ADDENDUM NO. 3 AND CONSISTENCY EVALUATION
FINAL ENVIRONMENTAL IMPACT REPORT
SAN BERNARDINO ALLIANCE CALIFORNIA SPECIFIC PLAN

(San Bernardino International Trade Center Specific Plan EIR SHC #95082052)

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A. INTRODUCTION / EXECUTIVE SUMMARY

The Final Environmental Impact Report (EIR) State Clearinghouse No. 95082052 for the San Bernardino International Trade Center Specific Plan (now known as the San Bernardino Alliance California Specific Plan) was originally approved in 1995 to comply with the requirements of the California Environmental Quality Act (CEQA). In 2007, Addendum No. 1 to the EIR was approved by the City that allowed the Southgate Planning Area to have a total of 2,887,036 square feet of enclosed industrial space. In April 2011, Addendum No. 2 was approved by the City that allowed the Southgate Planning Area to have 2,776,219 square feet (3.84% less than under Addendum No. 1). This Addendum No. 3 is to document consistency of the current development proposal – Building 2 - for the Southgate Planning Area with the approved Specific Plan EIR (SCH #9502052) and EIR Addendum No. 1.

B. BACKGROUND

In 1995 when the Norton Air Force Base was realigned (i.e., closed), the City approved an EIR for the San Bernardino International Trade Center Specific Plan (SBITCSP). In early 2007, the Inland Valley Development Agency ("IVDA") submitted an application to the City of San Bernardino ("City") to amend the SBITCSP. In addition, Hillwood Investment Properties, LLC ("Hillwood") submitted applications to construct warehouse/distribution facilities, consolidate parcels, and re-subdivide for the property. The proposed distribution centers would be located on approximately 159 acres located east of Tippecanoe Avenue, south of San Bernardino International Airport, and north of the Santa Ana River. The applications requested the following:

1. SBITCSP Amendment No. 06-03

- Change the name of the "San Bernardino International Trade Center Specific Plan" to "San Bernardino Alliance California Specific Plan";
- Expand the Specific Plan area to include 32.6 acres of land adjacent to the current Specific Plan boundaries;
- Update the maximum allowable capacity of the Specific Plan, by transferring approved un-built square-footage among planning areas;
- Change the district names of the various planning areas within the Specific Plan to Northgate, Centergate, Westgate, Southgate, 3rd Street, and D.F.A.S.; and
- Provide for a future boundary adjustment to the 3rd Street District.

2. Tentative Parcel Map No. 17887

Consolidate parcels to accommodate the project with the following ten new parcels:

- Parcel 1 – Building 1 (~ 2.4 acres)
- Parcel 2 – Building 2 (~ 5.2 acres)
- Parcel 3 – Building 3 (~ 8.4 acres)
- Parcel 4 – Building 4 (~ 33.8 acres)

- Parcel 5 – Building 5 (~ 34.7 acres)
- Parcel 6 – Building 6 (~ 26.3 acres)
- Parcel 7 – Open Space (~ 7.5 acres)
- Parcel 8 – Buildings A through T (~ 13.5 acres)
- Parcel 9 – Detention Basin (~ 5.0 acres)
- Parcel 10 – Detention Basin (~ 2.8 acres)

3. Variance No. 07-08
Request for approval of the subdivision with one standard route of access and two non-standard routes of emergency access.

4. Development Permit 2 No. 06-06
The Southgate development was proposed by Hillwood and IVDA to redevelop land around the San Bernardino International Airport (SBIA) to stimulate economic development and employment with 6 large warehouse/distribution facilities and 18 smaller light industrial buildings for a total of 2,887,036 square feet of floor space, and related on-site and off-site improvements.

C. ORIGINAL EIR AND ADDENDUM NO. 1

On May 8, the City Planning Commission recommended approval of the original Southgate project to the Mayor and Common Council. On May 21, 2007, the City Mayor and Common Council approved Specific Plan Amendment No. 06-03, Variance No. 07-08, Tentative Parcel Map No. 17887 for Subdivision No. 06-13, and Development Permit 2 No. 06-06. To comply with CEQA, the City adopted an Addendum to the original EIR prepared for the SBITCSP and certified by the Mayor and Common Council in 1995. At the time the SPA and related applications were approved, the project development plans indicated the Southgate Planning Area would have a total of 2,887,036 square feet of enclosed warehouse space.

D. EIR ADDENDUM NO. 2

In early 2011, Hillwood proposed to develop THE Southgate Planning Area with a total of 2.78 million square feet of warehouse space which was 3.8 percent less building area than approved by the City under EIR Addendum No. 1 (2.89 million square feet).

E. CURRENT APPLICATION – ADDENDUM NO. 3

Hillwood is continuing to build out the Southgate project, and the current proposal is to slightly reduce the total building area of Southgate property to 2.75 million square feet, compared to the currently approved building area of 2.78 million square feet (-1.08%).

F. ENVIRONMENTAL ASSESSMENT

To document CEQA compliance of SPA No. 06-03 in 2007, the City approved an Initial Study ("2007 IS") that examined 18 different environmental issues relative to the analysis and conclusions in original Specific Plan EIR. This Addendum document will follow a similar format, present the findings of the previous assessments for Addenda No. 1 and No. 2, and identify any differences presented by the current application.

1. Aesthetics

The 2007 IS concluded that all aesthetic impacts of the proposed SBACSP would be less than significant without mitigation except "additional light and glare" impacts. The following mitigation measure was recommended to help reduce these potential impacts to less than significant levels:

AE-1 Prior to the issuance of any building permits, all development plans (e.g., site plans and tract maps) within the Southgate Warehouse Project area will be submitted to the San Bernardino International Airport for review and approval relative to building heights and potential lighting impacts. Building heights shall conform to the Specific Plan and/or Airport Land Use Handbook requirements, whichever is more restrictive. This measure shall be implemented to the satisfaction of the City Public Works Director.

In addition, the following Condition of Approval from EIR Addendum No. 2 will help further reduce potential lighting impacts for the currently proposed development plan:

<u>2. Grading and Landscaping</u>

o. The on-site improvement plan shall include details of on-site lighting, including light location, type of poles and fixtures, foundation design, conduit location and size, and the number and size of conductors. Photometry calculations shall be provided which show that the proposed on-site lighting design will provide 1 foot-candle of illumination uniformly distributed over the surface of the parking lot during hours of operation and 0.25 foot-candles security lighting during all other hours.

A mass grading permit has already been pulled. The current development proposal for the Southgate area is slightly smaller but essentially equivalent to and consistent with the tract map and development configuration of (i.e., building footprints and heights) the approved development plan for Southgate under the SBCASP and the EIR with implementation of the previously approved mitigation measure.

2. Agricultural Resources

The 2007 IS concluded that the SBACSP property did not contain significant agricultural soils or resources, and impacts relative to these resources would be less than significant without mitigation. The current development proposal for the Southgate area is slightly smaller but essentially equivalent to and consistent with the tract map and development configuration of (i.e., building footprints and heights) the approved development plan for Southgate under the SBCASP and the EIR.

3. Air Quality

The 2007 IS concluded that short-term, construction-related air quality impacts of the proposed SBACSP would be less than significant with implementation of the following mitigation measures (see Appendix D) that had been updated or "modernized" from the original EIR in the approval for EIR Addendum No. 2:

AQ-1 Air Quality Mitigation Measure Implementation Plan.

AQ-2 Dust Control Plan.

AQ-3 Proper maintenance of construction equipment.

AQ-4 Restrict equipment idling to 5 minutes or less.

AQ-5 Construction equipment will use cooled exhaust gas recirculation, oxidized diesel catalyst and aqueous diesel fuel with maximum 16,224 horse-power hours/day.

AQ-6 Provide onsite electrical power connection to eliminate onsite generators.

AQ-7 Use low emissions emulsified asphalt/asphaltic cement in parking lots and roads.

AQ-8 Use only low volatile paints and coatings as outlined in SCAQMD Rule 1113.

The 2007 IS also concluded that long-term air pollutant emissions from project operation would exceed the SCAQMD daily thresholds by a wide margin (mainly due to the size and nature of the project), even with implementation of the following mitigation measures:

AQ-9 Provide information on carpooling and public transit options for workers.

AQ-10 Implement emission reduction plan/targets per SCAQMD Rule 2202.

AQ-11 Preferential parking for carpools and vanpools.

AQ-12 Provide improvements for bus stops per local transit district requirements.

AQ-13 Separate employee/visitor parking from truck fleet parking to reduce conflicts.

AQ-14 Post "no idling" signs in truck areas to minimize emissions.

AQ-15 Include insulation in all buildings in excess of Title 24 requirements.

AQ-16 Incorporate skylights into building design as practical.

AQ-17 Install drought-tolerant landscaping.

AQ-18 Implement Air Quality Monitoring Plan for short- and long-term measures.

The original EIR concluded that CO, NOx, ROG, and PM_{10} emissions from project operation would be significant even after implementation of all feasible mitigation, so a Statement of Overriding Considerations (SOC) was adopted as part of the EIR certification in 1995. The 2007 SPA and EIR addendum confirmed that the revised development plan for the SBACSP would still be significant for air pollutants. The current proposed Southgate project has 3.8 percent less square footage than the project approved under the 2007 EIR Addendum No. 1, so it is reasonable to conclude that the currently proposed development will also have significant air pollution impacts related to these criteria pollutants. Based on this, the SOC is still applicable to this project because the Southgate project approved in 2007, and the currently proposed Southgate project, are functionally equivalent to the project that was approved for EIR 1995 and for which the SOC was prepared.

In 2006, when the CEQA process started for the SBACSP amendment, greenhouse gas (GHG) emissions were not required to be included in CEQA documents as their local impacts were considered to be too speculative, and there were no officially established significance thresholds for GHGs. The body of knowledge on this issue has expanded since that time, and the State passed AB 32 and SB 375 to help control these emissions. However, the project's original CEQA document was not required to address GHG emissions, and the courts have found that subsequent documents are not required to examine GHG emissions if it was not examined in the original document as outlined in the 2008 Riverside County Superior Court Case 460950 titled *Highland Springs Conference and Training Center v. City of Banning* (also known as the "Black Bench" case).

In addition, a review of the URBEMIS database from the 1995 and 2007 analyses indicates that carbon dioxide equivalent emissions would have been similar in scope to the criteria air pollutant emissions, which were well over the SCAQMD daily thresholds. It can be reasonably assumed that, if GHG emissions would have been required to be evaluated at that time, the Statement of Overriding Considerations adopted to cover significant air quality impacts would have applied to GHG emissions as well.

All of the mitigation measures previously identified will help reduce GHG emissions during construction (Measures AQ-1 through AQ-8) and occupancy (Measures AQ-9 through AQ-18) will also help substantially reduce GHG emissions on a cumulative basis. It should also be noted that the proposed development will have to comply with the new California ("Green") Building Code and the City's water efficient landscaping requirements, which will help to reduce project-related GHG emissions. For these reasons, no additional mitigation measures are proposed in this regard.

The current development proposal for the Southgate area is slightly smaller but essentially equivalent to and consistent with the tract map and development configuration of (i.e., building footprints and heights) the approved development plan for Southgate under the

SBCASP and the EIR, with implementation of the previously approved mitigation measures.

4. Biological Resources

The 2007 IS concluded that potential impacts to biological resources from construction and development of the Southgate portion of the revised SBACSP could be reduced to less than significant levels by implementation of the following measures:

BR-1 Prior to the issuance of grading permits for the Southgate Warehouse Project (SWP) site, the developer shall obtain either a Federal Endangered Species Act (FESA) Section 10(a) permit or FESA Section 7 Consultation with the U.S. Fish and Wildlife Service for potential impacts to San Bernardino kangaroo rat (SBKR) or Santa Ana River woollystar (SARWS). The project site is isolated and disturbed, so appropriate off-site SBKR and SARWS habitat shall be secured at a minimum 2:1 ration based on surveys prior to grading. This measure shall be implemented to the satisfaction of the City Planning Director.

BR-2 Loss of Riversidean alluvial fan sage scrub (RAFSS) habitat on the Southgate, Koo, Hubbs, and DFAS properties shall be mitigated by means of purchasing suitable RAFSS habitat off site or in a mitigation bank at a minimum 1:1 ratio. This may apply to San Bernardino kangaroo rat (SBKR) as well. This measure shall be implemented to the satisfaction of the City Planning Director.

BR-3 Prior to issuance of grading permits on the Southgate Warehouse Project site, the applicant shall consult with the Regional Water Quality Control Board, U.S. Army Corps of Engineers, and California Department of Fish and Game, as appropriate, to obtain permits or approvals related to the Federal Clean Water Act and State Fish and Game codes, as applicable, and which may include appropriate mitigation at a minimum 2:1 replacement. This measure shall be implemented to the satisfaction of the City Planning Director.

BR-4 Prior to issuance of grading permits for the Southgate Warehouse Project property, a qualified biologist shall certify that the proposed layout of buildings and improvements on the project site are compatible with and do not restrict implementation of the Conservation Management Area (CMA) and Open Space Management Area (OSMA) plans in the immediate area. This conclusion shall be based on the results of current surveys for San Bernardino kangaroo rat (SBKR) and Santa Ana River woollystar (SARWS). This measure shall be implemented to the satisfaction of the City Planning Director.

These four measures have already been completed as part of the previous approval. The current development proposal for the Southgate area is slightly smaller but essentially equivalent to and consistent with the tract map and development configuration of (i.e., building footprints and heights) the approved development plan for Southgate under the SBCASP and the EIR, with implementation of the previously approved mitigation measures.

5. Cultural Resources

The 2007 IS concluded that the SBACSP property did not contain significant cultural resources, so impacts would be less than significant without mitigation. The current development proposal for the Southgate area is slightly smaller but essentially equivalent to and consistent with the tract map and development configuration of (i.e., building footprints and heights) the approved development plan for Southgate under the SBCASP and the EIR.

