], [Native American Graves Protection & Repatriation Act (NAGPRA) 25 USC 3001 & 43 CFR 10] and [Public Lands, Interior 43 CFR 8365.1-7]) require a defined protocol if human remains are discovered in the State of California regardless if the remains are modern or archaeological.

Less than Significant with Mitigation

Therefore, no significant adverse impacts are identified or anticipated with the implementation of mitigation measures.

<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. ENERGY – Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION: California Energy Consumption Database; Title 24 Building Energy Efficiency Standards; Submitted Project Materials

- a) *Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

Electricity

Southern California Edison (SCE) provides electricity to the area of Project Site. Currently, the existing Project Site is vacant and undeveloped. Therefore, development of the Proposed Project would cause a permanent increase in demand for electricity when compared to existing conditions. The CalEEMod model projected that the Proposed Project would consume 0.96 GWh annually. According to the California Energy Commission, the Industry sector of the Southern California Edison planning area consumed 12,717.05 GWh of electricity in 2021.¹¹ The increase in electricity demand from the Project would represent a 0.00412 percent of the overall 2021 SCE residential consumption. Therefore, projected electrical demand would not significantly impact SCE's level of service.

Natural Gas

Southern California Gas Company currently provides natural gas service to the project area. In 2021, the Industry sector of the Southern California Gas Company planning area consumed 1649.55 million therms of natural gas.¹² Based on the CalEEMod emission output tables for the Proposed Project, the estimated natural gas demand is 36,951.00 therms of natural gas (refer to Air Quality Report). The Proposed Project's estimated annual natural gas consumption compared to the 2021 annual natural gas consumption of the overall Industry Sector in the Southern California Gas Company Planning Area would account for approximately 0.00143 percent of total electricity consumption. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Therefore, projected natural gas demand would not significantly impact SoCal Gas's level of service.

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

Less Than Significant Impact

- b) *Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

As concluded above, the Proposed Project's total impact on regional energy supplies would be minor. The Proposed Project would be required to comply with the California Building Code (CBC) and California Green Building Standards Code (CALGreen Code) pertaining to energy and water conservation standards in effect at the time of construction. The Proposed Project would not conflict with or obstruct a state or local

¹¹California Energy Commission. <https://ecdms.energy.ca.gov/Default.aspx>. Accessed November 9, 2022.

¹² <https://ecdms.energy.ca.gov/Default.aspx>. Accessed April 2022.

plan for renewable energy or energy efficiency and therefore no significant impacts are anticipated, and no mitigation measures are recommended. Impacts would be less than significant and no mitigation is required.

No Impact

Therefore, no significant 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. GEOLOGY AND SOILS - Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

- f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

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

Countywide Plan 2020; Submitted Project Materials; California Department of Conservation Fault Activity Map; California Important Land Finder; Geotechnical Investigation Report April 1, 2022

- a) Directly or indirectly cause 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

A Geotechnical Investigation Report dated April 1, 2022 was prepared by TGR Geotechnical (available for review at County offices). According to the Geotechnical Report, there are no known faults passing through or adjacent to the subject site. The subject site is not located within an Alquist-Priolo Earthquake Fault Zone. The nearest faults to the subject site are the Loma Linda fault mapped approximately 3 miles southwest of the site, the San Jacinto Fault mapped approximately 4 miles to the southwest, and the San Andreas Fault mapped approximately 4.3 miles northwest of the site. The inferred buried Banning Fault lies approximately .25 miles southwest from the site.

The Project Site does not occur within an Alquist-Priolo Earthquake Fault Zone, as shown in the Department of Conservation Earthquake Zones of Required Investigation Map (2022).¹³ The Project Site is not located within a currently designated San Bernardino County (2020) State of California Earthquake Fault Zone¹⁴. There are no known active faults projecting toward or extending across the Project Site. The nearest Alquist-Priolo fault line is the Redlands Fault located 3.3 miles southeast of the Project Site. Nonetheless, the Proposed Project would be required to comply with the California Building Code requirements and the Uniform Fire Code requirements and all applicable statutes, codes, ordinances, and standards of the San Bernardino County Fire Department. Compliance with these codes and standards would address potential impacts resulting from an earthquake event. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

¹³Department of Conservation Fault Activity Map of California (2010). <http://maps.conservation.ca.gov/cgs/fam/>. Accessed August 27, 2022.

¹⁴ San Bernardino Countywide Plan Draft EIR. Geology and Soils. Figure 5.6-1 "Alquist-Priolo Fault Zones and County Fault Hazard Zones."

Less Than Significant Impact

ii) Strong seismic ground shaking?

As is the case for most areas of Southern California, ground shaking resulting from earthquakes associated with nearby and more distant faults may occur at the Project Site. The design of any structures on-site would incorporate measures to accommodate projected seismic ground shaking in accordance with the California Building Code (CBC) and local building regulations. The CBC is designed to preclude significant adverse effects associated with strong seismic ground shaking. Compliance can ensure that the Proposed Project would not expose people or structures to substantial adverse effects, including loss, injury or death, involving seismic ground shaking.

Less Than Significant Impact

iii) Seismic-related ground failure, including liquefaction?

Liquefaction is a process in which cohesion-less, saturated, fine-grained sand and silt soils lose shear strength due to ground shaking and behave as fluid. Areas overlying groundwater within 30 to 50 feet of the surface are considered susceptible to liquefaction hazards. Ground failure associated with liquefaction can result in severe damage to structures. The Geotechnical Investigation included drilling at the Project Site and groundwater was not encountered to a depth of 51.5 feet below ground surface. USGS groundwater data from wells nearest to the subject site indicate that groundwater historically is more than 85 feet below the surface. Additionally, the Countywide Plan Draft EIR shows that the Project Site is not located in an area susceptible to liquefaction.¹⁵ Therefore, no significant impacts are identified or are anticipated, and no mitigation measures are required.

Less Than Significant Impact

iv) Landslides?

Seismically induced landslides and other slope failures are common occurrences during or soon after earthquakes. The Project Site is not located within an area susceptible to landslides.¹⁶ Furthermore, the Project Site is near level with the surrounding area. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.

No Impact

¹⁵ San Bernardino Countywide Plan Draft EIR. Geology and Soils. Figure 5.6-3 "Liquefaction and Landslide Susceptibility."

¹⁶ San Bernardino Countywide Plan Draft EIR. Geology and Soils. Figure 5.6-3 "Liquefaction and Landslide Susceptibility."

b) *Result in substantial soil erosion or the loss of topsoil?*

Implementation of the Proposed Project would disturb more than one acre of soil. Therefore, the Proposed Project is subject to requirements of the State Water Resources Control Boards General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-2009-DWQ). Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation. The Construction General Permit requires the development and implementation of a Storm Water Pollution and Prevention Plan (SWPPP). The SWPPP must list Best Management Practices (BMPs) to avoid and minimize soil erosion. Adherence to BMPs would ensure that the Proposed Project does not result in substantial soil erosion or the loss of topsoil. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less Than Significant Impact

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?*

The Project Site is relatively flat with no prominent geologic features occurring on or within the vicinity of the Project Site. The elevation of the Project Site ranges from approximately 1205 feet above mean sea level (ASML) to 1275 feet AMSL. The Project Site is not within an area susceptible to liquefaction or landslides.¹⁷ Seismically induced lateral spreading involves lateral movement of soils due to ground shaking. Because the Project Site is relatively level, the potential for seismically induced lateral ground spreading should be considered low. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

Expansive soils (shrink-swell) are fine-grained clay silts subject to swelling and contracting in relation to the amount of moisture present in the soil. Structures built on expansive soils may incur damage due to differential settlement of the soil as expansion and contraction takes place. A high shrink-swell potential indicates a hazard to structures built on or with material having this rating. The soils on-site are alluvium derived from granite and contain sandy loam and fine sandy loam. There are no clay soils present within the Project site. The Geotechnical Report concluded that due to their granular nature, onsite soils have an assumed “low” expansion potential. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

¹⁷ San Bernardino Countywide Plan Draft EIR. Geology and Soils. Figure 5.6-3 “Liquefaction and Landslide Susceptibility.”

Less Than Significant Impact

- 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?*

The Proposed Project will be provided sewer services by the City of Redlands Water Department from an existing lateral in Almond Avenue. The Proposed Project will therefore not require the use of septic tanks. No impacts would occur and no mitigation measures are required.

No Impact

- f) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

The specific soils on the property are classified as Hanford sandy loam, 0 to 2 percent slopes (HbA) (NRCS 2019). Further, the project is positioned within a half-mile of the ephemeral Santa Ana River bed (Matti et al. 2003). Stratigraphically, the project overlies middle Holocene Young axial-valley deposits, Unit 3 (Wirths 2019). These sedimentary deposits are characterized as fine to coarse-grained sands and pebbly sands that coarsen eastward. The unit is capped by weak to moderate A/AC soils. Based on borings and terrace wall exposures in the Santa Ana Wash, these deposits are at least 10 to 15 meters thick (equivalent to approximately 33 to 49 feet) (Matti et al. 2003). Given the infill nature of this site, and the minimal depth of grading proposed, impacts to paleontological resources are not likely. However, if fossils of any sort are discovered during grading and earthmoving activities, a qualified paleontologist must be retained to as described as Mitigation Measure GEO-1 below.