6. Geology and Soils

The 2007 IS concluded that the SBACSP property did not contain significant geologic or soil constraints, and potential impacts would be less than significant with implementation of the following Mitigation Measures 1-1 and 1-2 outlined in the 1995 EIR (see Appendix D):

1-1 Conduct location-specific geotechnical studies for building foundations.

1-2 Minimize dust and soil erosion.

In addition, compliance with the City's development review process involving grading and soils, as outlined in the following Conditions of Approval from EIR Addendum No. 2, would reduce potential earth-related impacts of the current development plans for the Southgate property:

<u>2. Grading and Landscaping</u>

a) The site/plot/grading and drainage plan shall be signed by a Registered Civil Engineer and a grading permit will be required. The grading plan shall be prepared in strict accordance with the City's "Grading Policies and Procedures" and the City's "Standard Drawings," unless otherwise approved by the City Engineer.

b) If more than 5 trees are to be removed from the site, a tree removal permit conforming to the requirements of Section 19.28.090 of the Development Code shall be obtained from the Department of Development Services-Planning Division prior to issuance of any grading or site development permits.

c) A grading bond will be required and the grading shall be supervised in accordance with Section 3317.2 of the California Building Code.

d) If more than 1,000 cubic yards of earth is to be hauled on City streets then a special hauling permit shall be obtained from the City Engineer. Additional conditions, such as truck route approval, traffic controls, bonding, covering of loads, street cleaning, etc. may be required by the City Engineer.

e) A liquefaction evaluation is required for the site. This evaluation must be submitted and approved prior to issuance of a grading permit. Any grading requirements recommended by the approved liquefaction evaluation shall be incorporated in the grading plan.

f) An on-site Improvement Plan is required for this project. Where feasible, this plan may be incorporated with the grading plan and shall conform to all requirements of Section 15.04-167 of the Municipal Code (See "Grading Policies and Procedures").

The current development proposal for the Southgate area is slightly smaller but essentially equivalent to and consistent with the tract map and development configuration of (i.e., building footprints and heights) the approved development plan for Southgate under the SBCASP and the EIR, with implementation of the mitigation measures approved in the 1995 EIR.

7. Hazards and Hazardous Materials

The 2007 IS indicated that the entire project area north of the adjacent Santa Ana River was once part of the Norton Air Force Base (NAFB). The base was closed in 1995, but a number of locations on the base were found to be contaminated by a variety of hazardous materials, including a former Industrial Waste Treatment Plan (IWTP) located between buildings 3 and 4 on the Southgate property. The Air Force has been remediating (cleaning up) these areas since the base was closed, and some additional soil cleanup still needs to be completed at the IWTP site before it can be certified for development. It also indicated the site has potentially significant impacts related to being included on the State's "Cortese List" (Government Code Section 65962.5) of identified hazmat sites. The 2007 IS concluded that impacts related to hazardous materials on the Southgate portion of the revised SBACSP could be reduced to less than significant levels by implementation of the following measures from EIR Addendum No. 2:

6-1 Prior to the approval of any grading permit or building permit within the project area, the applicant shall provide written evidence to the Planning and Building Services Director, City of San Bernardino, that the Air Force has released the site for development, and that the proposed development will not hinder the efforts to clean up the trichloroethylene (TCE) groundwater plume identified beneath and down gradient of the former Norton Air Force Base (NAFB) site.

6-2 Prior to the approval of any grading permit or building permit within the project area, the applicant shall provide written evidence to the Planning and Building

Services Director, City of San Bernardino, that an individual site survey meeting the City of San Bernardino requirements for hazardous waste has been conducted.

The current development proposal for the Southgate area is slightly smaller but essentially equivalent to and consistent with the tract map and development configuration of (i.e., building footprints and heights) the approved development plan for Southgate under the SBCASP and the EIR, with implementation of the previously approved mitigation measures.

8. Hydrology and Water Quality

The 2007 IS concluded that potential impacts to hydrology, flooding, erosion, and water quality from construction and development of the Southgate portion of the revised SBACSP could be reduced to less than significant levels by implementation of the following mitigation measures 2-1 through 2-3 in the 1995 EIR (see Appendix D):

2-1 Comply with latest California Building Code standards for water conservation.

2-2 Comply with City's NPDES water quality permitting requirements.

2-3 Comply with City's flood protection requirements.

In addition, compliance with the City's development review process involving water quality, as outlined in the following Conditions of Approval from EIR Addendum No. 2, would reduce potential water-related impacts of the current development plans for the Southgate property:

1. Drainage and Flood Control

a) All necessary drainage and flood control measures shall be subject to requirements of the City Engineer, which may be based in part on the recommendations of the San Bernardino County Flood District. The developer's Engineer shall furnish all necessary data relating to drainage and flood control.

b) A permit will be required from the Department of Transportation and Flood Control, if any work is required within the Flood Control District's right-of-way.

c) A local drainage study will be required for the project. Any drainage improvements, structures, or storm drains needed to mitigate downstream impacts or protect the development shall be designed and constructed at the developer's expense, and right-of-way dedicated as necessary. Release of drainage shall be at locations and under conditions acceptable to the City Engineer and any other agency having jurisdiction.

d) In addition to the drainage study mentioned in the previous condition, the developer's engineer shall submit a separate drainage study specific to each parcel as a part of that parcel's development plan submittal.

e) The detention basins shall be designed in accordance with "Detention Basin Design Criteria for San Bernardino County."

f) The development is partially located within Zone X (shaded) on the Federal Flood Insurance Rate Maps and may be subject to sheet overflow to a depth of less than 1 foot in a 100-year storm. Therefore, all building pads shall be raised above the surrounding area as approved by the City Engineer.

g) All drainage from the development shall be directed to an approved public drainage facility. If not feasible, proper drainage facilities and easements shall be provided to the satisfaction of the City Engineer.

h) If site drainage is to be outletted into the public street, the drainage shall be conveyed through a parkway culvert constructed in accordance with City Standard No. 400. Conveyance of site drainage over the Driveway approaches will not be permitted.

i) A Water Quality Management Plan (WQMP) is required for this project. The applicant is directed to the City's web page at www.ci.san-bernardino.ca.us – Departments – Development Services – Public Works for templates to use in the preparation of this plan.

j) A Storm Water Pollution Prevention Plan (SWPPP) will be required. The applicant is directed to the City's web page at www.ci.san-bernardino.ca.us – Departments – Development Services – Public Works for templates to use in the preparation of this plan.

k) The City Engineer prior to issuance of a grading permit shall approve the WQMP and the SWPPP.

l) A "Notice of Intent (NOI)" shall be filed with the State Water Resources Control Board for construction disturbing 1 acre or more of land (including the project area, construction yards, storage areas, etc.).

m) The City Engineer, prior to grading plan approval, shall approve an Erosion Control Plan. The plan shall be designed to control erosion due to water and wind, including blowing dust, during all phases of construction, including graded areas which are not proposed to be immediately built upon.

It should be noted that the project will obtain a "Conditional Letter of Map Revision" (CLOMR) from the Federal Emergency Management Agency through its National Flood Insurance Program to certify the project buildings are out of the identified 100-year floodplain.

The applicant is currently in the process of obtaining a CLOMR for the site to address the Zone X classification. The current development proposal for the Southgate area is slightly smaller but essentially equivalent to and consistent with the tract map and development configuration of (i.e., building footprints and heights) the approved development plan for Southgate under the SBCASP and the EIR, with implementation of the previously approved mitigation measures.

9. Land Use and Planning

The 2007 IS indicated that the proposed amendments to the SBACSP would reduce the total development potential of the plan from 14 million square feet to 11.6 million square feet, or a reduction of approximately 17 percent. It concluded that potential impacts to land use and planning from construction and development of the Southgate portion of the revised SBACSP could be reduced to less than significant levels by implementation of the following mitigation measure:

LU-1 Prior to issuance of any building permits, the developer shall demonstrate that the entire specific plan development is within a buildout limit of 11.6 million square feet. This measure shall be implemented to the satisfaction of the City Planning Director.

The current development proposal for the Southgate area is slightly smaller (-1.08%) but essentially equivalent to and consistent with the tract map and development configuration of (i.e., building footprints and heights) the approved development plan for Southgate under the SBCASP and the EIR, with implementation of the previously approved mitigation measures.

10. Mineral Resources

The 2007 IS concluded that the SBACSP property did not contain significant mineral resources that were accessible for extraction, so impacts would be less than significant without mitigation. The current development proposal for the Southgate area is slightly smaller but essentially equivalent to and consistent with the tract map and development configuration of (i.e., building footprints and heights) the approved development plan for Southgate under the SBCASP and the EIR.

11. Noise

The 2007 IS concluded that potential noise impacts from construction and development of the Southgate portion of the revised SBACSP could be reduced to less than significant levels by implementation of mitigation measures 8-1 through 8-6 in the 1995 EIR (see Appendix D), as summarized below:

8-1 Restriction of construction hours per City noise ordinance.

8-2 Maintain mufflers on all construction equipment within manufacturer's specs.

8-3 Stage construction activities away from occupied uses.

8-4 Construct temporary noise barriers where appropriate.

8-5 Utilize equipment with low noise levels.

8-6 Concentrate noisy activities to minimize the duration of impacts.

It should be noted that measures 8-3 through 8-6 apply more to SBACSP planning areas other than Southgate that are proximate to residential and other occupied uses, and no other mitigation measures are required to further reduce potential noise impacts. The current development proposal for the Southgate area is slightly smaller but essentially equivalent to and consistent with the tract map and development configuration of (i.e., building footprints and heights) the approved development plan for Southgate under the SBCASP and the EIR, with implementation of the previously approved mitigation measures.

12. Population and Housing

The 2007 IS concluded that the SBACSP project would not generate significant amounts of new population or housing within the City, but would depend more on the existing regional workforce. It concluded that impacts in this regard would be less than significant without mitigation. The current development proposal for the Southgate area is slightly smaller but essentially equivalent to and consistent with the tract map and development configuration of (i.e., building footprints and heights) the approved development plan for Southgate under the SBCASP and the EIR.

13. Public Services

The 2007 IS concluded that potential impacts to public services (e.g., police and fire) from construction and development of the Southgate portion of the revised SBACSP could be reduced to less than significant levels by implementation of the mitigation measures 10-1 through 10-8 in the 1995 EIR (see Appendix D), as summarized below:

10-1 Pay fair-share capital improvement costs for police and fire services.

10-2 Coordinate building design and night lighting for security.

10-3 Future development to document any need for additional water facilities.

10-4 Future development to document any need for additional sewer facilities.

10-5 Coordinate design of onsite sewer system with City Public Works Department.

10-6 Develop and implement a Facilities Repair and Maintenance Plan.

10-7 Coordinate future solid waste collection service with City.

10-8 Coordinate final design plans with local utility providers.

It should be noted that these measures also apply to SBACSP planning areas other than Southgate. No other mitigation measures are required to further reduce potential public service impacts. The current development proposal for the Southgate area is slightly smaller but essentially equivalent to and consistent with the tract map and development configuration of (i.e., building footprints and heights) the approved development plan for Southgate under the SBCASP and the EIR, with implementation of the previously approved mitigation measures.

14. Recreation

The 2007 IS concluded that the SBACSP project would not generate significant new demand for recreational facilities or services within the City. It concluded that impacts in this regard would be less than significant without mitigation. The current development proposal for the Southgate area is slightly smaller but essentially equivalent to and consistent with the tract map and development configuration of (i.e., building footprints and heights) the approved development plan for Southgate under the SBCASP and the EIR.

15. Transportation/Traffic

The 2007 IS concluded that potential traffic and transportation-related impacts from construction and development of the Southgate portion of the revised SBACSP could be reduced to less than significant levels by implementation of the following mitigation measure:

TR-1 The project proponent shall contribute toward the cost of necessary study area improvements on a fair-share basis, as further detailed in the two traffic studies prepared by Katz, Okitsu and Associates (KOA 2006a and 2006b) and the Katz, Okitsu and Associates Memo to Robert Eisenbeisz dated August 11, 2006. Fair-share contributions shall be paid with sufficient time to allow for improvements to be implemented in advance of the time needed to mitigate impacts. Payment schedule of fair-share costs will be determined by the City Public Works Director prior to issuance of building permits (this is an expansion of Mitigation Measure 7-1 from the 1995 EIR).

Note that funding from various sources (Federal, SANBAG, and Measure I) has been secured and allotted for roadway improvements in and around the SBACSP area, including specific improvements identified in the two traffic studies prepared by Katz, Okitsu and Associates. Therefore, the developer(s) may be exempt from certain fair-share improvements if those improvements have already been financed through the aforementioned sources. It shall be the responsibility of the developer to either pay their fair share or provide verification that the affected roadway improvements have been financed through outside sources and that the improvements are scheduled for implementation, prior to issuance of building permits. This measure shall be implemented to the satisfaction of the City Public Works Director.