Mitigation Measure GEO-1:

If paleontological resources are discovered during earth disturbance activities, the discovery shall be cordoned off with a 100-foot radius buffer so as to protect the discovery from further potential damage, and a county-qualified paleontologist shall be consulted to assess the discovery.

Less than Significant with Mitigation

Therefore, potential impacts can be reduced to less than significant level with implementation of mitigation measures above.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
VIII. 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:
Countywide Plan 2020; Submitted Project Materials; Greenhouse Gas Emissions (GHG) Reduction Plan (September 2011); March 2020 Screening Table

- a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

Emissions were estimated using CalEEMod version 2022.1 with construction anticipated to begin in 2023. The CalEEMod defaults were used for other parameters which are used to estimate construction emissions, such as the worker and vendor trips and trip lengths. The operational mobile emissions were calculated using Transportation Study Screening Assessment, July 2022, prepared by Ganddini Group. The Screening determined that the Proposed Project would generate approximately 377 total daily trips per day.

Many gases make up the group of pollutants which contribute to global climate change. However, three gases are currently evaluated and represent the highest concentration of GHG: Carbon dioxide (CO₂), Methane (CH₄), and Nitrous oxide (N₂O). The Proposed Project's emissions were compared to San Bernardino County Screen Threshold of 3,000 MTCO₂E. A summary of the results is shown below in Table 6 and Table 7.

**Table 6
 Greenhouse Gas Construction Emissions
 (Metric Tons per Year)**

Source/Phase	CO₂	CH₄	N₂O	R¹
Construction	526	0.0	0.0	0.4
Total (MTCO₂e)	533			
Construction Amortized 30 Years	17.8			

Source: CalEEMod.2022.1 Annual Emissions

1) Common refrigerant GHGs used in air conditioning and refrigeration equipment.

**Table 7
 Greenhouse Gas Operational Emissions
 (Metric Tons per Year)**

Source/Phase	CO ₂	CH ₄	N ₂ O	R ¹
Mobile	519	0.0	0.0	0.9
Area	4.2	0.0	0.0	---
Energy	385	0.0	0.0	---
Water	67.6	1.6	0.0	---
Waste	17.4	1.7	0.0	---
Refrigeration	---	---	---	918
Construction Amortized 30 Years	17.8			
Total (MTCO ₂ e)	2,038.8			
San Bernardino County Screening Threshold	3,000			
Significant	No			

Source: CalEEMod.2022.1 Annual Emissions.

1) Common refrigerant GHGs used in air conditioning and refrigeration equipment.

As shown in Table 6 and Table 7, the Proposed Project's emissions would not exceed SCAQMD's draft screening threshold. Less than significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

- b) *Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?*

The Proposed Project would comply with applicable County GHG Plan strategies. Any project that does not exceed 3,000 MTCO₂e per year will be considered to be consistent with the SCAQMD's AQMP and determined to have a less than significant individual and cumulative impact for GHG emissions. Therefore, construction and operation of the Proposed Project will not conflict with any applicable plan, local or regional greenhouse gas plans. No significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

Therefore, with implementation of Mitigation Measures GHG-1, impacts would be less than significant.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
IX. 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?

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 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 or excessive noise for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

SUBSTANTIATION:

Submitted Project Materials; EnviroStor Database; San Bernardino Countywide Plan Draft EIR: Hazards and Hazardous Materials; HMC Phase 1 ESA, March 28, 2022

- a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

The Proposed Project is the development of a warehouse with the addition of landscaping and parking for automobiles and tractors or trailers. Construction activities would include demolition of the on-site residence, detached garage, and associated shed structure. The Phase I ESA notes that the structures on Site were built in an era where asbestos containing materials (ACMs) were commonly used in building materials. There is a moderate likelihood that ACMs are present in the building materials on Site. Therefore, the Proposed Project would be conditioned by County Building and Safety to conduct an asbestos survey prior to any demolition activities.

The use associated with the Proposed Project would include the utilization of hazardous materials as part of the day-to-day operations, such as, fuel for trucks. Hazardous materials used by the future tenant of the Project Site may include chemical reagents, solvents, fuels, paints, and cleansers. Potential on-site uses also could generate hazardous byproducts that eventually must be handled and disposed of as hazardous materials. If businesses that use or store hazardous materials occupy the Project Site, the business owner and operator would be required to comply with all applicable federal, state, and local regulations including all CUPA regulations and maintain a Business Emergency Contingency Plan. With mandatory regulatory compliance, the Proposed Project would not pose a significant hazard to any nearby use and any impacts would be less than significant.

However, compliance with federal and state regulations pertaining to hazardous materials would reduce the potential for impacts to below a level of significance. All materials required during construction would be kept in compliance with State and local regulations and will comply with Best Management Practices.

Development of the Proposed Project would disturb more than one acre and would therefore be subject to the NPDES permit requirements. Requirements of the permit would include development and implementation of a SWPPP, which is subject to Santa Ana Regional Water Quality Control Board (RWQCB) review and approval. The purpose of an SWPPP is to: 1) identify pollutant sources that may affect the quality of discharges of stormwater associated with construction activities; and 2) identify, construct and implement stormwater pollution control measures to reduce pollutants in stormwater discharges from the construction site during and after construction. The SWPPP would include BMPs to control and abate pollutants. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

- 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?*

Hazardous or toxic materials transported in association with construction of the Proposed Project may include items such as oils, paints, and fuels. All construction materials would be kept in compliance with State and local regulations. Operational activities include standard maintenance that involve the use of commercially available productions, which would not create significant hazard to the public or the environment through reasonably foreseeable upset and accidental release of hazardous materials into the environment. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

- c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

The Packing House Christian Academy is the nearest school to the Project Site. It occurs approximately 0.26 miles northeast of the Project Site at 9700 Alabama Street. No hazardous materials would be emitted as a result of the construction and operation of the Proposed Project. Therefore, no impacts associated with emission of hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of a school are anticipated. No impacts or anticipated and no mitigation measures are required.

No Impact

- 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?*

A Phase I Environmental Site Assessment was prepared for the Proposed Project by HMC dated March 28, 2022 and is available for review at County Offices. The Project Site was not found on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 by the California Department of Toxic Substances Control's EnviroStor data management system.¹⁸ EnviroStor tracks cleanup, permitting, enforcement and investigation efforts at hazardous waste facilities and sites with known or suspected contamination issues. No hazardous materials sites are located within or in the immediate vicinity of the Project Site and no Recognized Environmental Concerns were identified in the Phase I ESA. As the Site was used for agricultural purposes, there is a potential for pesticides to have been applied to the trees but given the nature of the Site as an Orchard and fact that the Site will be developed for commercial/industrial purposes, the likelihood of elevated concentrations of pesticides to remain on-site is low¹⁹. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.

No Impact

- 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 or excessive noise for people residing or working in the project area?*

The Project Site is located within the airport safety review area for the San Bernardino International Airport and Redlands Municipal Airport.²⁰ However, the Project Site is outside the ultimate noise contours for both airports.²¹ Additionally, the Project is consistent with existing land uses on adjacent parcels and will be built to a proposed height of 51 feet, which is similar building heights of adjacent buildings. Also, the Project Site is located 1.9 miles south of the San Bernardino International Airport and 3.9 miles west of the Redlands Municipal Airport. The Project does not present a safety hazard to either airport and is consistent with surrounding land use. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

¹⁸California Department of Toxic Substances Control. EnviroStor. Accessed August 27, 2022.

¹⁹ Phase I Environmental Site Assessment was prepared for the Proposed Project by HMC dated March 28, 2022

²⁰ San Bernardino Countywide Plan Draft EIR. Hazards and Hazardous Materials. Figure 5.8-2 "Airport Safety Zones."

²¹ Airport Layout Plan Narrative Report. <http://www.sbiaa.org/public-information/> Accessed September 6, 2022

Less Than Significant Impact

- f) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The Project Site does not contain any emergency facilities. The I-10 freeway is an evacuation route within the Valley Region of the County.²² The Project Site is approximately 0.43 miles north of I-10. The Proposed Project is the development of a warehouse. Furthermore, adequate on-site access for emergency vehicles would be verified during the County's plan review process. During construction, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the County. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

- g) *Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*

The Project Site is not located within a High or Very High Fire Hazard Severity Zone.²³ In addition, there are no intermixed wildland areas within the vicinity of the Project Site. The nearest wildland areas would be the Santa Ana River, located approximately 1.4 miles north of the Project Site. The Proposed Project is the development of a warehouse, including landscaping and parking areas and is surrounded by developed parcels. It would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. The Proposed Project is subject to review and approval from the San Bernardino County Fire Marshal. All new construction shall comply with the current Uniform Fire Code requirements and all applicable statutes, codes, ordinances, and standards of the San Bernardino County Fire Department. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

²² San Bernardino Countywide Plan Draft EIR. Hazards and Hazardous Materials. Table 5.8-10 "Evacuation Routes in San Bernardino County."

²³ San Bernardino Countywide Plan Draft EIR. Hazards and Hazardous Materials. Figure 5.8-4 "Fire Severity and Growth Areas in the Valley and Mountain Regions."

<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. HYDROLOGY AND WATER QUALITY - Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<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 or through the addition of impervious surfaces, in a manner which would:				
i. result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. 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"/>
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

Countywide Plan 2020; Submitted Project Materials; Preliminary WQMP July 7, 2022; Drainage Report, July 7, 2022

- a) *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

The Proposed Project would disturb approximately 9.54 acres and would therefore be subject to the National Pollutant Discharge Elimination System (NPDES) permit. The State of California is authorized to administer various aspects of the NPDES.

Construction activities covered under the State's General Construction permit include the removal of vegetation, grading, excavating, or any other activity that causes the disturbance of one acre or more. The General Construction permit requires recipients to reduce or eliminate non-storm water discharges into stormwater systems, and to develop and implement a SWPPP. The SWPPP is based on the principles of Best Management Practices (BMPs) to control and abate pollutants. The SWPPP must include BMPs to prevent project-related pollutants from impacting surface waters.

The RWQCB has issued an area-wide NPDES Storm Water Permit for San Bernardino County, the San Bernardino County Flood Control District and the unincorporated areas of San Bernardino County. The implementation of NPDES permits ensures that the State and Federal mandatory standards for the maintenance of clean water are met.

In addition, the County requires the preparation of a Water Quality Management Plan (WQMP) for development projects that involve the creation of 10,000 ft² or more of impervious surface collectively over the entire site and parking lots of 5,000 ft² or more exposed to storm water. A Preliminary WQMP, dated July 7, 2022, was prepared for the Proposed Project by Cannon Corporation and is available at County offices for review. The WQMP is intended to comply with the requirements of San Bernardino County and the NPDES Area wide Stormwater Program requiring the preparation of a WQMP. All BMPs included as part of the project WQMP are required to be maintained through regularly scheduled inspection and maintenance. Review and approval of the WQMP by the County would ensure that all potential pollutants of concern are minimized or otherwise appropriately treated prior to being discharged from the Project Site. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

- b) *Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

During operations of the Proposed Project, management of the landscaping, and minor indoor uses (office space, restrooms, and bays) would be the only sources of demand for water on-site. The Proposed Project does not include uses that are water intensive. Water supply to the Project Site would be provided by the City of Redlands Municipal Utilities Department. The San Bernardino Valley Municipal Water District (SBVMWD) is a regional water agency that covers about 325 square miles in southwestern San Bernardino County, including the City of Redlands. The City is within the SBVMWD service area. The SBVMD has developed a cooperative recharge program that is being successfully implemented to help replenish groundwater, using the State Water Project and local runoff.

Implementation of the project Best Management Practices (BMPs) would ensure that stormwater discharge does not substantially alter the existing drainage pattern and water quality, thereby allowing runoff from the Project Site to be utilized as a resource that can eventually be used for groundwater recharge. Therefore, the Proposed Project is not anticipated to have a substantial impact on groundwater supplies or interfere

substantially with groundwater recharge. No significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

- c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*
- i) *Result in substantial erosion or siltation on- or off-site;*

Erosion is the wearing away of the ground surface as a result of the movement of wind or water, and siltation is the process by which water becomes dirty due to fine mineral particles in the water. Soil erosion could occur due to a storm event. Thus, the Proposed Project is subject to the requirements of the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity. The Construction General Permit requires the development and implementation of a Storm Water Pollution and Prevention Plan (SWPPP). The SWPPP must list BMPs to avoid and minimize soil erosion; project SWPPPs are reviewed by the Regional Water Quality Control Board. Adherence to BMPs would prevent substantial soil erosion or the loss of topsoil. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

- ii) *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite;*

According to the Preliminary WQMP, impervious area would be minimized as much as possible under proposed conditions. The Project Site has one drainage area. A Preliminary Hydrology and Hydraulics Report was prepared for the Proposed Project by Cannon Corporation in July 2022. The Proposed Project is anticipated to increase peak flows and runoff volumes due to the proposed paving and increased impervious area. However, The Project proposes to fully develop the project site with a light-industrial/warehouse building and associated infrastructure. The project will capture first-flush runoff and infiltrate flows near the southeast corner, consistent with existing drainage. Flows larger than the standard flows, will be routed through the infiltration system where it will be collected for discharge to Almond Avenue. Discharge will occur via a connection to the storm drain main in Almond Avenue. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

- iii) *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of runoff; or*

Existing County storm drain maps indicate that the storm drains main construction assumed runoff of 42.9 cubic feet/second (cfs) from north of Almond Avenue, approximately 1.5 cfs from the north side of the Almond Avenue right of way, and a total

of 71.9 cfs in the storm drain line fronting the Project Site. It is assumed, therefore that each street inlet within Almond Avenue discharges 1.5 cfs (south side of right of way). The Preliminary WQMP prepared for the Proposed Project assumes two such inlets will be required for the project frontage. The remaining pipe capacity is 25 cfs. It is assumed that the Proposed Project would discharge 23.09 cfs, which is less than the existing storm drain capacity of 25 cfs. Additionally, the site will contain an underground storm infiltration chamber with a 25.5 cfs inflow and 14 cfs outflow. Therefore, the project complies with hydraulic and hydrologic conditions on the site. No significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

iv) Impede or redirect flood flows?

The Project Site is not within a 100-Year Federal Emergency Management Agency (FEMA) flood zone, 100-year Department of Water Resources Awareness Zone, or a 500-year FEMA flood zone.²⁴ Under existing conditions, the site generally flows to the south, discharging onto the southern properties. Under proposed conditions, water would flow northwesterly, southwesterly and southeasterly from near the center of the Project Site. Water flowing northwesterly would be conveyed to high density polyethylene (HDPE) pipes and rerouted south to the underground on-site storm infiltration chamber.. Development of the Proposed Project would not substantially impede or redirect flood flows. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Due to the inland distance from the Pacific Ocean and any other significant body of water, tsunamis and seiches are not potential hazards in the vicinity of the Project Site. The closest body of water to the Project Site is Lake Arrowhead, located approximately 11.5 miles north of the site. However, this lake is the head waters for the Mojave River on the north side of the San Bernardino Mountains. All flows from this lake proceed north to the Mojave Desert. The Project Site is neither located within a Federal Emergency Management Agency (FEMA) 100-year floodplain nor a 500-year floodplain.²⁵ Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

²⁴ San Bernardino Countywide Plan Draft EIR. Hydrology and Water Quality. Figure 5.9-2 "Flood Hazard Zones in the Valley and Mountain Regions."

²⁵ San Bernardino Countywide Plan Draft EIR. Hydrology and Water Quality. Figure 5.9-2 "Flood Hazard Zones in the Valley and Mountain Regions."

- e) *Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

The Proposed Project is subject to the NPDES permit. Requirements of the permit would include development and implementation of a SWPPP, which is subject to RWQCB review and approval. The purpose of an SWPPP is to: 1) identify pollutant sources that may affect the quality of discharges of stormwater associated with construction activities; and 2) identify, construct and implement stormwater pollution control measures to reduce pollutants in stormwater discharges from the construction site during and after construction. The SWPPP would include BMPs to control and abate pollutants, and treat runoff that can be used for groundwater recharge. The Proposed Project would not otherwise substantially degrade water quality as appropriate measures relating to water quality protection. Appropriate BMPs will be reviewed and approved by the County. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

Countywide Plan 2020; Submitted Project Materials

- a) *Physically divide an established community?*
- b) *Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*
- a) The physical division of an established community is typically associated with construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, which would impair mobility in an existing community or between a community and an outlying area. The Proposed Project does not include the construction of a linear feature. Therefore, the Proposed Project would neither physically divide an

established community nor cause a significant environmental impact due to conflict with any land use plans or policies. No significant impacts are identified or anticipated, and no mitigation measures are required.