In addition, compliance with the City's development review process, as outlined in the following Conditions of Approval, would help further reduce potential traffic onsite and offsite traffic impacts of the current development plans for the Southgate property:

6. Street Improvement and Dedications

a) All public streets and public easements within and adjacent to the development shall be improved to include combination curb and gutter, paving, access ramps, street lights, sidewalks, and appurtenances, including, but not limited to traffic signals, traffic signal modifications, relocation of public or private facilities which interfere with new construction, striping, and landscaping and irrigation in the landscape maintenance district shall be accomplished in accordance with the City of San Bernardino "Design Policies and Procedures" and City "Standard Drawings," unless otherwise approved by the City Engineer. Street lighting shall be designed and constructed in accordance with the City's "Street Lighting Policies and Procedures." Street lighting shall be shown on street improvement plans except where otherwise approved by the City Engineer.

b) For the streets listed below, dedication of adequate street right-of-way (R.W.) to provide the distance from street centerline to property line and placement of the curb line (C.L.) in relation to the street centerline shall be as follows:

Street Name	Right of Way (ft.)	Curb Line (ft)
Central Avenue	44	32
Tippecanoe Avenue	Per plans prepared by Associated Engineers under contract with IVDA	

c) Central Avenue shall be constructed full width from Tippecanoe Avenue easterly to where it will intersect with the northerly extension of Mountain View Avenue. Improvements shall include curb and gutter, sidewalk, streetlights, traffic signals, and other appurtenances as required. During plan check, the City Engineer shall determine if existing pavement can be salvaged.

d) A temporary turn-around shall be constructed at the easterly terminus of Central Avenue. The minimum turn around dimensions shall conform to the dimensions of the cul-de-sac in Standard 101, or as otherwise required by the City Engineer and Fire Marshal.

e) Construct 8” Curb and Gutter per City Standard No. 200 adjacent to the site along Tippecanoe Avenue. Widen pavement adjacent to the site to match new curb and gutter. Construct approach and departure transitions for traffic safety and drainage as approved by the City Engineer.

f) Construct sidewalk adjacent to the site in accordance with City Standard No. 202, Case “A” (6’ wide adjacent to curb). Sidewalk shall be constructed on both sides of Central Avenue.

g) Construct accessible curb ramps in accordance with City Standard No. 205, modified as approved by the City Engineer to comply with current ADA accessibility requirements, at all curb returns within and adjacent to the project site. Dedicate sufficient right-of-way at the corner to accommodate the ramp.

h) Construct Driveway Approaches per City Standard No. 204, Type II, including an accessible by-pass around the top of the drive approach. Remove existing driveway approaches that are not part of the approved plan and replace with full height curb and gutter and sidewalk. Radius type drive approaches may be constructed, if desired. Complete design shall be shown on the on-site development plan. A strip of textured/colored concrete 20’ wide shall be constructed in the throat of the driveway.

i) All curb return radii shall be 25 feet minimum.

j) Curb return radius at the intersection of Central Avenue with Tippecanoe Avenue and at Mountain View Avenue shall be 35 feet unless otherwise approved by the City Engineer.

k) The pavement on Tippecanoe Avenue adjoining the site shall be rehabilitated to centerline using a strategy approved by the City Engineer.

l) Install streetlights adjacent to the site in accordance with City Standard Nos. SL-1 and SL-2.

m) Two independent means of access 24 feet wide, paved and dedicated, shall be provided to each parcel in the project. Additional width may be required for drainage control and traffic safety, except as approved by a variance.

<u>11. Off-Site Traffic Impact Mitigation</u>

a) Prior to any occupancy, a new traffic signal shall be installed at Tippecanoe Avenue/Rialto Avenue.

b) Prior to any occupancy, the following improvements shall be implemented at Tippecanoe Avenue/Central Avenue:

i. Widen the westbound approach (east leg) of Central Avenue and/or modify striping to provide one (1) exclusive left-turn lane, two (2) through lanes and one (1) exclusive right-turn lane for the westbound traffic at Tippecanoe Avenue.

ii. Widen the eastbound approach (west leg) of Central Avenue and/or modify striping to provide one (1) exclusive left-turn lane, two (2) through lanes, and one (1) exclusive right-turn lane for eastbound traffic at Tippecanoe Avenue.

iii. Widen the southbound approach (north leg) of Tippecanoe Avenue and/or modify striping to provide one (1) exclusive right-turn lane, three (3) through lanes, and two (2) exclusive left-turn lanes for southbound traffic at Central Avenue.

iv. Widen the northbound approach (south leg) of Tippecanoe Avenue and/or modify striping to provide two (2) exclusive left-turn lanes, three (3) through lanes, and one (1) exclusive right-turn lane for northbound traffic at Central Avenue.

c) This project is subject to fair-share contributions toward improvements needed to mitigate project-related traffic impacts. The fair-share contributions shall be submitted to the City prior to any building permit issuance. The fair-share contributions will be applied to the cost of the following improvements:

i. <u>Tippecanoe Avenue/Orange Show Road-San Bernardino Avenue:</u>

1. Widen Tippecanoe Avenue south of the intersection to add one additional northbound exclusive left-turn lane (resulting in 2 left-turn lanes) and to add one northbound exclusive right-turn lane. Estimated Cost = $100,000.

2. Widen Tippecanoe Avenue north of the intersection to add one southbound exclusive right-turn lane. Estimated Cost = $50,000.

3. Widen San Bernardino Avenue east of the intersection to add one westbound exclusive right-turn lane. Estimated Cost = $50,000.

4. Modify the existing traffic signal to accommodate the widening of Tippecanoe Avenue and San Bernardino Avenue. Estimated Cost = $75,000.

Total Estimated Cost = $275,000.

Project Fair Share (28%) = $77,000

ii. Tippecanoe Avenue/Hospitality Lane:

1. Widen Tippecanoe Avenue north of the intersection to add one southbound exclusive right-turn lane. Estimated Cost = $50,000.

2. Modify the existing traffic signal to accommodate the widening of Tippecanoe Avenue and to add right-turn overlap phasing for southbound traffic. Estimated Cost = $75,000.

Total Estimated Cost = $125,000.

Project Fair Share (23%) = $28,750

iii. Waterman Avenue/Orange Show Road:

1. Widen Waterman Avenue south of the intersection to add one northbound exclusive left-turn lane, providing dual northbound left-turn lanes. Estimated Cost = $50,000.

2. Widen Waterman Avenue north of the intersection to add one southbound exclusive right-turn lane. Estimated Cost = $50,000.

3. Widen Orange Show Road west of the intersection to add one eastbound exclusive right-turn lane. Estimated Cost = $50,000.

4. Widen Orange Show Road east of the intersection to add one westbound exclusive right-turn lane. Estimated Cost = $50,000.

5. Modify the existing traffic signal to accommodate the widening of Waterman Avenue and Orange Show Road. Estimated Cost = $75,000.

Total Estimated Cost = $275,000

Project Fair Share (14%) = $38,500

iv. The above costs are based upon guidelines presented in the latest San Bernardino County Congestion Management Program (CMP) and they do not include costs for right-of-way acquisition, utility relocation, landscaping, mobilization, or contingencies.

v. The fair-share contribution for each parcel, based upon proposed building size, shall be paid prior to any permit issuance for each parcel.

The total required fair-share contribution is $144,250.

It should be noted that the following items above has already been completed as part of the previous approval: 6(a) through 6(g), 6(j), 6(k), 11(a), 11(b)(i), 11(b)(iv), 11(c)(i), and the following items may be at least partially complete as part of the previous approval:

11(b)(iii), 11(c)(ii), and 11(c)(iv). Due to the length of time since the previous approval, the City and the applicant will need to re-evaluate specific fair share contributions in light of current conditions, improvements already completed, and other contributions already made to the City for various improvements.

In addition, Condition of Approval 7.c under Phasing requires that "Central Avenue extension and second point of access shall be constructed prior to occupancy of any building on any parcel of the subdivision."

The only outstanding issue at the time of the previous approval for the Southgate area was providing a specific secondary access route to the site. Since that time, Hillwood has secured access along the Stater Bros. "frontage" road just east of Tippecanoe. The route would then run along the north side of the property to a point between Buildings 4 and 5 (see Appendix A).

The current development proposal for the Southgate area is slightly smaller but essentially equivalent to and consistent with the tract map and development configuration of (i.e., building footprints and heights) the approved development plan for Southgate under the SBCASP and the EIR, with implementation of the previously approved mitigation measures and the identified secondary access route.

16. Utilities and Service Systems

The 2007 IS indicated that the proposed amendments to the SBACSP would reduce the total development potential of the plan from 14 million square feet to 11.6 million square feet, or a reduction of approximately 17 percent. It concluded that potential impacts to utilities and service systems from construction and development of the Southgate portion of the revised SBACSP could be reduced to less than significant levels by implementation of the following mitigation measures:

U-1 As future tenants are identified, the developer and/or future tenants shall coordinate with local utility providers relative to site planning and the payment of impact fees to help assure the project does not negatively affect utility services or agencies. This measure shall be implemented to the satisfaction of the Planning and Public Works Directors.

U-2 As future tenants are identified, such future tenants shall coordinate with County solid waste relative to site planning and the payment of impact fees to help assure the project does not negatively affect County solid waste services or area landfills. This measure shall be implemented to the satisfaction of the Planning and Public Works Directors.

In addition, compliance with the City's development review process, as outlined in the following Conditions of Approval, would help further reduce potential utility impacts of the current development plans for the Southgate property under EIR Addendum No. 3:

3. Utilities

a) Design and construct all public utilities to serve the site in accordance with City Code, City Standards and requirements of the serving utility, including gas, electric, telephone, water, sewer and cable TV (Cable TV optional for commercial, industrial, or institutional uses).

b) Each parcel shall be provided with separate water and sewer facilities so the City or the agency providing such services in the area can serve it.

c) Backflow preventers shall be installed for any building with the finished floor elevation below the rim elevation of the nearest upstream manhole.

d) Sewer main extensions required to serve the site shall be constructed at the Developer's expense.

e) This project is located in the sewer service area maintained by the City of San Bernardino; therefore, any necessary sewer main extension shall be designed and constructed in accordance with the City's "Sewer Policy and Procedures" and City Standard Drawings.

f) Utility services shall be placed underground and easements provided as required.

g) A street cut permit, from the City Engineer, will be required for utility cuts into existing streets.

h) All existing overhead utilities adjacent to or traversing the site on either side of the street shall be undergrounded in accordance with Section 19.20.030 (non-subdivisions) or Section 19.30.110 (subdivisions) of the Development Code.

i) Existing Utilities which interfere with new construction shall be relocated at the Developer's expense as directed by the City Engineer, except overhead lines, if required by provisions of the Development Code to be undergrounded. See Development Code Section 19.20.030 (non-subdivisions) or Section 19.30.110 (subdivisions).

j) Sewers within private streets or private parking lots will not be maintained by the City but shall be designed and constructed to City Standards and inspected under a City On-Site Construction Permit. A private sewer plan designed by the Developer's Engineer and approved by the City Engineer will be required. This plan can be incorporated in the on-site development plan, where practical.

It should be noted that an upgraded loop water system will eventually be available when a new bridge over the Santa Ana River is constructed, but the Southgate area has sufficient water service at present to serve the proposed development.

The current development proposal for the Southgate area is slightly smaller (-3.8%) but essentially equivalent to and consistent with the tract map and development configuration of (i.e., building footprints and heights) the approved development plan for Southgate under the SBCASP and the EIR, with implementation of the previously approved mitigation measures.

17. Mandatory Findings of Significance

The 2007 IS indicated that the potential impacts from construction and development of the Southgate portion of the revised SBACSP could be reduced to less than significant levels by implementation of the various mitigation measures approved in 2007 and as repeated in Sections 1–16 of this document. The current development proposal for the Southgate area is slightly smaller (-3.8%) but essentially equivalent to and consistent with the tract map and development configuration of (i.e., building footprints and heights) the approved development plan for Southgate under the SBCASP and the EIR, with implementation of the previously approved mitigation measures.

Therefore, the proposed development plan and this proposed Addendum No. 3 are consistent with the previous environmental analysis prepared for the SBACSP EIR and Addenda No. 1 and No. 2 for that document.

F. ADDENDUM DOCUMENTATION

When a lead agency has already prepared an EIR, CEQA mandates that “no subsequent or supplemental environmental impact report shall be required by the lead agency or any responsible agency, unless one or more of the following occurs: (a) substantial changes are proposed in the project which will require major revisions of the environmental impact report; (b) substantial changes occur with respect to the circumstances which the project is being undertaken which will require major revisions to the environmental impact report; or (c) new information, which was not known or could not have been known at the time the environmental impact report was certified as complete, becomes available.” (Cal. Pub. Res. Code Section 21166). State CEQA Guidelines Section 15162 clarifies that a subsequent EIR or supplemental EIR is only required when “substantial changes” occur to a project or the circumstances surrounding a project, or “new information” about a project implicates “new significant environmental effects” or a “substantial increase in the severity of previously identified significant effects” (State CEQA Guidelines Section 15162).

When only minor technical changes or additions to a previous EIR are necessary and none of the conditions described in Public Resources Code Section 21166 calling for preparation of a subsequent or supplemental EIR have occurred, CEQA allows the lead

agency to prepare an adopt an addendum to the previously approved EIR [State CEQA Guidelines Section 15164(b)].

G. SUMMARY AND CONCLUSIONS

Detailed analysis of environmental impacts of the proposed development of the Southgate planning area has previously been conducted (i.e., EIR 1995 and the 2007 Initial Study and Addendum No. 1 to the 1995 EIR). The EIR determined that the proposed SBACSP, including the Southgate property, would result in significant short- and long-term air quality impacts, even with implementation of all feasible mitigation measures.

The current proposed development plan (2.75 MSF) for the Southgate property is less intense (1.08% less square footage) than that approved in 2011 under Addendum No. 2 (2.78 MSF), and less than the amount approved in in 2007 under Addendum No. 1 (2.89 MSF) to the 1995 EIR. Therefore, the proposed Southgate development plan is consistent with previous CEQA documentation and will have no other or more intense impacts on the environment with implementation of the recommended mitigation measures.

H. REFERENCES AND SOURCES

Hillwood Investments. Southgate and Koo International Site Plan. HPA, Inc.

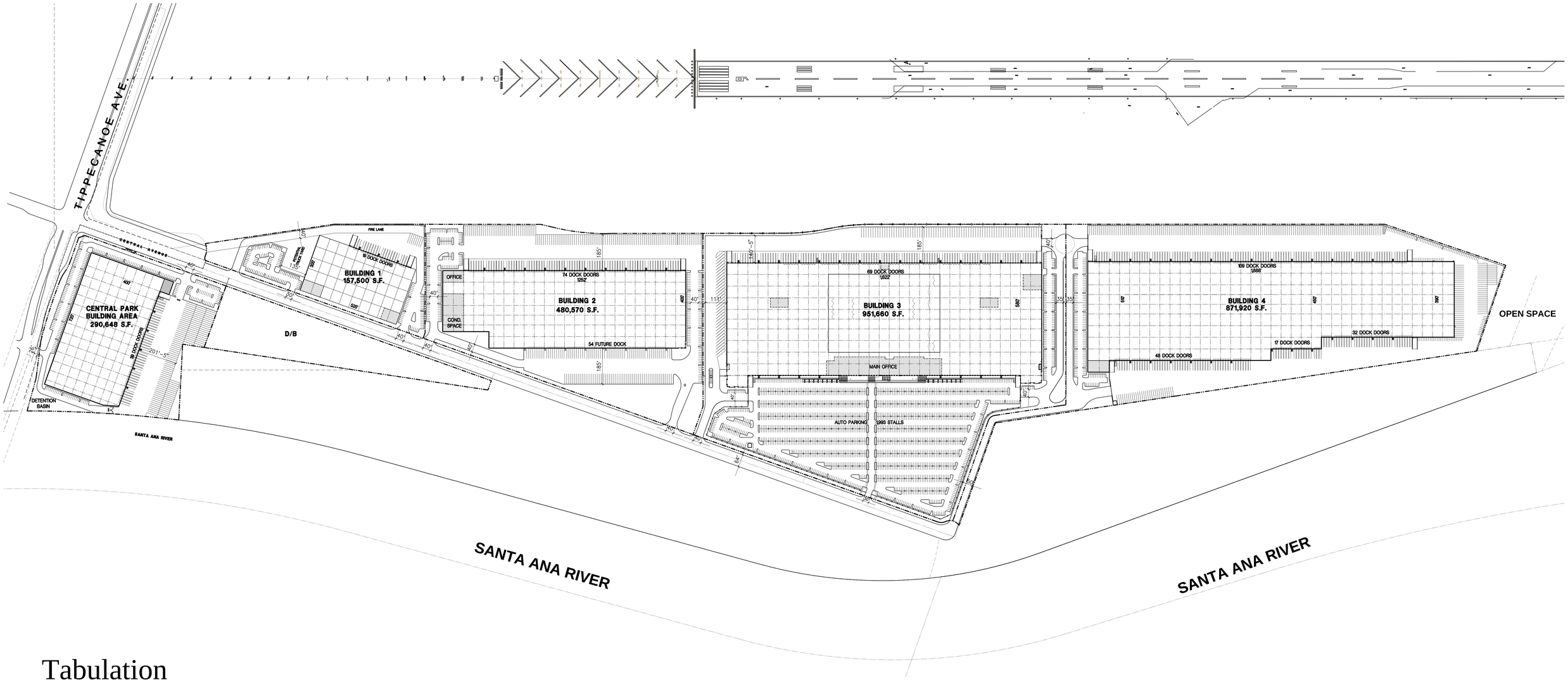
LSA Associates, Inc. *"Addendum No. 3 and Consistency Evaluation, Final Environmental Impact Report, San Bernardino Alliance California Specific Plan."* March 29, 2011.

LSA Associates, Inc. *"Draft EIR San Bernardino International Trade Center."* SCH 95082052. November 1995.

Michael Brandman Associates. *"Initial Study for Southgate, City of San Bernardino."* Draft August 28, 2006. Final May 27, 2007 (Staff Report).

APPENDIX A

PROPOSED SOUTHGATE SITE PLAN



Tabulation

	bldg 1	bldg 2	bldg 3	bldg 4	Sub-Total	Central Park	D/B	Sub-Total	GRAND TOTOAL
Site Area									
sq. ft.	405,810	1,171,564	2,300,191	1,749,914	**5,627,479**	644,447	280,663	**925,110**	**6,552,589**
acres	9.316	26.895	52.805	40.172	**129.189**	14.794	6.443	**21.238**	**150.428**
Building Area	157,500	480,570	951,660	871,920	**2,461,650**	290,648		**290,648**	**2,752,298**
Coverage (%)	38.81	41.02	41.37	49.83	**43.74**	45.10		**31.42**	**42.00**
Parking Requirement									
1/1,250 s.f.	126	385	762	698	**1,971**	287		**287**	**2,258**
Parking Provided									
standard	140	234	1,993	252	**2,619**	234		**234**	**2,853**
trailer parking	7	243	110	251	**611**	119		**119**	**730**
trailer parking @ dock high	19	74	105	206	**404**	39		**39**	**443**
Total Parking Provided	166	551	2,208	709	**3,634**	392		**392**	**4,026**

north

1" = 200'

0 200 400 600

HPA architecture

Conceptual Site Plan
SOUTHGATE, OVERALL SITE

HILLWOOD
A PEROT COMPANY

HILLWOOD

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Irvine, CA 92612
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www.hparchs.com

SAN BERNARDINO, CA

April. 13, 2012 / Job #11312
SCHEME 6

APPENDIX B

EIR ADDENDUM NO. 2 - 2011 CITY CONDITIONS OF APPROVAL

CITY OF SAN BERNARDINO
Development Services Department – Public Works Division
Standard Requirements

Description: Subdivide 163 Ac. Into 10 Pcls and construct 26 buildings

Applicant: Hillwood Lit II, LP_____

Location: Central Ave. east of Tippecanoe Ave.

Case Number: PM 17887 & DP2 06-06_____

1. Drainage and Flood Control

a) All necessary drainage and flood control measures shall be subject to requirements of the City Engineer, which may be based in part on the recommendations of the San Bernardino County Flood District. The developer's Engineer shall furnish all necessary data relating to drainage and flood control.

b) A permit will be required from the Department of Transportation and Flood Control, if any work is required within the Flood Control District's right-of-way.

c) A local drainage study will be required for the project. Any drainage improvements, structures or storm drains needed to mitigate downstream impacts or protect the development shall be designed and constructed at the developer's expense, and right-of-way dedicated as necessary. Release of drainage shall be at locations and under conditions acceptable to the City Engineer and any other agency having jurisdiction.

d) In addition to the drainage study mentioned in the previous condition, the developer’s engineer shall submit a separate drainage study specific to each parcel as a part of that parcel’s development plan submittal.

e) The detention basins shall be designed in accordance with “Detention Basin Design Criteria for San Bernardino County.”

f) The development is partially located within Zone X (shaded) on the Federal Insurance Rate Maps and may be subject to sheet overflow to a depth of less than 1 foot in a 100-year storm. Therefore, all building pads shall be raised above the surrounding area as approved by the City Engineer.

g) All drainage from the development shall be directed to an approved public drainage facility. If not feasible, proper drainage facilities and easements shall be provided to the satisfaction of the City Engineer.

h) If site drainage is to be outletted into the public street, the drainage shall be conveyed through a parkway culvert constructed in accordance with City Standard No. 400. Conveyance of site drainage over the Driveway approaches will not be permitted.

i) A Water Quality Management Plan (WQMP) is required for this project. The applicant is directed to the City's web page at www.ci.san-bernardino.ca.us – Departments – Development Services – Public Works for templates to use in the preparation of this plan.

j) A Storm Water Pollution Prevention Plan (SWPPP) will be required. The applicant is directed to the City's web page at www.ci.san-bernardino.ca.us – Departments – Development Services – Public Works for templates to use in the preparation of this plan.

k) The City Engineer prior to issuance of a grading permit shall approve the WQMP and the SWPPP.

l) A "Notice of Intent (NOI)" shall be filed with the State Water Resources Control Board for construction disturbing 1 acre or more of land (including the project area, construction yards, storage areas, etc.).

m) The City Engineer, prior to grading plan approval, shall approve an Erosion Control Plan. The plan shall be designed to control erosion due to water and wind, including blowing dust, during all phases of construction, including graded areas which are not proposed to be immediately built upon.

2. Grading and Landscaping

a) The site/plot/grading and drainage plan shall be signed by a Registered Civil Engineer and a grading permit will be required. The grading plan shall be prepared in strict accordance with the City's "Grading Policies and Procedures" and the City's "Standard Drawings", unless otherwise approved by the City Engineer.

b) If more than 5 trees are to be removed from the site, a tree removal permit conforming to the requirements of Section 19.28.090 of the Development Code shall be obtained from the Department of

Development Services-Planning Division prior to issuance of any grading or site development permits.

c) A grading bond will be required and the grading shall be supervised in accordance with Section 3317.2 of the California Building Code.

d) If more than 1,000 cubic yards of earth is to be hauled on City Streets then a special hauling permit shall be obtained from the City Engineer. Additional conditions, such as truck route approval, traffic controls, bonding, covering of loads, street cleaning, etc. may be required by the City Engineer.

e) A liquefaction evaluation is required for the site. This evaluation must be submitted and approved prior to issuance of a grading permit. Any grading requirements recommended by the approved liquefaction evaluation shall be incorporated in the grading plan.

f) An on-site Improvement Plan is required for this project. Where feasible, this plan may be incorporated with the grading plan and shall conform to all requirements of Section 15.04-167 of the Municipal Code (See "Grading Policies and Procedures").

g) Wheel stops are not permitted by the Development Code, except at designated accessible parking spaces. Therefore, continuous 6” high curb shall be used around planter areas and areas where head in parking is adjacent to walkways. The parking spaces may be 16.5’ deep and may overhang the landscaping or walkway by 2.5’. Overhang into the setback area or into an ADA path of travel (minimum 4’ wide) is not permitted.

h) Continuous concrete curbing at least 6 inches high and 6 inches wide shall be provided at least 3 feet from any wall, fence, property line, walkway, or structure where parking and/or drive aisles are located adjacent thereto. Curbing may be left out at structure access points. The space between the curb and wall, fence, property line, walkway or structure shall be landscaped, except as allowed by the Development Review Committee.

i) Refuse enclosure(s) shall be constructed in accordance with City Standard Drawing No. 508 modified as approved by the City Engineer to provide ADA accessibility. The minimum size of the refuse enclosure shall be 8 feet x 15 feet, unless the Public Services Department, Refuse Division, approves a smaller size, in writing.

j) Where a refuse enclosure is proposed to be constructed adjacent to spaces for parking passenger vehicles, a 3' wide by 6 " high concrete planter shall be provided to separate the enclosure from the adjacent parking. The placement of the enclosure and design of the planter shall preclude the enclosure doors from opening into drive aisles or impacting against adjacent parked cars.

k) The number and placement of refuse enclosures shall be as approved by the Public Services Department, Refuse Division.

l) Retaining walls, block walls and all on-site fencing shall be designed and detailed on the on-site improvement Plan. This work shall be part of the on-site improvement permit issued by the City Engineer.

m) All walls shall be constructed of decorative block or other materials with architectural features acceptable to the City Planner.

n) Interior fencing material within 5 feet of the structure shall be either non-combustible or 1-hour fire rated. Vinyl fencing is not allowed within 5 feet of the structure.

o) The on-site improvement plan shall include details of on-site lighting, including light location, type of poles and fixtures, foundation design, conduit location and size, and the number and size of conductors. Photometry calculations shall be provided which show that the proposed on-site lighting design will provide 1 foot-candle of illumination uniformly distributed over the surface of the parking lot during hours of operation and 0.25 foot-candles security lighting during all other hours.

p) The design of on-site improvements shall also comply with all requirements of The California Building Code, Title 24, relating to accessible parking and accessibility, including retrofitting of existing building access points for accessibility, if applicable.

q) An accessible path of travel shall be provided from the public way to the building entrance. All pathways shall be concrete paved and shall provide a minimum clear width of 4 feet. Where parking overhangs the pathway, the minimum paved width shall be 6.5 feet.

r) Where an accessible path of travel crosses drive aisles, it shall be delineated by textured/colored concrete pavement.

s) The project Landscape Plan shall be reviewed and approved by the City Engineer prior to issuance of a grading permit. Submit 5 copies to the Engineering Division for Checking.

t) The public right-of-way, between the property line and top of curb (also known as “parkway”) along adjoining streets shall be landscaped by the developer and maintained in perpetuity by the property owner. Details of the parkway landscaping shall be included in the project’s on-site landscape plan, unless the parkway area is included in a landscape maintenance district, in which case, a separate landscape plan shall be provided.

u) A Landscape Maintenance District (LMD) shall be implemented to maintain landscaping within the following areas. The LMD shall be implemented prior to recording the parcel map. (Note. LMD formation requires a minimum of 4 months after approval of LMD landscaping plans.):

i) Central Avenue

ii) Tippecanoe Avenue

iii) Detention basins in Parcels 9 and 10

v) The cost of installation of landscaping and irrigation system in the landscape maintenance district shall be bonded as part of the faithful performance, labor & materials, and warranty bond required for approval by the City Council and recording of the parcel map.

w) Separate sets of Landscape Plans shall be provided for the Landscape Maintenance District.

x) The landscaping and irrigation system shall be installed in the landscape maintenance district and accepted by the City Engineer prior to application for occupancy of any building in the subdivision.

y) Prior to sale of each parcel, the Developer shall provide the City's Real Property Section of the Public Works Division with a signed copy of the "Notice of Assessment District" disclosure for each property purchaser.

z) An easement and covenant shall be executed on behalf of the City to allow the City to enter and maintain any required landscaping in case of owner neglect. Upon request, the Real Property Section will prepare documents for execution by the property owner and shall ensure that, if the property owner or subsequent owner(s) fail to properly maintain the landscaping, the City will be able to file appropriate liens against the property in order to accomplish the required landscape maintenance. A document processing fee in the amount of $200.00 shall be paid to the Real Property Section to cover processing costs. The property owner, prior to plan approval, shall execute this easement and covenant unless otherwise

allowed by the City Engineer. Applicable to Commercial, industrial and multi-family development only.