- b) The Proposed Project is the development of a warehouse on an 9.54-acre property. The Project Site is located on Almond Avenue, between Alabama Street and Nevada Street. It is surrounded by commercial uses to the north, east, southeast, and west, with a multi-use apartment complex to the southwest. The Project Site is located within an unincorporated area of Redlands, San Bernardino County and is designated Limited Industrial by the Countywide Plan with a zoning designation of East Valley/ Special Development (EV/SD). The EV/SD zone and the Proposed Project are appropriate for the project site because it is located within an industrial area. No significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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. MINERAL RESOURCES - Would the project:				
a) Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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):

Countywide Plan 2020; Submitted Project Materials; Mineral Land Classification

- a) *Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?*

According to the California Department of Conservation, Mineral Land Classification map, the Project Site occurs in the southwestern region of San Bernardino County, specifically in the 2008 Open File Report (OFR) SR206 Plate 1 and the 1995 OFR 94-

08 (west).²⁶ The western portion of the Project Site occurs within Mineral Resource Zone 2 (MRZ-2).²⁷ An MRZ-2 zone is an area where geologic data indicate that significant Portland Cement Concrete (PCC)-Grade aggregate resources are present. The entirety of the Project Site is an MRZ-2 zone; an MRZ-2 zone of this size would not be economically viable to mine. Moreover, the Project Site is surrounded primarily by commercial and residential uses. The current surrounding uses are not compatible for mineral resource extraction. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

- 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?*

The Project Site has a current land use zoning of East Valley/Special Development (EV/SD). With the approval of the CUP, the Proposed Project would be consistent with the Countywide Plan. Although the Project Site is within MRZ-2 zones, the size of the property and surrounding uses make the site unsuitable for mineral resources extraction. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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. NOISE - Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project 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) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted,	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

²⁶ Mineral Land Classification of a Part of Southwestern San Bernardino County: Open-File Report 94-08 (west) and SR206 Plate 1. Accessed August 27, 2022.

²⁷ County of San Bernardino. NR-4 Mineral Resources Zones web map. Accessed May 15, 2022.

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?

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):

Countywide Plan 2020; Submitted Project Materials; Noise Impact Analysis, Ganddini Group, Inc., October 3, 2022

- a) *Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

A Noise Impact Analysis was prepared by Ganddini Group, Inc. for the Proposed Project. The Analysis is summarized herein and the report is available for review at County offices.

On-Site Construction Noise

Construction activities will occur in phases including demolition, site preparation, grading, building construction, paving, and architectural coating. Assumptions for the phasing, duration, and required equipment for the construction of the proposed project were obtained from the project applicant. The analysis was based on construction activities being anticipated to begin no sooner than the end of May 2023 and be completed by the end of August 2024.

Construction noise will vary depending on the construction process, type of equipment involved, location of the construction site with respect to sensitive receptors, the schedule proposed to carry out each task (e.g., hours and days of the week) and the duration of the construction work. The existing multi-family residential uses located adjacent to the south and approximately 865 feet to the northeast and the church use located approximately 691 feet north of the project site boundaries may be affected by short-term noise impacts associated with construction noise.

Construction noise associated with each phase of project construction associated with the proposed project was calculated utilizing methodology presented in the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (2018) together with several key construction parameters including: distance to each sensitive receiver, equipment usage, percent usage factor, and baseline parameters for the project site.

Modeled unmitigated construction noise levels reach up to 71 dBA L_{eq} at the nearest multi-family residential property line to the south of the project site, 62 dBA L_{eq} at the nearest church property line to the north of the project site, and 60 dBA L_{eq} at the nearest multi-family residential property line to the northeast of the project site.

As discussed earlier, construction noise sources are regulated within Section 83.01.080(g)(3) of the County of San Bernardino's Development Code which prohibits construction activities other than between the hours of 7:00 AM and 7:00 PM, except Sundays and Federal holidays.

Project construction will not occur outside of the hours outlined as "exempt" in County of San Bernardino Development Code Section 83.01.080(g)(3) and therefore, will not result in or generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance. Construction noise impacts would be less than significant no mitigation is required. The following BMPs are provided to further reduce construction noise if requested by the County.

Construction Noise - Best Management Practices

1. All construction equipment, fixed or mobile, will be equipped with properly operating and maintained mufflers, consistent with manufacturer standards.
2. All stationary construction equipment will be placed so that emitted noise is directed away from the noise sensitive receptors nearest the project site.
3. As applicable, shut off all equipment when not in use.
4. To the degree possible, equipment staging will be located in areas that create the greatest distance between construction-related noise and vibration sources and sensitive receptors surrounding the project site.
5. Jackhammers, pneumatic equipment, and all other portable stationary noise sources will be directed away from existing residences east of the project site. Either one-inch plywood or sound blankets can be utilized for this purpose. They should reach up from the ground and block the line of sight between equipment and the nearest off-site residences. The shielding should be without holes and cracks.
6. No amplified music and/or voice will be allowed on the project site.
7. Haul truck deliveries will not occur outside of the hours presented as exempt for construction per County of San Bernardino Development Code within Section 83.01.080(g)(3).

Off-Site Construction Noise

Construction truck trips would occur throughout the construction period. Given the project site's proximity to the 10 and 210 Freeways, it is anticipated that vendor and/or haul truck traffic would take the most direct route to the appropriate freeway ramps.

According to the Federal Highway Administration (FHWA), the traffic volumes need to be doubled in order to increase noise levels by 3 dBA CNEL.²⁸ The estimated existing average daily trips along Alabama Street are approximately 11,873 average daily vehicle trips and along Almond Avenue are approximately 6,480 average daily vehicle trips.²⁹ As

²⁸ Federal Highway Administration, Highway Noise Prediction Model, December 1978.

²⁹ Existing average daily vehicle traffic along Almond Avenue was estimated using existing ambient noise measurements (see Table 1, STNM2). Existing average daily vehicle traffic along Alabama Avenue

shown in the CalEEMod output files provided in the Air Quality Analysis prepared for the proposed project (Lilburn 2022) the greatest number of construction related vehicle trips per day would be during building construction at up to approximately 122 vehicle trips per day (87.4 for worker trips and 34.1 for vendor trips). Therefore, the addition of project vendor/haul trucks and worker vehicles per day along off-site roadway segments would not be anticipated to result in a doubling of traffic volumes. Off-site project generated construction vehicle trips would result in a negligible noise level increase and would not result in a substantial increase in ambient noise levels. Impacts would be less than significant. No mitigation measures are required.

On-Site Operational Noise

Operational Noise Levels - Leq: The SoundPLAN noise model was utilized to estimate peak hour operation of the project in order to determine if it is likely to result in substantial increases in ambient noise levels. A description of each noise source and model parameters are discussed in Section 5 of this report. As shown in Figure 6, with a nine (9) foot concrete wall surrounding the loading and unloading area, operational noise levels would range between 26 and 45 dBA Leq at nearby receptors and are not likely to exceed residential daytime or nighttime noise standards (55 and 45 dBA Leq, respectively) at the residential land uses located south of the project site; nor will they exceed the exterior noise standard for adjacent industrial land uses (70 dBA Leq for both day and nighttime). This impact would be less than significant. No mitigation measures are required.

Operational Noise Levels – Lmax: A point noise source representative of larger truck venting air brakes (110 L_w) was utilized to model a maximum noise event near the residential properties south of the project site. As shown on Figure 7, with the proposed 9-foot concrete wall, operational noise levels may reach up to 70 dBA L_{max} at the residential property line and would not exceed the daytime maximum noise standard of 75 dBA L_{max}; but could exceed the nighttime Lmax standard of 65 at the property line. Considering that there are no outdoor recreational areas affected by project noise, it is reasonable to apply the maximum nighttime noise criteria at the actual residential buildings. As shown in Figure 9, exterior nighttime maximum noise levels at the existing residential buildings would reach up to 64 dB Lmax and would not exceed the nighttime maximum noise standard of 65. Typical residential construction provides 20 dB of exterior to interior reduction with windows closed so interior noise levels are not expected to exceed 45 dB. If it is not acceptable to the County to adjust the receptor from the property line to the residential buildings, then it is recommended that signs be installed prohibiting the use of air compression brakes on-site. Either scenario would result in acceptable nighttime average and maximum noise levels. A higher barrier is not recommended because at 14-feet in height, the maximum noise event could still exceed 65 dBA Leq at the property line. This impact would be less than significant with mitigation depending on whether the City finds the analysis at the actual buildings acceptable.

was obtained from San Bernardino Countywide Plan Transportation Existing Conditions Report, Table 3 - San Bernardino County Existing ADT Counts (March 2017), the segment of Alabama Street north of San Bernardino Avenue was utilized for existing average daily vehicle traffic as it is the only segment provided for Alabama Street.

Otherwise, signs prohibiting the use of compression brakes on-site would need to be installed to reduce impacts to less than significant.

During operation, the proposed project is expected to generate approximately 377 average daily trips with 31 trips during the AM peak-hour and 33 trips during the PM peak-hour. A Project generated vehicle noise along affected roadways was modeled utilizing a computer program that replicates the FHWA Traffic Noise Prediction Model FHWA-RD-77-108. Project generated vehicle trips are anticipated to increase noise levels between approximately 0.04 to 0.79 dBA CNEL and would not result in significant increases in ambient noise levels. The impact would be less than significant. No mitigation is required.