3. <u>Utilities</u>

a) Design and construct all public utilities to serve the site in accordance with City Code, City Standards and requirements of the serving utility, including gas, electric, telephone, water, sewer and cable TV (Cable TV optional for commercial, industrial, or institutional uses).

b) Each parcel shall be provided with separate water and sewer facilities so the City or the agency providing such services in the area can serve it.

c) Backflow preventers shall be installed for any building with the finished floor elevation below the rim elevation of the nearest upstream manhole.

d) Sewer main extensions required to serve the site shall be constructed at the Developer's expense.

e) This project is located in the sewer service area maintained by the City of San Bernardino therefore, any necessary sewer main extension shall be designed and constructed in accordance with the City's "Sewer Policy and Procedures" and City Standard Drawings.

f) Utility services shall be placed underground and easements provided as required.

g) A street cut permit, from the City Engineer, will be required for utility cuts into existing streets.

h) All existing overhead utilities adjacent to or traversing the site on either side of the street shall be undergrounded in accordance with Section 19.20.030 (non-subdivisions) or Section 19.30.110 (subdivisions) of the Development Code.

i) Existing Utilities which interfere with new construction shall be relocated at the Developer's expense as directed by the City Engineer, except overhead lines, if required by provisions of the Development Code to be undergrounded. See Development Code Section 19.20.030 (non-subdivisions) or Section 19.30.110 (subdivisions).

j) Sewers within private streets or private parking lots will not be maintained by the City but shall be designed and constructed to City Standards and inspected under a City On-Site Construction Permit. A private sewer plan designed by the Developer's Engineer and approved by the City Engineer will be required. This plan can be incorporated in the on-site development plan, where practical.

4. <u>Mapping</u>

a) A Parcel Map based upon field survey will be required.

b) All street names shall be subject to approval of the City Engineer prior to Map recordation.

c) Additional survey and map information including, but not limited to, building setbacks, flooding and zones, seismic lines and setbacks, geologic mapping and archeological sites shall be filed with the City Engineer in accordance with Ordinance No. MC-592.

5. <u>Improvement Completion</u>

a) Plans for all required public Street, sewer, drainage improvement, traffic signals, and landscape maintenance district landscape and irrigation for the entire project shall be completed, subject to the approval of the City Engineer, prior to Map recordation.

b) If the construction/installation of required improvements, including landscaping and irrigation within the landscape maintenance district, are not completed prior to Map recordation, an improvement security accompanied by an agreement executed by the developer and the City will be required.

c) Street light energy fee to pay cost of street light energy for a period of 4 years shall be paid. Exact amount shall be determined and shall become payable prior to Map recordation.

6. <u>Street Improvement and Dedications</u>

a) All public streets and public easements within and adjacent to the development shall be improved to include combination curb and gutter, paving, access ramps, street lights, sidewalks, and appurtenances, including, but not limited to traffic signals, traffic signal modifications, relocation of public or private facilities which interfere with new construction, striping, and landscaping and irrigation in the landscape maintenance district shall be accomplished in accordance with the City of San Bernardino "Design Policies and Procedures" and City "Standard Drawings," unless otherwise approved by the City Engineer. Street lighting

shall be designed and constructed in accordance with the City's "Street Lighting Policies and Procedures." Street lighting shall be shown on street improvement plans except where otherwise approved by the City Engineer.

b) For the streets listed below, dedication of adequate street right-of-way (R.W.) to provide the distance from street centerline to property line and placement of the curb line (C.L.) in relation to the street centerline shall be as follows:

Street Name	**Right of Way(ft.)**	**Curb Line(ft)**
Central Ave.	**44'**	**32'**
Tippecanoe Ave.	**Per plans prepared by Associated Engineers under contract with IVDA**	

c) Central Avenue shall be constructed full width from Tippecanoe Avenue easterly to where it will intersect with the northerly extension of Mountain View Avenue. Improvements shall include curb and gutter, sidewalk, street lights, traffic signals and other appurtenances as required. During plan check, the City Engineer shall determine if existing pavement can be salvaged.

d) A temporary turn around shall be constructed at the easterly terminus of Central Avenue. The minimum turn around dimensions shall conform to the dimensions of the cul-de-sac in Standard 101, or as otherwise required by the City Engineer and Fire Marshal.

e) Construct 8" Curb and Gutter per City Standard No. 200 adjacent to the site along Tippecanoe Avenue. Widen pavement adjacent to the site to match new curb and gutter. Construct approach and departure transitions for traffic safety and drainage as approved by the City Engineer.

f) Construct sidewalk adjacent to the site in accordance with City Standard No. 202, Case "A" (6' wide adjacent to curb). Sidewalk shall be constructed on both sides of Central Avenue.

g) Construct accessible curb ramps in accordance with City Standard No. 205, modified as approved by the City Engineer to comply with current ADA accessibility requirements, at all curb returns within and adjacent to the project site. Dedicate sufficient right-of-way at the corner to accommodate the ramp.

h) Construct Driveway Approaches per City Standard No. 204, Type II, including an accessible by-pass around the top of the drive approach. Remove existing driveway approaches that are not part of the approved plan and replace with full height curb & gutter and sidewalk. Radius type drive approaches may be constructed, if desired. Complete design shall be shown on the on-site development plan. A strip of textured/colored concrete 20' wide shall be constructed in the throat of the driveway.

i) All Curb return radii shall be 25 feet minimum.

j) Curb return radius at the intersection of Central Avenue with Tippecanoe Avenue and at Mountain View Avenue shall be 35 feet unless otherwise approved by the City Engineer.

k) The pavement on Tippecanoe Avenue adjoining the site shall be rehabilitated to centerline using a strategy approved by the City Engineer.

l) Install Street Lights adjacent to the site in accordance with City Standard Nos. SL-1 and SL-2.

m) Two independent means of access 24 feet wide, paved and dedicated, shall be provided to each parcel in the project. Additional width may be required for drainage control and traffic safety, except as approved by a variance.

7. <u>Phasing</u>

a) A mass grading plan may be approved for the entire site.

b) An on-site development plan is required for each parcel.

c) Central Avenue extension and second point of access shall be constructed prior to occupancy of any building on any parcel in the subdivision.

d) LMD landscaping shall be installed prior to occupancy of any building on any parcel in the subdivision.

e) Drainage facilities, such as storm drains, channels, detention/retention basins, earth berms and block walls, shall be constructed, as necessary, to protect the development from off-site flows and to properly control drainage downstream.

f) A properly designed water system shall be constructed, which is capable of providing required fire flow, which might require looping or extending beyond the phase boundaries.

g) Easements for any of the above and the installation of necessary utilities shall be completed.

h) Phase boundaries shall correspond to the lot lines shown on the approved tentative map.

8. Required Engineering Plans

a) A complete submittal for plan checking shall consist of street improvement, sewer, storm drain, traffic signal, striping, lighting, grading, on-site landscaping and irrigation, landscaping and irrigation in the landscape maintenance district, and other plans as required. Piecemeal submittal of various types of plans for the same project will not be allowed, except as follows:

   i) The parcel map and mass grading plan with all required supporting documents (including master drainage study) may be submitted as one package. Mass grading shall include design and construction of drainage detention/retention basins to serve the development as a whole, or upstream drainage reaching the site.

   ii) Complete on-site development plans with all required support documents shall be submitted for each parcel as development is anticipated.

b) All improvement plans submitted for plan check shall be prepared on the City's standard 24" x 36" sheets. A signature block satisfactory to the City Engineer or his designee shall be provided.

c) After completion of plan checking, final mylar drawings, stamped and signed by the Registered Civil Engineer in charge, shall be submitted to the City Engineer for approval.

d) Electronic files of all improvement plans/drawings shall be submitted to the City Engineer. The files shall be compatible with AutoCAD 2000, and include a .DXF file of the project. Files shall be on a CD and shall be submitted at the same time the final mylar drawings are submitted for approval.

e) Copies of the City's design policies and procedures and standard drawings are available at the Public Works Counter for the cost of reproduction. They are also available at no charge at the Public Works Web Site at

http://www.ci.san-bernardino.ca.us/site/pw/default.htm

9. Required Engineering Permits

a) Grading permit.

b) On-site improvements construction permit (except buildings - see Development Services-Building Division), including landscaping.

c) Off-site improvement construction permit.

10. Applicable Engineering Fees

a) All plan check, permit, inspection, and impact fees are outlined on the Public Works Fee Schedule. A deposit in the amount of 100% of the estimated checking fee for each set of plans will be required at time of application for plan check. The amount of the fee is subject to adjustment if the construction cost estimate varies more than 10% from the estimate submitted with the application for plan checking.

b) The current fee schedule is available at the Public Works Counter and at http://www.ci.san-bernardino.ca.us/site/pw/default.htm

c) Expeditious plan review is available. A non-refundable fee in the amount of 125% of the estimated plan check fee for each set of plans will be required at time of application for expedited plan check. The amount of the fee is subject to adjustment if the construction cost estimate varies more than 10% from the estimate submitted with the application for plan checking.

11. Off-Site Traffic Impact Mitigation

a) Prior to any occupancy, a new traffic signal shall be installed at Tippecanoe Avenue/Rialto Avenue.

b) Prior to any occupancy, the following improvements shall be implemented at Tippecanoe Avenue/Central Avenue:

i) Widen the westbound approach (east leg) of Central Avenue and/or modify striping to provide one (1) exclusive left-turn lane, two (2) through lanes and one (1) exclusive right-turn lane for the westbound traffic at Tippecanoe Avenue.

ii) Widen the eastbound approach (west leg) of Central Avenue and/or modify striping to provide one (1) exclusive left-turn lane, two (2) through lanes, and one (1) exclusive right-turn lane for eastbound traffic at Tippecanoe Avenue.

iii) Widen the southbound approach (north leg) of Tippecanoe Avenue and/or modify striping to provide one (1) exclusive right-turn lane, three (3) through lanes, and two (2) exclusive left-turn lanes for southbound traffic at Central Avenue.

iv) Widen the northbound approach (south leg) of Tippcanoe Avenue and/or modify striping to provide two (2) exclusive left-turn lanes, three (3) through lanes, and one (1) exclusive right-turn lane for northbound traffic at Central Avenue.

c) This project is subject to fair share contributions toward improvements needed to mitigate project related traffic impacts. The fair share contributions shall be submitted to the City prior to any building permit issuance. The fair share contributions will be applied to the cost of the following improvements:

i) <u>Tippecanoe Avenue/Orange Show Road-San Bernardino Avenue:</u>

1) Widen Tippecanoe Avenue south of the intersection to add one additional northbound exclusive left-turn lane (resulting in 2 left-turn lanes) and to add one northbound exclusive right-turn lane. Estimated Cost = $100,000.

2) Widen Tippecanoe Avenue north of the intersection to add one southbound exclusive right-turn lane. Estimated Cost = $50,000.

3) Widen San Bernardino Avenue east of the intersection to add one westbound exclusive right-turn lane. Estimated Cost = $50,000.

4) Modify the existing traffic signal to accommodate the widening of Tippecanoe Avenue and San Bernardino Avenue. Estimated Cost = $75,000.

Total Estimated Cost = $275,000;

Project Fair Share (28%) = $77,000

ii) <u>Tippecanoe Avenue/Hospitality Lane:</u>

1) Widen Tippecanoe Avenue north of the intersection to add one southbound exclusive right-turn lane. Estimated Cost = $50,000,

2) Modify the existing traffic signal to accommodate the widening of Tippecanoe Avenue and to add right-turn overlap phasing for southbound traffic. Estimated Cost = $75,000.

Total Estimated Cost = $125,000;

Project Fair Share (23%) = $28,750

iii) <u>Waterman Avenue/Orange Show Road:</u>

1) Widen Waterman Avenue south of the intersection to add one northbound exclusive left-turn lane, providing dual northbound left-turn lanes. Estimated Cost = $50,000.

2) Widen Waterman Avenue north of the intersection to add one southbound exclusive right-turn lane. Estimated Cost = $50,000.

3) Widen Orange Show Road west of the intersection to add one eastbound exclusive right-turn lane. Estimated Cost = $50,000.

4) Widen Orange Show Road east of the intersection to add one westbound exclusive right-turn lane. Estimated Cost = $50,000.

5) Modify the existing traffic signal to accommodate the widening of Waterman Avenue and Orange Show Road. Estimated Cost = $75,000.

Total Estimated Cost = $275,000

Project Fair Share (14%) = $38,500

iv) The above costs are based upon guidelines presented in the latest San Bernardino County Congestion Management Program (CMP) and they do not include costs for right-of-way acquisition, utility relocation, landscaping, mobilization, or contingencies.

v) The fair share contribution for each parcel, based upon proposed building size, shall be paid prior to any permit issuance for each parcel.

vi) **The total required fair share contribution is $144,250**, which is divided between individual parcels as follows:

1) Parcel 1 = **$1,875**

2) Parcel 2 = **$4,785**

3) Parcel 3 = **$7,989**

4) Parcel 4 = **$24,789**

5) Parcel 5 = **$60,598**

6) Parcel 6 = **$34,602**

7) Parcel 8 = **$9,612**

APPENDIX C

2007 EIR ADDENDUM NO. 1 MITIGATION MEASURES

2007 SBACSP EIR Addendum No. 1 – Summary of Mitigation Measures

AE-1 Prior to the issuance of any building permits, all development plans (e.g., site plans, tract maps, etc.) within the Southgate Warehouse Project area will be submitted to the San Bernardino International Airport for review and approval relative to building heights and potential lighting impacts. Building heights shall conform to the Specific Plan and/or Airport Land Use Handbook requirements, whichever is more restrictive. This measure shall be implemented to the satisfaction of the City Public Works Director.

BR-1 Prior to the issuance of grading permits for the Southgate Warehouse Project (SWP) site, the developer shall obtain either a Federal Endangered Species Act (FESA) Section 10(a) permit or ESA Section 7 Consultation with the U.S. Fish and Wildlife Service for potential impacts to San Bernardino kangaroo rat (SBKR) or Santa Ana River wooly star (SARWS). The project site is isolated and disturbed, so appropriate offsite SBKR and SARWS habitat shall be secured at a minimum 2:1 ration based on surveys prior to grading. This measure shall be implemented to the satisfaction of the City Planning Director.

BR-2 Loss of Riversidean alluvial fan sage scrub (RAFSS) habitat on the Southgate, Koo, Hubbs, and DFAS properties shall be mitigated by means of purchasing suitable RAFSS habitat offsite or in a mitigation bank at a minimum 1:1 ratio. This may apply to San Bernardino kangaroo rat (SBKR) as well. This measure shall be implemented to the satisfaction of the City Planning Director.

BR-3 Prior to issuance of grading permits on the Southgate Warehouse Project site, the applicant shall consult with the Regional Water Quality Control Board, U.S. Army Corps of Engineers, and California Department of Fish and Game, as appropriate, to obtain permits or approvals related to the Federal Clean Water Act and State Fish and Game codes, as applicable, and which may include appropriate mitigation at a minimum 2:1 replacement. This measure shall be implemented to the satisfaction of the City Planning Director.

BR-4 Prior to issuance of grading permits for the Southgate Warehouse Project property, a qualified biologist shall certify that the proposed layout of buildings and improvements on the project site are compatible with and do not restrict implementation of the Conservation Management Area (CMA) and Open Space Management Area (OSMA) plans in the immediate area. This conclusion shall be based on the results of current surveys for San Bernardino kangaroo rat (SBKR) and Santa Ana River woollystar (SARWS).

This measure shall be implemented to the satisfaction of the City Planning Director.

LU-1 Prior to issuance of any building permits, the developer shall demonstrate that the entire specific plan development is within a buildout limit of 11.6 million square feet. This measure shall be implemented to the satisfaction of the City Planning Director.

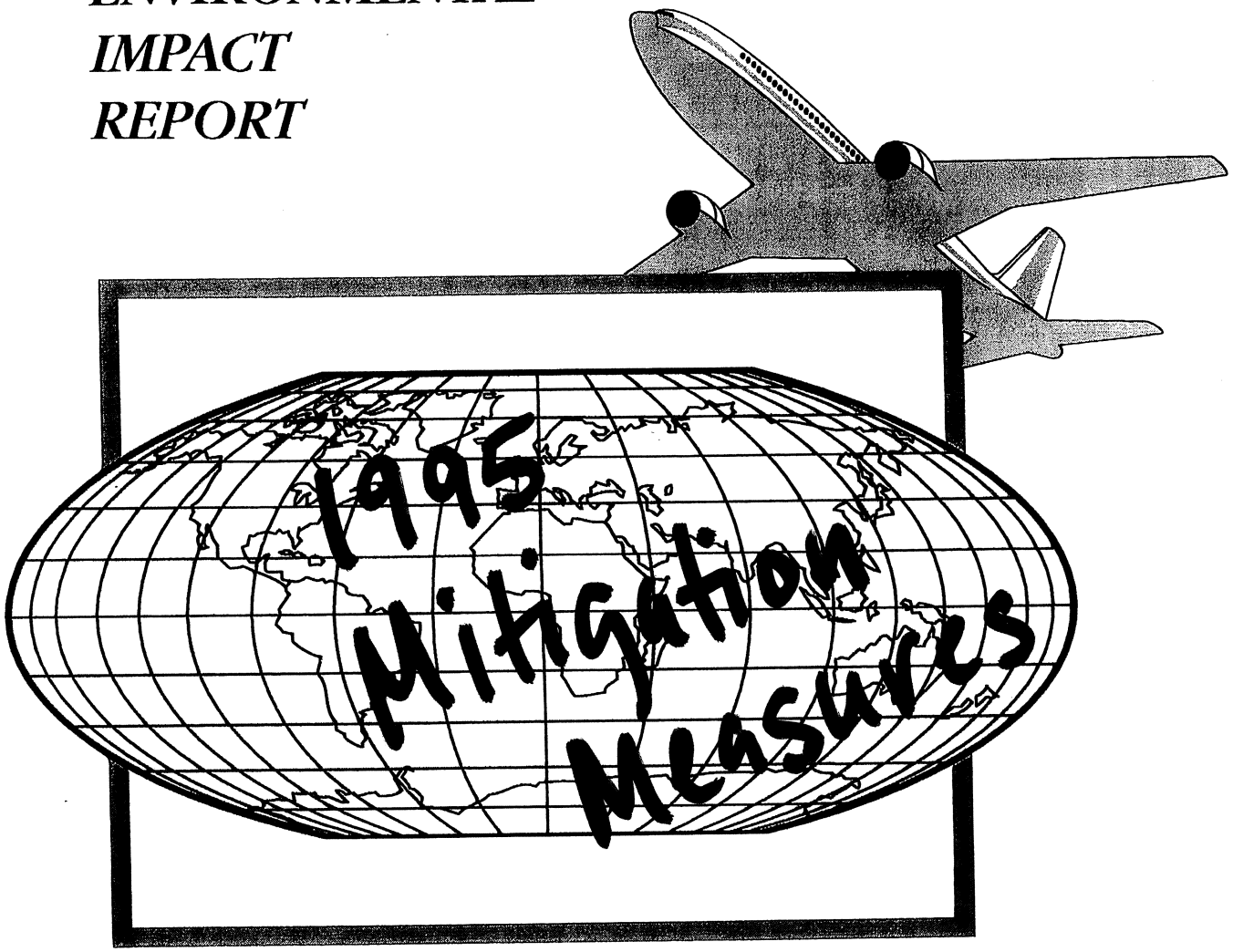
TR-1 The project proponent shall contribute toward the cost of necessary study area improvements on a fair-share basis, as further detailed in the two traffic studies prepared by Katz, Okitsu and Associates (KOA 2006a and 2006b) and the Katz, Okitsu and Associates Memo to Robert Eisenbeisz dated August 11, 2006. Fair-share contributions shall be paid with sufficient time to allow for improvements to be implemented in advance of the time needed to mitigate impacts. Payment schedule of fair-share costs will be determined by the City Public Works Director prior to issuance of building permits (this is an expansion of Mitigation Measure 7-1 from the 1995 EIR).

Note that funding from various sources (Federal, SANBAG, and Measure I) has been secured and allotted for roadway improvements in and around the SBACSP area, including specific improvements identified in the two traffic studies prepared by Katz, Okitsu and Associates. Therefore, the developer(s) may be exempt from certain fair-share improvements if those improvements have already been financed through the aforementioned sources. It shall be the responsibility of the developer to either pay their fair share or provide verification that the affected roadway improvements have been financed through outside sources and that the improvements are scheduled for implementation, prior to issuance of building permits. This measure shall be implemented to the satisfaction of the City Public Works Director.

APPENDIX D

1995 EIR MITIGATION MEASURES

DRAFT ENVIRONMENTAL IMPACT REPORT



San Bernardino International Trade Center

prepared for

City of San Bernardino
Department of Planning and Building Services

prepared by

LSA

1.1 PROJECT OBJECTIVES

The key objectives of the project include the following:

1. Replace lost jobs with new job generating uses and quality projects.

2. Integrate the Norton Air Force Base site back into the physical structure of the community.

3. Create a development plan that will have the effect of generating financial reinvestment on site and within the community.

1.2 PREVIOUS ENVIRONMENTAL APPROVALS

The SBITC site, along with the SBIA, has been the subject of several previous environmental reviews.

- In 1991, the IVDA prepared the *Inland Valley Development Agency Redevelopment Project Draft EIR* (IVDA, April, 1990), which addressed the reuse of the Norton Air Force Base at a conceptual level, along with the proposed redevelopment of 14,246 acres surrounding the base, consistent with adopted General Plans of the County and surrounding cities.

- In 1993, the U.S. Air Force prepared the *Final Environmental Impact Statement: Disposal and Reuse of Norton Air Force Base* (Department of the Air Force, June, 1993). The report addressed the impacts of the closure of the base consistent with federal environmental regulations under the National Environmental Policy Act (NEPA) and considered various options for reuse of the base, including an airport and a trade center.

- In 1993, the Airport Authority prepared an Initial Study for an interim operating plan for the SBIA. The Initial Study resulted in adoption of a Negative Declaration. The Interim Operating Plan is the current governing plan for near term flight operations at the SBIA.

- In January, 1995, the City of San Bernardino prepared an Initial Study for a General Plan Amendment and Development Code Amendment for the SBIAA portion of the Norton Air Force Base. The Initial Study determined that the impact of the General Plan Amendment and the Development Code Amendment were addressed in the 1990 IVDA EIR.

1.3 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table 1.A, which commences on page 1-7, summarizes project impacts, mitigation measures and significant unavoidable adverse impacts identified in this EIR. Potentially significant impacts that require mitigation include impacts to the following:

- Geology and Soils
- Hydrology
- Biological Resources
- Cultural and Scientific Resources
- Traffic and Circulation
- Air Quality
- Noise
- Hazardous Waste/Materials
- Public Services and Utilities.

For each of these potential impacts, mitigation measures are proposed or incorporated into the project design to reduce the extent of the environmental impact. With the following exceptions, these mitigation measures will reduce the extent of the impact to below a level of significance.

1. The project will contribute to cumulative noise increases along arterial roadways providing access to the site. Give the dispersed nature of the residential uses and the fact that many existing units take direct access from the arterial street, mitigation is not considered feasible.

2. The project will result in short-term impacts to air quality due to construction. (Note that any project of this size would have the same impacts.)

3. Project related emissions, when combined with emissions related to all other existing and planned projects in the South Coast Air Basins, will contribute to continued exceedances of State and federal air quality standards. (Again, any such project would have the same impact.)

This EIR also considers the no project alternative and alternatives that have been considered in previous planning studies for the site.

1.4 AREAS OF CONTROVERSY

Based upon the responses to the Notice of Preparation (NOP), the following are potential areas of controversy regarding the project.

- Traffic Generation
- Noise
- Groundwater Contamination
- Impacts to Sensitive Species
- Impacts to On-Site Landscaping

These areas are analyzed in this EIR.

1.5 ISSUES TO BE RESOLVED

The following issues need to be resolved by the Lead Agency:

1. Does this EIR adequately describe the environmental impacts of the project?

2. Do the benefits of the project override the environmental impacts?

3. Should the recommended mitigation measures be adopted or modified? Should additional mitigation measures be applied to the project?

4. Should the General Plan Amendment and Specific Plan be adopted?

Table 1A - Summary of Project Specific Impacts, Mitigation Measures, and Level of Significance After Mitigation

Potential Project Impacts		Mitigation Measures	Level of Significance After Mitigation
4.1 Geotechnical Resources			
The project will be subject to ground motion during the life of the structure.	1-1	Prior to the issuance of building permits, site specific geotechnical studies shall be prepared for all new construction on the site and for seismic retrofitting of existing structures on the site. The recommendations of such site specific geotechnical studies shall be incorporated into the design, engineering, and seismic retrofitting of all development, redevelopment of existing structures, and other construction projects on the site.	Mitigated below a level of significance.
On-site soils are subject to wind erosion.	1-2	Grading plans shall indicate that wind erosion shall be minimized, particularly in areas underlain by Tujunga Loamy Sand, through application of dust palliatives during grading and other construction or redevelopment activities.	Mitigated below a level of significance.
4.2 Water Resources			
The project shall result in the increased use of potable water.	2-1	Prior to the issuance of a building permit, the applicant shall demonstrate that all new construction complies with the latest requirements of the Uniform Building Code regarding water conservation.	Mitigated below a level of significance.

Potential Project Impacts	Mitigation Measures	Level of Significance After Mitigation
The project may result in increased pollutants in water drainage from the site.	2-2 Prior to the issuance of a grading permit, the applicant shall demonstrate that on-site stormwater discharge will be mitigated sufficiently to maintain compliance with the City's NPDES Storm Water Discharge Permit Requirements. A Notice of Intent (NOI) shall be filed with the state Water Quality Control Board for construction disturbing five acres of more of land.	Mitigated below a level of significance.
The project may result in building within the 100 year floodplain and in increases in on-site and off-site drainage.	2-3 Prior to the approval of a building permit for any new construction within the Specific Plan, the applicant shall submit to the City the following documentation from a qualified engineer regarding on-site and off-site drainage: a) After grading, proposed first floor building elevations are located outside the 100 year flood plain. b) The on-site drainage system can accommodate drainage flows from the project site per standard City requirements (i.e., all flows contained within storm drains or within street curb lines). c) The off-site drainage system will not be adversely affected by the project. This can be demonstrated in one of the following ways:	Mitigated below a level of significance.

Potential Project Impacts	Mitigation Measures		Level of Significance After Mitigation
	1)	The project will not result in any net increase in off-site storm flows.	
	2)	The downstream flood control system can accommodate any increase in storm flows that will occur as a result of the project.	
	3)	Any increase in storm flows from the project site are off-set by decreases from other sites within the Specific Plan that drain to the same off-site facilities.	
4.3 Biological Resources			
Development of the project as shown in the Specific Plan will impact sensitive biological elements on the site.	3-1	The project shall be redesigned to avoid all or portions of the following sensitive biological elements on site. (Note: this measure is an alternative to Mitigation Measures 3-2, 3-3, 3-4 and 3-5.)	Mitigated below a level of significance.

Potential Project Impacts	Mitigation Measures	Level of Significance After Mitigation
	Industrial Area-Northeast (5d) The boundary along the extreme eastern and southern end of this land use area should be redrawn to align with the edge of the concrete pad around the existing building. The proposed southern boundary also extends into Santa Ana River woolly star habitat. This boundary line should be redrawn further to the north. *Industrial Area-Southern (5b)* The proposed industrial design will include various sites along the southern boundary that impact a section of the Santa Ana River and the alluvial fan scrub habitat. There are at least two areas that clearly impact sensitive biological resources. The first area extends beyond the existing boundaries at the northeastern part of the golf course. The second area extends down the road leading from the golf course to Central Avenue. These extensions should be redrawn to match the existing boundaries of the golf course and should not extend south beyond the northern levee of the Santa Ana River.	