Less Than Significant Impact

b) *Generation of excessive groundborne vibration or groundborne noise levels?*

The Caltrans Transportation and Construction Vibration Guidance Manual (2020) provides a comprehensive discussion regarding groundborne vibration and the appropriate thresholds to use to assess the potential for damage. As shown in Table 10 of the Noise Impact Analysis, the threshold at which there is a risk of “architectural” damage to historic structures is a peak particle velocity (PPV) of 0.25 in/sec, and a PPV of 0.3 in/sec at older residential structures. There is a risk of architectural damage at newer residential structures and modern commercial/industrial buildings at a PPV of 0.5 in/sec. In addition, the Caltrans Noise and Vibration Manual identifies 0.1 PPV in./sec. as the level that is “strongly perceptible”. Furthermore, Section 83.01.090(a) of the County of San Bernardino Development Code prohibits the creation of ground vibration that can be felt without the aid of instruments at or beyond the lot-line, nor shall any vibration be allowed which produces a particle velocity greater than or equal to two-tenths (0.2) inches per second measured at or beyond the lot-line. Per Section 83.01.090(c), construction and demolition related ground vibration is exempt from this requirement as long as it occurs between 7:00 AM and 7:00 PM Mondays through Saturdays and not on Sundays or Federal holidays.

The nearest off-site structures include the multi-family residential buildings located to the south, with structures located as close as approximately 55 feet to the south of the project’s southern property line; the commercial structures located to the south and east, with structures located as close as approximately 58 feet to the south of the project’s southern property line and 62 feet to the east of the project’s eastern property line; and the industrial structures to the west, north, and northeast, with structures located as close as approximately 291 feet to the west of the project’s western property line, 198 feet to the north of the project’s northern property line, and 162 feet northeast of the project’s northern property line. Therefore, the nearest off-site structure is the multi-family residential structures located approximately 55 feet to the south of the southern project property line. At 55 feet, use of a vibratory roller would be expected to generate a PPV of 0.064 in/sec and a bulldozer would be expected to generate a PPV of 0.027 in/sec. Temporary vibration levels associated with project construction would not exceed the threshold at which there is a risk to “architectural” damage to older residential structures PPV of 0.3 in/sec PPV nor the County’s threshold of 0.2 in/sec PPV. In addition, it is anticipated that project construction will occur within the exempt hours as identified in

Section 83.01.090(c) of the County's Development Code. The project does not propose any non-construction related sources of ground-borne vibration. Impacts would be less than significant. No mitigation is required.

As shown in Table 11 of the Noise Impact Analysis, groundborne vibration becomes distinctly perceptible to sensitive receptors at a level of 0.04 in/sec PPV and severely perceptible at a level of 0.1 in/sec PPV.

As stated previously, the nearest off-site structure is the multi-family residential structures located approximately 55 feet to the south of the southern project property line. At 55 feet, use of a vibratory roller would be expected to generate a PPV of 0.064 in/sec and a bulldozer would be expected to generate a PPV of 0.027 in/sec. Groundborne vibration becomes distinctly perceptible to sensitive receptors at a level of 0.04 in/sec PPV and severely perceptible at a level of 0.1 in/sec PPV. Construction vibration may be noticeable for short periods of time but will not be "severely perceptible" at the nearest sensitive receptors (multiple family buildings located south of the project site). Annoyance will be short-term and will occur only during site grading and preparation which will be limited to daytime hours. Impacts will be less than significant. No mitigation is required. Vibration worksheets are provided in Appendix G of the Noise Analysis.

Operation of the proposed project will involve the movement of passenger vehicles and trucks. Driving surfaces associated with the project will be paved and will generally be smooth. Loaded trucks generally have a PPV of 0.076 at a distance of 25 feet (Caltrans 2020). Groundborne vibration levels associated with passenger vehicles is much lower. The movement of vehicles on the project site would not result in the generation of excessive groundborne vibration or groundborne noise. Impacts would be less than significant. No mitigation is required.

Less Than Significant Impact

- c) *For a project located within the vicinity of a private airstrip or 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?*

The closest airports to the project site are the San Bernardino International Airport, with associated airport runways located as close as approximately 1.79 miles to the northwest, and the Redlands Municipal Airport, with associated airport runways located as close as approximately 3.33 miles to the northeast of the project site.

The San Bernardino International Airport noise contours provided in the Technical Memorandum prepared for the San Bernardino International Airport – Eastgate Air Cargo Facility – Aircraft Noise Contour Development (July 2019) shows that the proposed project is within the 60 dBA CNEL noise contour for the San Bernardino International Airport.³⁰ Furthermore, as shown on the Redlands Municipal Airport Land Use

³⁰ http://www.sbiaa.org/wp-content/uploads/2019/07/7_Appendix-F_Noise-Technical-Memo.pdf

Compatibility Plan (ALUCP) Figure 3B, the project site is well outside of the 60 dBA CNEL noise contour for the Redlands Municipal Airport.³¹

Therefore, the proposed project would not expose people residing or working in the area to excessive noise levels. There is no impact, and no mitigation is required.

No Impact

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. POPULATION AND HOUSING - Would the project:				
a) Induce substantial unplanned 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 people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:
Countywide Plan 2020; Submitted Project Material

- a) *Induce substantial unplanned 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)?*

The Proposed Project is the development of a warehouse facility. Construction activities would be temporary and would not attract new employees to the area as available labor exists in the region (San Bernardino County unemployment rate in July 2022 was 3.5%)³². The Proposed Project would require an estimated maximum of ten warehouse staff and office employees, who would come from the local labor pool. The Project Site has a current zoning of East Valley / Special Development (EV/SD). With approval of the CUP, the Proposed Project would be consistent with the Countywide Plan and current zoning. The Proposed Project does not involve construction of new homes nor would it induce unplanned population growth by creating a significant number of new

³¹ Redlands Municipal Airport Land Use Compatibility Plan, revised May 6, 2003.

³² California Department of Economic Development, November 2022

jobs. Construction activities would be temporary and would not attract new employees to the area. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

- b) *Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

The Project Site currently contains one residential structure that is not in compliance with the current zoning for the site and is currently vacant. The Proposed Project require the removal of the residential structure, however, one residential structure is not a “substantial number” of existing houses and no people occupy the residence. Therefore, implementation of the Proposed Project would not require construction of replacement housing elsewhere. No impacts are identified or anticipated, and no mitigation measures are required.

No Impact

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. 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 type="checkbox"/>	<input checked="" type="checkbox"/>
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:
Countywide Plan 2020; Submitted Project Materials

- 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?

There are two fire stations located within the Project's vicinity. Redlands Fire Station 263, at 10 W Pennsylvania Avenue, is located approximately 1.6 miles east of the Project Site. Redlands Fire Station 264, at 1270 West Park Avenue, is located approximately 1.1 miles southeast of the Project Site.

Comprehensive safety measures that comply with federal, state, and local worker safety and fire protection codes and regulations would be implemented into project design to minimize the potential for fires to occur during construction and operations. The Proposed Project would be required to comply with County fire suppression standards, provide adequate fire access and pay required development impact fees. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

Police Protection?

The Redlands Police Department (RPD) serves the unincorporated areas of Redlands. The nearest police station to the Project Site is the RPD station located at 1270 W. Park Avenue, approximately 1.1 miles southeast of the Project Site. The RPD routinely reviews staffing needs and adjusts service levels as needed to maintain an adequate level of public protection. Additionally, development impact fees are collected at the time of building permit issuance to offset project impacts. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

Schools?

The Project Site is served by the Redlands Unified School District. Construction activities would be temporary and would not result in substantial population growth. Employees required for operations are expected to come from the local labor force. The Proposed Project is not expected to draw any new residents to the region that would require expansion of existing schools or additional schools. With the collection of development impact fees, impacts related to school facilities are expected to be less than significant. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

Parks?

The Proposed Project would not induce residential development nor significantly increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of any facilities would result. Operation of the Proposed Project would place no demands on parks because it would not involve the construction of housing and would not involve the introduction of a permanent human population into the area. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

Other Public Facilities?

The Proposed Project would not result in an increased residential population or a significant increase in the work force. Implementation of the Proposed Project would not adversely affect other public facilities or require the construction of new or modified facilities. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

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>
XVI. 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 will occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:
Submitted Project Materials

- 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 will occur or be accelerated?*

The anticipated 10 office employees are expected to come from the local labor force. It does not include development of residential housing or other uses that would lead to substantial population growth. Therefore, the Proposed Project would not result in an increase in the use of existing neighborhood or regional parks, or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated. The Project Applicant's payment of required fees will serve to mitigate any potential impacts related to the use of existing parks and other recreational facilities from the Proposed Project. No impacts are identified or anticipated, and no mitigation measures are required.

No Impact

- 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?*

The Proposed Project does not include the construction or expansion of recreational facilities. The estimated 10 employees required for the office operations of the Proposed Project would come from the local labor force. No recreational facilities would be removed, and the addition of employees would not create the need for additional facilities. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

Therefore, no 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>
XVII. TRANSPORTATION – Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<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>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:
Countywide Plan 2020; Submitted Project Materials; Transportation Study Screening Assessment, Ganddini Group, July 26, 2022, VMY Analysis, Ganddini Group, Inc., November 3, 2022

- a) *Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*
- b) *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?*

a), b) A Transportation Study Screening Assessment, dated July 26, 2022, was prepared for the Proposed Project by Ganddini Group, Inc. and is available for review at County offices. The purpose of the TA is to evaluate the potential impacts from Project Implementation. The project is located within the City of Redlands sphere of influence; therefore, the project has been screened for both level of service (LOS) analysis and vehicle miles traveled (VMT) analysis using the established criteria as specified in the County of San Bernardino Transportation Impact Study Guidelines, July 2019 ["County TIA Guidelines"], and the City of Redlands CEQA Assessment VMT Analysis Guidelines, June 2020 [City VMT Guidelines].