Potential Project Impacts	Mitigation Measures	Level of Significance After Mitigation
	Industrial Area-Southwestern (5c) The third site is at the extreme southwestern corner of the site, south of Central Avenue. The southern half of this land use area impacts a number of sensitive biological resources. This land use area should be eliminated.	
	Recreational Open Space Area (7a) The proposed design may or may not impact the unnamed tributary to Warm Creek. Recommended mitigation is to ensure that project design does not require alteration or elimination of this unnamed drainage. If redesign is not possible, then mitigation for the loss of jurisdictional wetland will be required.	
	International Trade Center (8) The proposed design may or may not impact the unnamed tributary to Warm Creek. Recommended mitigation is to ensure that project design does not require alteration or elimination of this unnamed drainage. If redesign is not possible, then mitigation for the loss of jurisdictional wetland will be required.	

Potential Project Impacts	Mitigation Measures	Level of Significance After Mitigation
	Although the amount of jurisdictional wetland for this area is only 1.0 acre, the proposed development will not be covered under a Nationwide Permit. Nationwide Permits are applicable only to an entire project. The proposed development of the International Trade Center is a part of the larger base reuse plan. The overall amount of wetland habitat lost as a result of the entire reuse plan will determine the need for permit action, the type of permit needed and the potential mitigation measures that will be required.	

Potential Project Impacts	Mitigation Measures	Level of Significance After Mitigation
The project may affect the habitat of sensitive species.	3-2 At the time of individual environmental assessments for all future project phases in all areas except the International Trade Center, the City, in consultation with a qualified biologist, shall determine whether additional spring surveys (April and May) are needed for individual project phases that are affected by construction and development activities. The purpose for subsequent surveys is to confirm the presence of any of the species listed below. These species may not have been previously identified either due to the timing of the surveys or because adequate surveys were not completed. The surveys, if needed, shall concentrate on areas within proposed limits of grading that may support targeted sensitive plant and animal species. The results of these surveys shall be documented in a report submitted to the City. The surveys shall focus on, but not be limited to, the following species: • Slender-horned spineflower • Parry's spineflower • Western burrowing owl • Los Angeles pocket mouse • Northwestern San Diego pocket mouse • San Bernardino Merriam's kangaroo rat.	Mitigated below a level of significance.

Potential Project Impacts	Mitigation Measures	Level of Significance After Mitigation
	In the event that these species are not present, or if they will not be significantly impacted by the development due to project design, no mitigation will be required. The following actions will be required if one or more of these species is detected during the surveys. For each sensitive plant species found within areas subject to project impacts, a detailed seeding/planting program shall be implemented. If agreeable to the resource agencies, the recommended mitigation shall be the transplantation and/or collection of seed from existing populations for ultimate use on a selected mitigation site. Specifications related to seed collection, planting, maintenance, and performance standards should be developed in accordance with consultation with these agencies. Transplantation of the two spineflower species would not be suitable because these species are annual.	

Potential Project Impacts		Mitigation Measures	Level of Significance After Mitigation
		For each sensitive wildlife species, the level of impact will need to be determined. If a determination is made that the impact will be significant, it is recommended that mitigation take the form of the replacement of lost habitat as determined appropriate by the CDFG and USFWS. Transplantation of individual animals is not recommended as a mitigation measure due to its very low success rate.	
The project proposes development in the Riverside Alluvial Fan Scrub habitat, which is considered a sensitive habitat.	3-3	Prior to the development of any areas containing Riverside Alluvial Fan Scrub, a mitigation plan shall be developed and approved by the resource agencies with jurisdiction over this habitat. Mitigation for this habitat will take the form of designated protected areas either on or off site to be set aside in perpetuity. The designation and protection of these areas shall be discussed with the CDFG. If off-site mitigation is not possible, replacement of lost habitat shall be required, to the satisfaction of the CDFG.	Mitigated below a level of significance.

Potential Project Impacts	Mitigation Measures		Level of Significance After Mitigation
The project may result in development within existing wetland or riparian areas.	3-4	Prior to the development of any areas containing wetland or riparian resources, a mitigation plan shall be developed and approved by resource agencies with jurisdiction over this habitat. Mitigation for the loss of wetland/riparian habitat types will be provided by replacement with habitat of equal or greater area and value. Conceptually, this would entail the development of riparian habitat at a selected site that does not currently support wetland/riparian or other sensitive habitats. Species that should be considered for use in the riparian replacement site include native species such as mulefat, willows, and cottonwood trees and appropriate site-native understory species.	Mitigated below a level of significance.

Potential Project Impacts	Mitigation Measures	Level of Significance After Mitigation
	An integrated riparian habitat mitigation plan will be developed as part of the more detailed permitting/agreement processes with the Corps and CDFG and will include input from the USFWS and CDFG. Permit conditions that will be set forth by the Corps as part of the 404 permit process and by the CDFG in a Streambed Alteration Agreement will make habitat mitigation for these areas a legally binding obligation. The current policies of these agencies require projects to incorporate measures to replace or avoid riparian and wetland habitat so as to achieve no net loss of these sensitive resources. The riparian habitat mitigation plan submitted to the Corps and CDFG for approval will follow the "Habitat Mitigation and Monitoring Proposal Guidelines" established by the Corps, Los Angeles District in June, 1993. These guidelines include, but are not limited to, the following items: • A clear statement of the goals of the proposed mitigation plan that establishes the amount and type of habitat to be established.	

Potential Project Impacts	Mitigation Measures	Level of Significance After Mitigation
	• The plan shall provide a description of each strategy proposed for establishment of replacement habitat and a brief explanation of the rationale behind each mitigation strategy to be employed. • Graphic exhibits will be included that precisely depict the location(s) and area(s) where habitat establishment shall be undertaken. Exhibits shall display engineer's plans for any earthwork required, including grading and contouring, and any hydrological management devices, such as drop structures, weirs, etc., that may be installed. • Plant palettes for the riparian habitat will be selected to replicate as closely as possible the native constituents of existing cottonwood/willow riparian woodland and mulefat scrub communities present within the impacted areas on the site.	

Potential Project Impacts	Mitigation Measures	Level of Significance After Mitigation
	• The plan shall name the responsible parties and provide general implementation specifications establishing the mitigation project schedule and site preparation requirements. Specifications for the establishment of appropriate native vegetation shall include timing of planting, standards for plant materials, planting techniques, spacing, irrigation (if any), site maintenance, supervision and documentation, and performance standards.	
	• The plan shall describe planned maintenance activities on the planting site(s), including irrigation system inspection, plant replacement, pest control, and removal of weeds and trash.	
	• The plan shall set forth the monitoring methods and performance criteria to be used to determine whether the plan has achieved its goals. Success criteria will establish the target functions and values the mitigation site habitat is intended to provide.	

Potential Project Impacts		Mitigation Measures	Level of Significance After Mitigation
		Final mitigation site design plans will be subject to agency approval. Implementation of the measures outlined above, which is expected to be required as part of the project permit conditions, will mitigate the project's impacts on both Streambed Resources and Riparian Habitat to below a level of significance.	
Project construction may result in incidental impacts to biologically sensitive elements.	3-5	Prior to development in areas of sensitive biological habitat, a qualified biologist or other natural resources specialist (e.g., arborist) shall be retained as a construction monitor, to ensure that incidental construction impacts on biological resources are avoided, or limited to a minimum. Monitoring should occur in those sections of the aviation/airport related use, golf course/industrial and industrial areas that are currently undeveloped open space. Typical responsibilities of the construction monitor include the following: • Monitor shall attend at least one meeting prior to the pre-grade conference(s) to ensure that timing/location of construction activities do not conflict with mitigation requirements (e.g., seasonal surveys for plants, reptiles, etc.).	Mitigated below a level of significance.

Potential Project Impacts	Mitigation Measures	Level of Significance After Mitigation
	• Prior to commencement of grading: 1. Review/designate the construction area in the field with the contractor and the designated inspector in accordance with the final grading plan approved by the appropriate agency. Haul roads and access roads should be sited within grading areas identified in the California Environmental Quality Act (CEQA) documentation. If activities outside these limits are necessary, they should be evaluated for consistency with the CEQA documentation. 2. Supervise cordoning of preserved natural areas that lie outside grading areas identified in CEQA documentation (e.g., with temporary fence posts and colored rope). Fence posts or similar obstructions should be located outside of active streambed channels.	

Potential Project Impacts	Mitigation Measures	Level of Significance After Mitigation
	3. Conduct a field review of the staking (to be set by the surveyor) designating the limits of all construction activity. Any construction activity areas immediately adjacent to riparian areas or other sensitive resources may be flagged or temporarily fenced by the monitor, at his discretion.	
	4. Conduct an educational session with the contractor (including field superintendent and other key construction personnel) and designated inspector, describing the importance of restricting work to designated areas. The monitor should also discuss procedures for minimizing harm/harassment of wildlife encountered during construction.	

Potential Project Impacts	Mitigation Measures	Level of Significance After Mitigation
	• Construction personnel should be prohibited from entry into areas outside the designated construction area, except for necessary construction related activities, such as surveying. All such construction activities should be coordinated with the monitor.	
	• The monitor should be present periodically on the site during construction to coordinate and monitor compliance with the above provisions.	
	• Upon completion of construction, the contractor should be held responsible to restore any haul roads and access roads that are outside of approved grading limits. This restoration should be done in consultation with the monitor.	

Potential Project Impacts	Mitigation Measures	Level of Significance After Mitigation
	• If construction activities are conducted during the nesting/ breeding season (typically February through July), the construction monitor should, at the pre-grade conference for each phase of grading, determine: 1) the need for, and 2) the frequency of, monitoring for nesting birds protected by the Migratory Bird Treaty Act and/or Endangered Species Act. If monitoring is determined to be necessary, the qualified specialist should monitor construction activities in the designated areas. Any bird nests discovered should be reported to the appropriate agency, project applicant, and any necessary State or federal agencies. Removal of observed nests should be done only in compliance with the federal Migratory Bird Treaty Act and Endangered Species Act, or applicable permits.	

Potential Project Impacts	Mitigation Measures	Level of Significance After Mitigation
Project operation may result in incidental impacts to adjacent biologically sensitive areas.	3-6 Prior to development in areas adjacent to sensitive biological habitat, evidence shall be presented by the project applicant, to the Director of Planning and Building Services that prospective occupants and users of redevelopment areas have been clearly advised of the implications of human activity adjacent to natural open space areas. To accomplish this, the project applicant, or agents and assigns, should prepare a written statement that includes discussions of the following types of issues: • Warnings of dangers and nuisances posed by wildlife that may forage at the development edge (e.g., coyotes in the Santa Ana River). • Responsibilities and benefits associated with development near a wildland area. • Fuel modification and fire management plan as approved by the Fire Chief. Fuel modification areas typically extend outside proposed development boundaries. Additional impacts to sensitive resources may occur as a result.	Mitigated below a level of significance.

Potential Project Impacts	Mitigation Measures		Level of Significance After Mitigation
		• Development of a lighting plan to minimize light spillage in areas adjacent to open space areas, including the golf course to be approved by the City Engineer. • Eliminate use of rodenticide. This statement should be written to foster an appreciation of native ecosystems, and to identify measures that should be taken to minimize conflicts between wildlife, domestic animals, and humans.	
The project may involve the use of rodenticides to control rodent populations.	3-7	Prohibit expanded use beyond current levels of rodenticides in or near areas of potential habitat for San Bernardino Merriam's kangaroo rat and other sensitive rodent species. Where practicable, reduce or eliminate existing use of rodenticides near these areas.	Mitigated below a level of significance.

Potential Project Impacts	Mitigation Measures		Level of Significance After Mitigation
Project landscape elements could adversely affect existing native species.	3-8	Prior to approval of any landscape plans, evidence shall be presented to the Director of Planning and Building Services that the project applicant, or agents and assigns, have prepared landscape design guidelines that describe adverse ecological effects associated with non-native, invasive plants. These guidelines should be provided to all proposed land users and used during the review and approval process for all landscaping plans. Disposal of cuttings of any ornamental plants in on-site or off-site open space areas should be strictly prohibited. Use of non-native, invasive plants should be controlled, as described in the following sections.	Mitigated below a level of significance.

Potential Project Impacts	Mitigation Measures	Level of Significance After Mitigation
	Prohibited Species Non-native plants that are potentially invasive via airborne seeds, or that are particularly difficult to control once escaped, should be prohibited from all parts of the project, including the golf course. Such species include, but are not limited to, the following: • Tree-of-heaven (*Ailanthus* spp.) • Giant reed (*Arundo donax*) • Garland chrysanthemum (*Chrysanthemum coronarium*) • Pampas grass (*Cortaderia* spp.) • Brooms (*Cytisus* spp.) • Bermuda buttercup (*Oxalis pes-caprae*) • Fountain/Kikuyu grass (*Pennisetum* spp.) • German ivy (*Senecio mikanoides*) • Periwinkle (*Vinca* spp.) • Tamarisk (*Tamarix* spp.) • Sprangle top (*Lamarckia aurea*)	

Potential Project Impacts	Mitigation Measures	Level of Significance After Mitigation
	Permitted Species Some invasive, exotic species are known to be controllable in well managed habitat preserves. Such species may be used in project landscaping and golf course plantings, if a qualified biologist approves the species and proposed use, and the proposed use of herbicides, pesticides and rodenticides. Non-native, invasive species that could be used under these circumstances include, but are not limited to, the following: • Hottentot-fig (*Carpobrotus edulis*)[1] • Bermuda grass (*Cynodon dactylon*)[2] • Myoporum (*Myoporum laetum*) • Pepper trees (*Schinus* spp.). • Cape honeysuckle (*Tecomaria capensis*).[1]	

1 Should be prohibited in areas adjacent to natural open spaces.

2 Hybrid Bermuda grass, which is sterile or produces only sterile seed, should be permitted on golf course fairways, tees, or greens, when surrounded by an appropriate buffer or an apron of non-invasive grass species (to prevent vegetative spread into natural areas).