Access to the Project Site will be provided by one 50-foot-wide driveway and one 30-foot-wide driveway along Almond Avenue. The 50-foot-wide driveway will be designated for only tractor trailers. The 30-foot-wide driveway will be designated for only passenger cars.

Project vehicle trips are converted to Passenger Car Equivalent (PCE) trips based on truck rates (as a percentage of a total vehicle trips) from the ITE Trip Generation Manual (11th Edition, 2021) and truck axle mix data recommended by the South Coast Air Quality Management District (SCAQMD) for warehousing facilities without cold-storage. The Proposed Project is forecast to generate approximately 377 daily vehicle trips, including 31 vehicle trips during the AM peak hour and 33 vehicle trips during the PM peak hour; and 451 PCE daily trips, including 38 PCE trips during the AM peak hour and 37 PCE trips during the PM peak hour.

The existing land use generates approximately 9 daily vehicle trips, including 1 vehicle trips during the AM peak hour and 1 vehicle trips during the PM peak hour. The existing land use, to be removed, trips are based on trip generation rates for Land Use Code 210 (Single-Family Detached Housing). The Proposed Project is forecast to generate 368 net daily vehicle trips, including 30 vehicle trips during the AM peak hour and 32 vehicle trips during the PM peak hour; and 442 net PCE daily trips, including 37 PCE trips during the AM peak hour and 36 PCE trips during the PM peak hour.

Level of Service Screening Criteria (Non-CEQA/General Plan Conformity)

As specified in the County TIA Guidelines, the requirement to prepare a transportation impact study with level of service (LOS) analysis should be based on one or more of the following criteria:

- If a project generates more than 100 or more trips without consideration of pass-by trip reductions during any peak hour.
- If a project is located within 300 feet of intersection of two streets designated as Collector or higher on the County's General Plan circulation system or an impacted intersection as determined by the County Traffic Division.
- If the project creates safety or operational concerns.
- If a project generates less than 100 trips without consideration of pass-by trip reductions during any peak hour, a study may be required if there are special concerns.

The proposed project is forecast to generate fewer than 100 peak hour trips and is located more than 300-feet from the nearest intersection of two streets designated as Collector or higher on the County's General Plan circulation system. Assuming the project shall construct all on-site and off-site improvements (if any) in accordance with County design standards, the project should not create any new safety or operational concerns. Therefore, the proposed project does not warrant preparation of a transportation impact study with LOS analysis based on the County-established screening criteria.

Vehicle Miles Traveled Screening Criteria (CEQA)

Projects that do not satisfy any of the County-established screening criteria should complete more detailed VMT analysis using the San Bernardino Transportation Analysis Model (SBTAM) to assess project VMT relative to the unincorporated County.

In accordance with County TIA Guidelines, the appropriate VMT metric for employment-based projects, including industrial uses such as the proposed project, is VMT per employee. VMT per employee is calculated based on SBTAM outputs for home-based-work trip attractions. To determine VMT per employee, home-based-work trip attractions are multiplied by the average trip lengths and divided by the employment in the zone.

The vehicle miles traveled (VMT) screening assessment has been prepared in accordance with County TIA Guidelines, which were developed based on guidance from the Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA (State of California, December 2018). In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region. The OPR Technical Advisory provides technical considerations regarding methodologies and thresholds with a focus on office, residential, and retail developments as these projects tend to have the greatest influence on VMT.

The County TIA Guidelines and City VMT Guidelines identify screening criteria for certain types of projects that typically reduce VMT and may be presumed to result in a less than significant VMT impact. To qualify for VMT screening, the project need only satisfy one of the following screening criteria:

- Projects located within a Transit Priority Area (TPA)
- Projects located within one-half mile radius of major transit stop¹ or high-quality transit corridor²
- Projects located within a low VMT area
- Site location can be verified with the web-based or map-based VMT Screening Tool³
- Project Type Screening
- Local serving land use
- Projects with trip generate less than net new 110 daily vehicle⁴ trips (ADT)

1 A major transit stop is defined as an existing rail transit station, ferry terminal with bus or rail service, or the intersection of two or more major bus routes with less than 15-minute headways during the peak commute hours (Pub. Resources Code, § 21064.3.).

2 Fixed route bus service with less than 15-minute headways during the peak commute hours (Pub. Resources Code, § 21155).

3 The SBCTA VMT Screening Tool was developed from the San Bernardino Transportation Analysis Model (SBTAM) travel forecasting model to measure VMT performance for individual jurisdictions and for individual traffic analysis zones (TAZs).

4 As specified by the OPR Technical Advisory, the term vehicle refers to on-road passenger vehicles, specifically cars and light trucks. Heavy-duty trucks should only be included in a traffic impact analysis for modeling convenience and ease of calculation (e.g., where data provided combine auto and heavy freight VMT) (CEQA Guidelines, § 15064.3, subd. (a)). Therefore, heavy-duty truck trips should not contribute to a finding of significant traffic (VMT) impact.

Additionally, 'Substantial Evidence for Trip-Based Screening Threshold' is identified in the City VMT Guidelines based on the South Coast Air Quality Management (SCAQMD) greenhouse gas (GHG) emission threshold of 3,000 metric ton of carbon-dioxide equivalents per year (MTCO_{2e}/year).

Thresholds of Significance

A project would result in a significant VMT impact if either of the following conditions are satisfied:

- **Project VMT Impact:** The project VMT per employee is greater than four percent below (-4%) the existing VMT per employee for the unincorporated. Based on the SBTAM outputs, the threshold equates to 20.4 VMT per employee for existing (2022) conditions.

Cumulative VMT Impact: The project increases the unincorporated Countywide VMT per employee relative to VMT generated by the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

The cumulative no project reflects the adopted RTP/SCS. Accordingly, cumulative impacts shall be considered less than significant if a project is consistent with the RTP/SCS, absent substantial evidence to the contrary.

Project Type Screening

The County TIA Guidelines identify the several types of projects that may be presumed to have a less than significant VMT impact as they are local serving and thus can be expected to reduce VMT or they are small enough to have a negligible impact. As previously shown in Table 2, the proposed redevelopment project consists of 208,000 square feet of warehouse, which is forecast to generate more than 110 net daily trips after accounting for trips generated by existing uses that will be displaced. Therefore, the proposed project does not satisfy the County-established project type screening criteria.

Project VMT Impact

The project VMT impact summary is shown in Table 8.

Table 8
Project VMT Impact Summary

Descriptor	2016	2040	2022
Project Zone (TAZ 53824101):			
Home-Based Work VMT	39,808	47,841	41,816
Employment	1,728	2,414	1,900
Project VMT per Employee	23.0	19.8	22.0
Unincorporated County of San Bernardino:			
Home-Based Work VMT	1,437,311	2,421,193	1,683,282
Employment	69,831	107,076	79,142
County VMT per Employee	20.6	22.6	21.3
Threshold of Significance (4% Below Existing County VMT)			20.4
Significant Impact?			YES

Notes:

1. Source: SBTAM base year 2016 and future year 2040 models. Model runs performed by EPD Solutions, Inc.
2. VMT shown is based on production-attraction (PA) methodology.

As shown in Table 8, project VMT per employee of 22.0 is greater than four percent below the existing unincorporated Countywide VMT of 20.4 VMT per employee; therefore, the proposed project would have a significant impact based on the County-established threshold for project VMT impacts without mitigation incorporated.³³

Cumulative VMT Impact

Cumulative impacts are evaluated by determining consistency with the adopted RTP/SCS. If a project is included in the RTP/SCA, the project's cumulative impacts would be considered less-than-significant. However, if the project is inconsistent or not included with the RTP/SCS, then the analysis should evaluate the project's effect on VMT and determine if the unincorporated Countywide VMT increases or decreases with the project relative to the VMT generated by the RTP/SCS.

The RTP/SCS land use for the site is "Specific Plan", and the Countywide General Plan Land use designation is "Special Development." The County of San Bernardino defines "Special Development" as a mix of residential, commercial, and industrial uses. The project is consistent with this land use, and consistent with the RTP/SCS assumptions for this area. Therefore, project cumulative impacts may be considered less than significant.

Notwithstanding the above, Table 9 shows the cumulative VMT impact summary.

**Table 9
 Cumulative VMT Impact Summary**

Descriptor	Without Project	With Project
Unincorporated Countywide Roadway VMT	30,768,288	30,771,334
Unincorporated County Employment	106,611	106,733
VMT/Employee	288.60	288.30
Project Related Change in VMT/Employee	-	-0.3
Significant Impact?	No	

Notes:

1. Source: SBTAM future year 2040 model. Model run performed by EPD Solutions, Inc.
2. VMT shown is based on link-level VMT for roadways located within the unincorporated County only.

As shown in Table 9, unincorporated Countywide VMT per employee is forecast to decrease with the proposed project relative to VMT generated by the RTP/SCS; therefore, the proposed project would have a less than significant impact based on the County-established threshold for cumulative impacts.

VMT Mitigation

The County TIS Guidelines identify specific transportation demand management (TDM) measures applicable to the region that may be implemented to reduce VMT impacts. These measures were originally developed based on guidance from the California Air Pollution Control Officers Association (CAPCOA) Quantifying Greenhouse Gas Mitigation Measures (August 2010), which has been superseded by the CAPCOA Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities and Advancing Health and Equity Designed for Local Governments, Communities and Project Developers (December 2021) ["CAPCOA GHG Reduction Handbook"]. As noted in the County TIS Guidelines, the following choices are available to mitigate VMT impacts:

- Revisit project design features and or land use to reduce project trips or reduce trips length.
- Consider development in a more efficient area.

³³ The Zone VMT without project is 9.2% over the threshold, whereas Zone VMT with the project is 7.8% over the threshold. Therefore, the project is expected to reduce Zone VMT, but will still exceed the County threshold.

- Look for other measures to reduce trip lengths or the number of trips generated through the use of transportation demand management (TDM) measures.

Based on review of transportation emissions reduction measures that are applicable at the project/site level and target employee commute VMT, the following mitigation measures were identified:

Mitigation Measure TRAN-1:

The project shall implement a commute trip reduction program consisting of the following:

- Commute Trip Reduction Marketing: The project shall implement a marketing strategy to promote the project site employer's commute trip reduction program. The following features (or similar alternatives) of the marketing strategy are essential for effectiveness.
 - o Onsite or online commuter information services.
 - o Employee transportation coordinators.
 - o Onsite or online transit pass sales.
 - o Guaranteed ride home service.
- Ridesharing Program: The project shall implement a ridesharing program and establish a permanent transportation management association with funding requirements for employers. Ridesharing must be promoted through a multifaceted approach, such as the following examples:
 - o Designating a certain percentage of desirable parking spaces for ridesharing vehicles.
 - o Designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles.
 - o Providing an app or website for coordinating rides.

Implementation of Mitigation Measure TRAN-1 is expected to reduce the project's employee commute VMT by eight percent (8%). Therefore, project VMT would be reduced to 20.2 VMT per employee and would result in a less than significant impact based on the County-established thresholds with implementation of Mitigation Measure TRAN-1.

Less than Significant with Mitigation

- c) *Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

The Project Site is almost perfectly square-shaped and is not adjacent to windy roads. Moreover, the Proposed Project is located within in an area that already contains tractor trailer traffic and appropriate lane widths. It does not include a geometric design or

incompatible uses that would substantially increase hazards. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

- d) *Result in inadequate emergency access?*

Access to the Project Site will be provided by one 50-foot-wide driveway and one 30-foot-wide driveway along Almond Avenue. The 50-foot-wide driveway will be designated for only tractor trailers. The 30-foot-wide driveway will be designated for only passenger cars, all of which was approved by the San Bernardino County Fire Department to maintain adequate emergency access. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

Therefore, no significant adverse impacts are identified or anticipated with incorporation of mitigation measure.

<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. TRIBAL CULTURAL RESOURCES				
a) Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

Phase I Cultural Resources Investigation McKenna et al., February 22, 2020, Tribal Consultation with Gabrieleno Band of Mission Indians-Kizh Nation, November 3, 2022

- a) *i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or;*
- ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?*

Per SB 18 and AB 52 (specifically California Public Resources Code 21080.3.1), Native American consultation is required upon request by interested California Native American tribes that have previously requested that the County provide them with notice of such Projects. The County sent notices of the Proposed Project to interested California Native American tribes on September 2, 2022. The following tribes were included in the project notification and opportunity to consult letters pursuant to AB 52: Twenty-Nine Palms Band of Mission Indians, Colorado River Indian Tribes, Fort Mohave Indian Tribe, Gabrieleno Band of Mission Indians-Kizh Nation, Morongo Band of Mission Indians, San Gabriel Band of Mission Indians, Yuhaaviatam of San Manuel Nation formerly known as (San Manuel Band of Mission Indians) and Soboba Band of Luiseño Indians. Formal consultation was requested by the Gabrieleno tribe and took place on November 3, 2022. The Yuhaaviatam of San Manuel tribe did not request consultation however, they did provide recommended cultural as well as Tribal cultural resource mitigation measures to be included in this document. The Gabrieleno-Kizh Nation also provided mitigation/monitoring measures as a result of formal consultation which are included in the appropriate sections of this document. No other tribe responded to the project notice and opportunity to consult. Mitigation measures are provided below.

Mitigation Measure TCR-1:

The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed in CR-1, of any pre-contact and/or historic-era cultural resources discovered during project implementation and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resource Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents YSMN for the remainder of the project, should YSMN elect to place a monitor on-site.

Mitigation Measure TCR-2:

Any and all archaeological/cultural documents created as part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to YSMN. The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.

Mitigation Measure TCR-3:

Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities:

- a. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground-disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.
- b. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.
- c. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or “TCR”), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.
- d. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.
- e. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe’s sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

Mitigation Measure TCR-4:

Unanticipated Discovery of Human Remains and Associated Funerary Objects:

- a. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.
- b. If Native American human remains and/or grave goods discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.
- c. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).
- d. Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)
- e. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.
- f. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

Mitigation Measure TCR-5:

Procedures for Burials and Funerary Remains:

- a. As the Most Likely Descendant (“MLD”), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.

- b. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.
- c. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials
- d. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.
- e. In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.
- f. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.
- g. The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

Less than Significant with Mitigation

Therefore, no significant adverse impacts are identified or anticipated with incorporation of mitigation measure.

<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>
XIX. UTILITIES AND SERVICE SYSTEMS - Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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 type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

Countywide Plan 2020; Submitted Project Materials; California Energy Commission Energy Report

- a) *Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

The Proposed Project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. There are existing

water and wastewater services adjacent to the subject site in Almond Avenue. There are currently existing adequate source, storage, and distribution line capacities to provide potable water to the Project Site to satisfy the domestic water service requirements of the Proposed Project. Water and sewer mains to serve new service connections are currently installed and operable.

Southern California Edison (SCE) provides electricity to the area of Project Site. Currently, the existing Project Site is vacant and undeveloped. Therefore, development of the Proposed Project would cause a permanent increase in demand for electricity when compared to existing conditions. The increase in electricity demand from the Project would represent a 0.00412 percent of the overall 2021 SCE residential consumption. Therefore, projected electrical demand would not significantly impact SCE's level of service.

The Proposed Project has been designed to comply with the 2019 Building Energy Efficiency Standards. The County of San Bernardino would review and verify that the Proposed Project plans would be in compliance with the most current version of the Building and Energy Efficiency Standards. The Proposed Project would also be required adhere to CALGreen, which establishes planning and design standards for sustainable developments and energy efficiency. The Proposed Project would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. No significant impacts are identified or required, and no mitigation measures are recommended.

The Project Site would be serviced by Southern California Gas Company (SoCalGas). Southern California Gas Company (SoCalGas) provides natural gas service to the vicinity and the Project Site. The Proposed Project will receive natural gas from the Southern California Gas Company by connecting to the existing line within Almond Avenue. The Proposed Project would not require the expansion or construction of new natural gas facilities.

Spectrum and Frontier Communications provide telecommunication services to the Project Area. These services are provided from existing lines on telephone poles for Spectrum and by underground connections from existing lines along Almond Avenue for Frontier Communications. The Proposed Project would not require the expansion or construction of new communication facilities.

Less Than Significant Impact

- b) *Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?*

Water supply to the Project Site would be provided by the City of Redlands (City). The City provides water service to more than 75,000 residents in Redlands, Mentone, parts of Crafton Hills, a small part of San Bernardino, and San Timoteo Canyon. The 2020 City of Redlands Retail Urban Water Management Plan (UWMP), in compliance with the UMWP Act, compares the total projected water use with the projected water supply

over the next twenty years.³⁴ According to the UWMP, water supplies are expected to be sufficient to meet water demands for the next twenty-year plan period during normal, dry and multiple dry years.

The Project Site's current designation is East Valley – Special Development (EV/SD). The EV/SD land use zone allows for a combination of residential, commercial, and manufacturing activities that maximizes the utilization of natural and human-generated resources. Development of the Project Site for these general uses has been accounted for in the City's projected water demand. Therefore, the expected water demand for the Proposed Project would not exceed what has been planned for the area. Water supplies would be sufficient to serve the Proposed Project and reasonably foreseeable future development. No significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

- c) *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?*

Wastewater collected would be provided by the City of Redlands Municipal Utilities Department and would be treated at the Redlands Wastewater Treatment Facility (WTF). Constructed originally in 1963, the WTF treats domestic and commercial/industrial wastewater generated within the City of Redlands and its service area. The City owns and operates a Publicly Owned Treatment Works which includes a wastewater collection system that consists of approximately 250 miles of gravity pipelines, ranging from 6 inches to 48 inches in diameter. Dischargers into the wastewater collection system include residential, commercial, and industrial sources through approximately 20,000 private lateral connections. The combined total treatment design capacity of the plant is over 9.5 million gallons per day (MGD).