Potential Project Impacts	Mitigation Measures	Level of Significance After Mitigation
4.4 Cultural Resources		
No potential project impacts.	No mitigation measures required.	
4.5 Land Use/Relevant Planning		
The project may result in land use conflicts between existing residential units (on-site and off-site) and proposed industrial and commercial uses.	5-1 Prior to the approval of building permits for any Specific Plan land uses within 100 feet of existing residential uses (including on-site residential units utilized for an interim period), the project proponent shall take measures to ensure the compatibility of the proposed use with the existing residential uses. Such measures shall include, but are not limited to: • Establishment of a minimum setback of 50 feet from any proposed buildings to existing residential units. • Restrictions on the use of residential streets by industrial/commercial traffic. The measures will be reviewed and approved by the Planning Director, City of San Bernardino (or his designee) prior to the approval of building permits for such uses.	Mitigated below a level of significance.

Potential Project Impacts	Mitigation Measures	Level of Significance After Mitigation
The project proposes industrial development adjacent to the Santa Ana River.	5-2 Prior to the issuance of building permits for any industrial uses in parcels abutting the Santa Ana River, IVDA shall prepare and the City shall review and approve a set of detailed design standards for development along the river edge to ensure that the proposed uses will not adversely affect the recreational, water resource, or biological resources along the river. Said standards shall establish the following: • Minimum building setbacks from riverbanks. • Minimum setbacks from biologically sensitive areas. • Architectural treatments for facilities adjacent to the river to ensure visual compatibility.	Mitigated below a level of significance.
4.6 Hazardous Waste/ Hazardous Materials		
The project may result in new development in or around IRP sites.	6-1 Prior to the approval of any building permit or grading permit within the project area, the applicant shall provide written evidence to the Planning and Building Services Director, City of San Bernardino, that the Air Force has released the site for development, and that the proposed development will not hinder efforts to clean up the TCE plume.	Mitigated to below a level of significance.

Potential Project Impacts	Mitigation Measures	Level of Significance After Mitigation
New uses may involve hazardous materials and the potential for improper disposal of hazardous waste.	6-2 Prior to the approval of any building permit or grading permit within the project area, the applicant shall provide written evidence to the Planning and Building Services Director, City of San Bernardino, that an individual site survey meeting City of San Bernardino requirements for hazardous waste has been conducted.	Mitigated to below a level of significance.

Potential Project Impacts	Mitigation Measures	Level of Significance After Mitigation
4.7 Transportation/Circulation		
The project will result in increased traffic flows resulting from automobiles accessing the site.	7-1 Any Specific Plan project shall contribute, on a fair share basis, to mitigation of traffic impacts. Contributions shall be by one of the following: a) Implementation of the recommended intersection, traffic lane or freeway improvements listed. b) Payment of dollar equivalent of the improvements to specific fund for said improvements. c) Implementation of additional capacity on parallel routes to offset impacts on existing routes. Such additional capacity shall be approved by the City prior to implementation credits being allowed.	

Potential Project Impacts	Mitigation Measures	Level of Significance After Mitigation
	The City recognizes a total of 46,520 vehicle trips from the predevelopment status of the Base. Implementation or mitigation measures shall not be required until this level of trips is generated from the Specific Plan area. Exception to the above will apply where intersections or lane configurations operate below level of service D. The SBITC will implement an aggressive TDM program throughout the SBITC to further mitigate potential vehicle trip impacts of the project, but will rely on actual field conditions and counts to determine level of service and intersection capacity.	
	7-2 Prior to the approval of more than 100,000 gross square feet of new development on the site, the IVDA shall adopt a Transportation Demand Management (TDM) program to reduce the overall trip generation of the project. Elements of the TDM shall include measures to implement the following: a) Establishment of an on-site transportation center to distribute information on alternative transit modes and facilitate car-pooling.	Mitigated below a level of significance.

Potential Project Impacts	Mitigation Measures		Level of Significance After Mitigation
		b) Development of a Master Plan of bus stops and construction of bus turn-outs within the project street system.	
		c) Provision of preferred parking for car-pools for all project sites.	
		d) Provision of bicycle commuting facilities such as bicycle racks and/or lockers.	
4.8 Noise			
Project construction will result in short-term noise increases.	8-1	Construction shall be restricted to between 7:00 a.m. and 7:00 p.m. on weekdays (8:00 a.m. and 7:00 p.m. on Saturday). No construction shall take place on Sundays or federal holidays.	Mitigated below a level of significance.
	8-2	Construction equipment (both fixed and mobile) shall be equipped and maintained with properly functioning mufflers.	
	8-3	Stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive areas.	
	8-4	Temporary noise barriers shall be used when construction is to be performed within 450 feet of residential units or 250 feet of commercial units.	

Potential Project Impacts	Mitigation Measures	Level of Significance After Mitigation
	8-5 Low noise level equipment shall be utilized.	
	8-6 Noisy activities shall be planned to occur together, whenever practical.	
The project will contribute to cumulative noise increases along existing roadways accessing the site. This cumulative impact will adversely affect existing sensitive uses (i.e., residential units) adjacent to these roadways.	No mitigation is considered feasible.	This impact will remain significant.
4.9 Air Quality		
Project construction will result in the short-term emission of air pollutants (Mitigation Measures 9-1 through 9-9).	9-1 Prior to the issuance of any grading or building permits, the project sponsor shall submit to the City a mitigation plan for both exhaust and dust impacts. No construction will be conducted prior to acceptance of this plan. The following (or other suitable measures) shall be included in this plan. The City shall verify use of the plan measures during regular site inspections.	After implementation of Mitigation Measures 9-1 through 9-9, project construction impacts to air quality will remain significant.
	9-2 Grading plans shall indicate that on-site grading will be limited to a total of six acres per day.	

Potential Project Impacts	Mitigation Measures	Level of Significance After Mitigation
	9-3 Grading plans shall indicate that the contractor shall be responsible for ensuring that trucks used for hauling excess material are covered to minimize loss of material, flagmen assist trucks moving into traffic, and peak hour truck travel is minimized.	
	9-4 The dust control plan shall be included as part of the grading plan and shall specify steps that would be taken to comply with SCAQMD Rules 402 (Nuisance) 403 (Fugitive Dust). Measures outlined in the plan shall include but not be limited to: daily watering of graded areas, washing of equipment tires before leaving the construction site, and use of SCAQMD approved chemical stabilizers or soil binders.	
	9-5 The grading plan shall indicate that during construction, the contractor shall discontinue construction activities during first and second stage smog alerts, or when wind gusts exceed 25 miles per hour.	

Potential Project Impacts	Mitigation Measures	Level of Significance After Mitigation
	9-6 The grading plan shall indicate that all construction equipment shall be maintained in good operating condition so as to reduce operational emissions. The contractor will ensure that all construction equipment is being properly serviced and maintained.	
	9-7 Prior to approval of a grading permit, the contractor shall provide evidence that low emission mobile construction equipment will be utilized, or that their use was investigated and found to be infeasible for the project.	
	9-8 Roadway and parking lot plans shall indicate the use emulsified asphalt or asphaltic cement, where feasible. The use of cutback asphalt should be avoided whenever possible.	

Potential Project Impacts	Mitigation Measures		Level of Significance After Mitigation
	9-9	Where feasible and/or applicable, the project proponent shall: 1) specify construction materials with natural finishes that do not require coating; 2) where coatings are to be applied, specify the use of high-volume low-pressure or manual application of paints and coatings on structures; 3) use pre-finished or pre-primed and sanded wood molding and trim products and pre-primed wallboard; and 4) specify the use of non-polluting power-coating operations and power-coated metal projects.	
The long-term operation of the project will result in the emission of air pollutants from vehicles accessing the site and energy consumption on the site. Note: the project will also result in a long-term air quality benefit by providing job opportunities in close proximity to existing housing, thereby reducing commute lengths and resulting emissions. Mitigation Measures 9-10 through 9-12 seek to further reduce the extent of project related emissions.	9-10	Prior to the approval of more than 100,000 square feet of cumulative development, the project sponsor shall develop a commuter center, which would include such information as: bus and rail transit schedules/maps; telephone numbers for the designated transportation coordinator; Omnitrans bus route and Metrolink schedules; ridesharing promotional material; bicycle route and facility information; location of, and directions to, the San Bernardino Metrolink station schedule; and location of on-site vanpool/carpool spaces.	Mitigated below a level of significance.
	9-11	Configure parking areas to minimize traffic interference by providing adequate ingress and egress.	See above.

Potential Project Impacts	Mitigation Measures	Level of Significance After Mitigation
	9-12 Prior to the approval of a building permit, the project sponsor shall demonstrate that building and landscape plans include the following: • Thermal load reduction through the use of automated time clocks and/or occupant sensors. • The utilization of window glazing, wall insulation, and efficient ventilation methods. • The utilization of energy efficient heating, air conditioning, water heaters, furnaces, boiler units, etc. • The incorporation of passive solar design and solar heaters, where appropriate. • Landscape with native, drought resistant species to reduce water consumption and provide passive solar benefits.	See above.

Potential Project Impacts	Mitigation Measures	Level of Significance After Mitigation
4.10 Public Services and Utilities		
The project will result in increased demand for capital improvements for police and fire prevention services.	10-1 The project proponent shall pay the project's fair-share portion of fees to the City to cover additional capital improvement costs for police protection and fire prevention services. Facilities may be provided in lieu of payment of fees. The appropriate fee share or facilities will be specified in a project finance plan to be approved by the City. Until such time as a project finance plan is approved, project specific agreements between the City and IVDA may be negotiated to ensure adequate facilities for police and fire services.	Mitigated below a level of significance.
	10-2 Project design plans will incorporate security features, such as adequate night lighting around building exteriors (per City standards), low-vegetation landscaping and clear drive up areas for emergency vehicles. The adequacy of the security features will be reviewed as part of the plan check process; the project design must be approved by the City as part of the project review process (prior to issuance of building permits).	

Potential Project Impacts	Mitigation Measures		Level of Significance After Mitigation
The project may result in water supply requirements in excess of the Master Plan.	10-3	Specific Plan development that would exceed nine million square feet (combined with development on the SBIA site) will require evaluation of the system in place at that time to determine the need for any additional water service facilities. If additional facilities are required, the IVDA will coordinate with the City of San Bernardino Municipal Water Department to specify the additional water demand to be generated by the development expansion, and the extent of any additional system facilities that would be required. The IVDA will secure confirmation of service capability from the Water Department to serve the additional development above nine million square feet, but not exceeding 11 million square feet as specified in the Norton Air Force Base Master Plan.	Mitigated below a level of significance.

Potential Project Impacts	Mitigation Measures		Level of Significance After Mitigation
The project may result in sewer demand that exceeds planned capacity.	10-4	Development in excess of nine million square feet or that generates wastewater over one million gallons per day in the connection line to the City's sewerage system will require evaluation of the system in place to determine the potential need for additional sewer service facilities. In the event that the project system requires expansion, the IVDA will arrange with the City of San Bernardino Municipal Water Department to provide for the necessary additional facilities. The IVDA will secure confirmation of service capability from the Department to serve the additional development beyond eight million square feet as specified in the Norton Air Force Base Master Plan and/or one million gallons per day in the City connection line.	Mitigated below a level of significance.

Potential Project Impacts	Mitigation Measures		Level of Significance After Mitigation
The Golf Course area (Area 20 of the Utility Master Plan) may require special considerations for the provision of sewer services.	10-5	Engineering analysis will be conducted and design plans prepared for a gravity flow sewerage system adequate to contain and distribute the projected development wastewater flow from the golf course area. The system will be designed to connect with the balance of the sewerage system on site, as well as the City sewer lines off site. Plans will be submitted to the City Public Works Department for review during the plan check period. Approval of the final design plans shall be required prior to issuance of building permits for planned development in the golf course area (Area 20).	Mitigated below a level of significance.

Potential Project Impacts	Mitigation Measures		Level of Significance After Mitigation
Existing water lines and facilities may be subject to breakage and/or leakage.	10-6	A Facilities Repair and Maintenance Plan shall be prepared and submitted to the City of San Bernardino Municipal Water Department. The plan shall specify repair and preventative maintenance tasks for the water lines and facilities, such as clearing out of existing pipes, repairing line breaks, videotaping conditions inside the pipes, and relining the existing pipes when appropriate during project phasing. The plan will identify responsible party for task implementation, frequency of maintenance and oversight review/check for adequacy. The plan will be approved by the City prior to issuance of project building permits.	Mitigated below a level of significance.
Build out of the project may result in solid waste generation in excess of planned capacity.	10-7	Provision of solid waste collection services for development beyond eight million square feet within the project will be evaluated by the IVDA in coordination with the City. Prior to construction of phases of the project that would generate solid waste service demand above the capacity of existing resources, the IVDA will implement the City's adopted program to reduce solid waste production, pursuant to A.B. 939.	Mitigated below a level of significance.

Potential Project Impacts	Mitigation Measures	Level of Significance After Mitigation
The project will require the installation of electrical, gas, and telephone services.	10-8 During the project design review process (each phase as submitted), final design plans will be submitted to all pertinent utility providers (e.g., Southern California Edison, The Gas Company, General Telephone) for review and determination of ability to service the proposed project. Receipt of written verification from the utility providers of ability to serve the project will be required prior to issuance of building permits.	Mitigated below a level of significance.