The City of Redlands would provide sewer service to the Project Site with sewer being collected in lines along Almond Avenue. Furthermore, the Proposed Project is an acceptable use within the EV/SD land use category and therefore would not result in the requirement of new or expanded wastewater facilities. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

No Impact

- d) *Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

The Project Site is located approximately 4.2 miles north of the County owned San Timoteo Landfill. The 2,400 square-foot office building would be the Proposed Project's greatest generator of solid waste. According to the CalRecycle's estimated solid waste generation rates for the commercial sector, the Proposed Project would generate at

³⁴ <https://www.cityofredlands.org/utilities-0> Accessed August 29, 2022.

most, approximately 13.82 pounds of solid waste per day.³⁵ The San Timoteo Landfill has a maximum throughput of 2,000 tons/day.

Waste generated from the Proposed Project is not expected to significantly impact solid waste collection systems. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

- e) *Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

The Project would consist of short-term construction activities (with short-term waste generation limited to minor quantities of construction debris) and thus would not result in significant long-term construction waste generation. The purpose of California Assembly Bill 341 is to reduce greenhouse gas emissions by diverting commercial solid waste from landfills by recycling. It mandates businesses and public entities generating 4-cubic yards or more of trash to establish and maintain recycling services. County of San Bernardino, Department of Public Works, Solid Waste Management Division reviews and approves all new construction projects which are required to submit a Construction and Demolition Solid Waste Management Plan (waste management plan).

A project's waste management plan is to consist of two parts which are incorporated into the Conditions of Approval (COA's) by the San Bernardino County Planning and Building & Safety divisions. As part of the plan, projects are required to estimate the amount of tonnage to be disposed and diverted during construction. Additionally, projects must provide the amount of waste that will be diverted and disposed of. Disposal/diversion receipts or certifications are required as a part of that summary.

The mandatory requirement to prepare a Construction and Demolition Solid Waste Management Plan would ensure that impacts related to construction waste would be less than significant. The Proposed Project would comply with all federal, State, and local statutes and regulations related to solid waste. Solid waste produced during the construction phase or operational phase of the Proposed Project would be disposed of in accordance with all applicable statutes and regulations. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

³⁵ <https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates>. Accessed August 29, 2022.

<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>
XX. WILDFIRE: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

County of San Bernardino Countywide Plan 2020; Submitted Project Materials; CalFire VHFHSZ in LRA

- a) *Substantially impair an adopted emergency response plan or emergency evacuation plan?*

The Project Site is not located within a Very High Fire Hazard Severity Zone.³⁶ The Project Site does not contain any emergency facilities. The I-10 freeway is an evacuation route within the Valley Region of the County.³⁷ The Project Site is adjacent to Almond Avenue and approximately 0.44 miles north of the I-10. The Proposed Project is the development of a warehouse. Adequate on-site access for emergency vehicles would be verified during the County's plan review process. During construction, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the County. Operations at the site would not

³⁶ San Bernardino Countywide Plan Draft EIR. Hazards and Hazardous Materials. Figure 5.8-4 "Fire Severity and Growth Areas in the Valley and Mountain Regions."

³⁷ San Bernardino Countywide Plan Draft EIR. Hazards and Hazardous Materials. Table 5.8-10 "Evacuation Routes in San Bernardino County."

interfere with an adopted emergency response or evacuation plan. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

- b) *Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire?*

With no major slopes, elevations on-site range from approximately 1205 feet above mean sea level (ASML) to 1275 feet AMSL. The Project Site is not located within a Very High Fire Hazard Severity Zone.³⁸

The Project Site is currently an orange grove with non-conforming residential uses. It is surrounded by either commercial or apartment complexes to the south, east, and north. No wildlands occur within the vicinity. Due to the lack of wildfire fuel factors within the Project Site, the risk of wildfires is low. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

- c) *Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

The Proposed Project is the development of a warehouse that includes landscaping, and parking spaces. It does not include the installation or maintenance of associated infrastructure that would exacerbate fire risk. Implementation of the Proposed Project would reduce the risk of wildfires by providing hardscape. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

- d) *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

Elevations on the Project Site range from 1205 feet ASML to 1275 feet AMSL. Therefore, the Project Site is not subject to post-fire slope instability. The Project Site is not within a 100-Year Federal Emergency Management Agency (FEMA) flood zone, 100-year Department of Water Resources Awareness Zone, or a 500-year FEMA flood zone.³⁹ Moreover, there are no dams, reservoirs, or large bodies of water near the

³⁸ San Bernardino Countywide Plan Draft EIR. Hazards and Hazardous Materials. Figure 5.8-4 "Fire Severity and Growth Areas in the Valley and Mountain Regions."

³⁹ San Bernardino Countywide Plan Draft EIR. Hydrology and Water Quality. Figure 5.9-2 "Flood Hazard Zones in the Valley and Mountain Regions."

Project Site. Therefore, the Proposed Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. No significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

<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>
XXI. MANDATORY FINDINGS OF SIGNIFICANCE:				

a) Does the project have the potential to substantially 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, substantially 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?

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)?

c) Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?

a) *Does the project have the potential to substantially 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, substantially 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?*

A General Biological Resources Assessment (BRA), dated August 2022, was prepared for the Proposed Project by Jennings Environmental, LLC. (Jennings). No State and/or federally listed threatened or endangered species or other sensitive species were

observed on-site during surveys. The Project site and immediate surrounding area do contain habitat suitable for nesting birds. The area does have mature trees and various non-natural refugia (such as, water well infrastructure, lamp posts, telephone posts and adjacent commercial building) in which birds can nest. Therefore, to ensure less than significant impacts, Mitigation Measure BIO-1 is required. A Cultural Resources Study, dated September 14, 2022, was prepared for the Proposed Project by Brian Smith and Associates Inc (BFSA). The existing buildings on-site were determined to be constructed in the 1910s, the 77 and 27195 Almond Avenue buildings are evaluated as not historically or architecturally significant under any CEQA criteria due to a lack of association with any significant persons or events or being an example of certain architectural style. With implementation of Mitigation Measure GEO-1, the potential impacts to paleontological resources can be reduced to a less than significant level.

Less than Significant with Mitigation

- 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)?*

Cumulative impacts are defined as two or more individual affects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period. The CEQA Guidelines, Section 15130 (a) and (b), states:

- (a) Cumulative impacts shall be discussed when the project’s incremental effect is cumulatively considerable.
- (b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project. The discussion should be guided by the standards of practicality and reasonableness.

A Transportation Sturdy Screening Assessment, dated July 26, 2022, was prepared for the Proposed Project by Ganddini Group, Inc. Based on review of transportation emissions reduction measures that are applicable at the project/site level and target employee commute VMT, implementation of Mitigation Measure TRAN-1 is expected to reduce the project’s employee commute VMT by eight percent (8%). Therefore, project VMT would be reduced to 20.2 VMT per employee and would result in a less than significant impact based on the County-established thresholds. Furthermore, the pollutant emissions from the Proposed Project are below SCAQMD thresholds and therefore, the Proposed Project would be in compliance SCAQMD’s AQMP. In addition,

greenhouse gas emissions from the Proposed Project are below thresholds. Therefore, air quality and greenhouse gas impacts would not be cumulatively considerable.

Although cumulative impacts are always possible, by incorporating all mitigation measures outlined herein, as part of approving the Proposed Project, would reduce the Project's contribution to any such cumulative impacts to levels that are not cumulatively considerable. Additionally, mitigation measures have been adopted by the County of San Bernardino for buildout of the Countywide Plan, Therefore, with the incorporation of mitigation identified in this document, the Project would result in individually limited, but not cumulatively considerable, impacts.

Less than Significant with Mitigation

- c) *Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?*

The Redlands area, as is the case for most of Southern California, is located within a seismically active region. Although the potential for rupture on-site cannot be dismissed, it is considered low due to the absence of known faults within the immediate vicinity. Nonetheless, the Proposed Project would be required to comply with the California Building Code requirements and the Uniform Fire Code requirements and all applicable statutes, codes, ordinances, and standards of the San Bernardino County Fire Department.

All potential impacts have been thoroughly evaluated and have been deemed to be neither individually significant nor cumulatively considerable in terms of any adverse effects upon the region, the local community or its inhabitants. At a minimum, the project will be required to meet the conditions of approval for the project to be implemented. It is anticipated that all such conditions of approval will further ensure that no potential for adverse impacts will be introduced by construction activities, initial or future land uses authorized by the project approval.

The incorporation of design measures, County of San Bernardino policies, standards, and guidelines and proposed mitigation measures as identified within this Initial Study would ensure that the Proposed Project would have no significant adverse effects on human beings, either directly or indirectly on an individual or cumulative basis.

Less than Significant with Mitigation

Therefore, no significant adverse impacts are identified or anticipated with incorporation of mitigation measures.

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